



# ROYAL WHARF

LONDON

**PHASE 3**

**Application for Approval of Reserved  
Matters for Amendments to Plot 20**

**Design & Access Statement**

**13-April-17**

*Oxley* **ballymore.**

**Glenn Howells Architects** **TODD**

## SUMMARY

Application for Approval of Reserved Matters for Amendments to Plot 20

Royal Wharf is a residential mixed use scheme in the heart of the London Borough of Newham. This project represents phase 3 of development of the planning-approved 2012 outline masterplan and proposes a significant opportunity to provide family housing alongside small scale commercial and retail uses providing for the housing amenity needs of the local community.

This document forms the design and access statement of the reserved matters application for building plot 20, part of phase 3 of Royal Wharf.

This application is in respect of amendments to the proposals which arise from design development and respond both to the requirements of construction and also development in brief and ownership of the building by a housing association. Overall the quantum and mix are unchanged. The design has been developed with the Glenn Howells Architects who are the design champion for Royal Wharf.

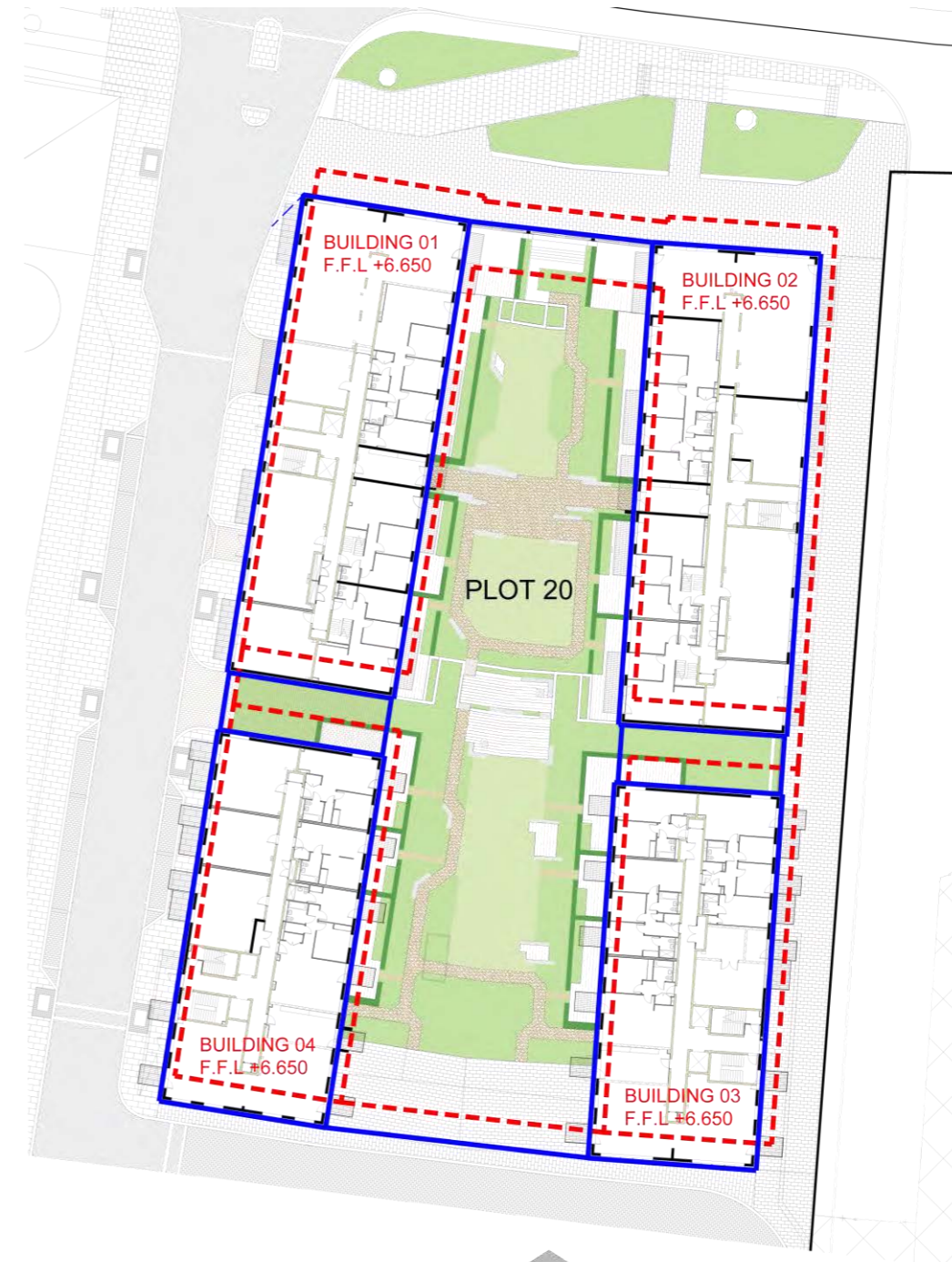
This document describes the subsequent detail design development undertaken for Plot 20 identifying improvements whilst adhering to the design code established throughout the masterplan.

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1. Plot 20 Site
2. Approved Design
3. Proposed Design
4. Façades & Materials
5. Proposed Drawings

# 1. PLOT 20 SITE

Plot 20 is located within Phase 3 of the Royal Wharf development next to the Docklands Light Railway. As part of the design development it has been necessary to consider more closely the space between the building and DLR exclusion zone. The minimum exclusion zone is 5m between the DLR and façade of plot 20 however to facilitate construction with regard to Health & Safety and access it has been necessary to increase this distance to 8m. The diagram below indicates the approved position (dashed in red) and the proposed new position (outlined in blue).



- - - Approved Plot 20 position  
— Proposed Plot 20 position  
 NORTH  
 (not to scale)

Above: Plot 20 Site Location Plan

Above: Approved and proposed position

## 2. APPROVED DESIGN

Plot 20 comprises 314 homes including studio, 1, 2, 3, 4 bedroom apartments and 5 bedroom duplexes.

The apartment quantum and mix is shown in the table below and remains unchanged from the approved application. The approved ground floor layout is shown to the right.

### Apartment Mix

Studio	37
1 Bed	101
2 Bed	105
3 Bed	63
4 Bed	4
5 Bed	4
<b>Total</b>	<b>314</b>

The conceptual approach to the design of this plot is described in the Glenn Howells Architects Design and Access Statement submitted as part of the approved application and as referenced below:

#### Concept: "Brick Warehouse"

*Plot 20 forms an important gateway to, and frontage onto North Woolwich Road frontage within the Royal Wharf development. The scale and massing of the building marks its prominent location.*

*Conceptually, the buildings facing North Woolwich Road have been developed to be of warehouse typology, with predominantly brick facades and industrial, metal balconies. The two buildings to the rear of the plot are designed in a mansion typology.*

*The plot has been developed within its wider master-planning context and in accordance with the materiality masterplan and design code principles.*

*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.*

Care has been taken during the design development process to retain the conceptual approach whilst progressing the design towards construction and delivery. The essence of the design has been retained and where amendments have been necessary due to user requirements or construction methodology these are described in the following section of this report.



Above: Approved Ground Floor Layout

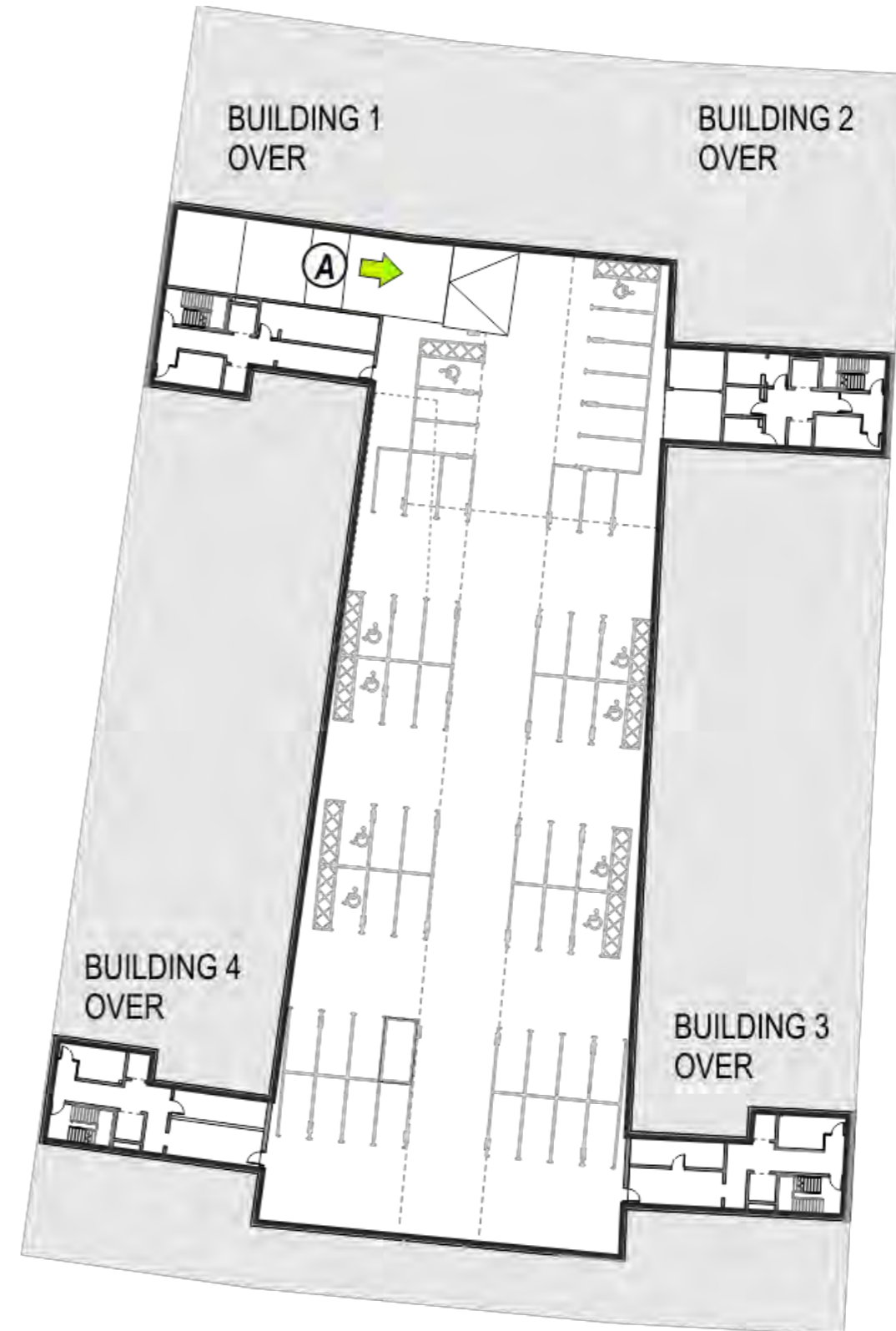
### 3. PROPOSED DESIGN

Design Development has been on-going and as part of this process the design has been refined to suit the requirements of the tenants, construction methodology and site constraints. These are described below and illustrated on the adjacent drawings and images. A full set of proposed plans and elevations is appended to this report.

The approach to constructing the car park levels has developed through detail design and rationalised to facilitate construction and site constraints. The approved design features a stepped car park slab which is unsuitable due to the construction methodology of the facades over. The facades will be constructed using prefabricated elements which are craned into place; this requires a level platform for the crawler crane to traverse and accordingly the central car parking zone in the basement will be formed as a flat surface. The car parking at lower ground floor level will then be constructed separately as an 'infill slab'.

As part this approach to construction, access to the carpark has been rationalised. The approved design incorporates a single access and internal ramp. The proposed design includes two car park entrances, one provides direct access to the basement ramp and a separate access allows access to parking at lower ground floor level. These are indicated by reference point A on the basement plan opposite and lower ground floor level plan over.

In total 115no. spaces will be provided within plot 20.



Above: Proposed Basement Level

On-going design development and coordination between various disciplines have identified requirements in relation to ancillary space at Lower Ground Floor level. As a result these areas have been re-planned and rationalised as described below.

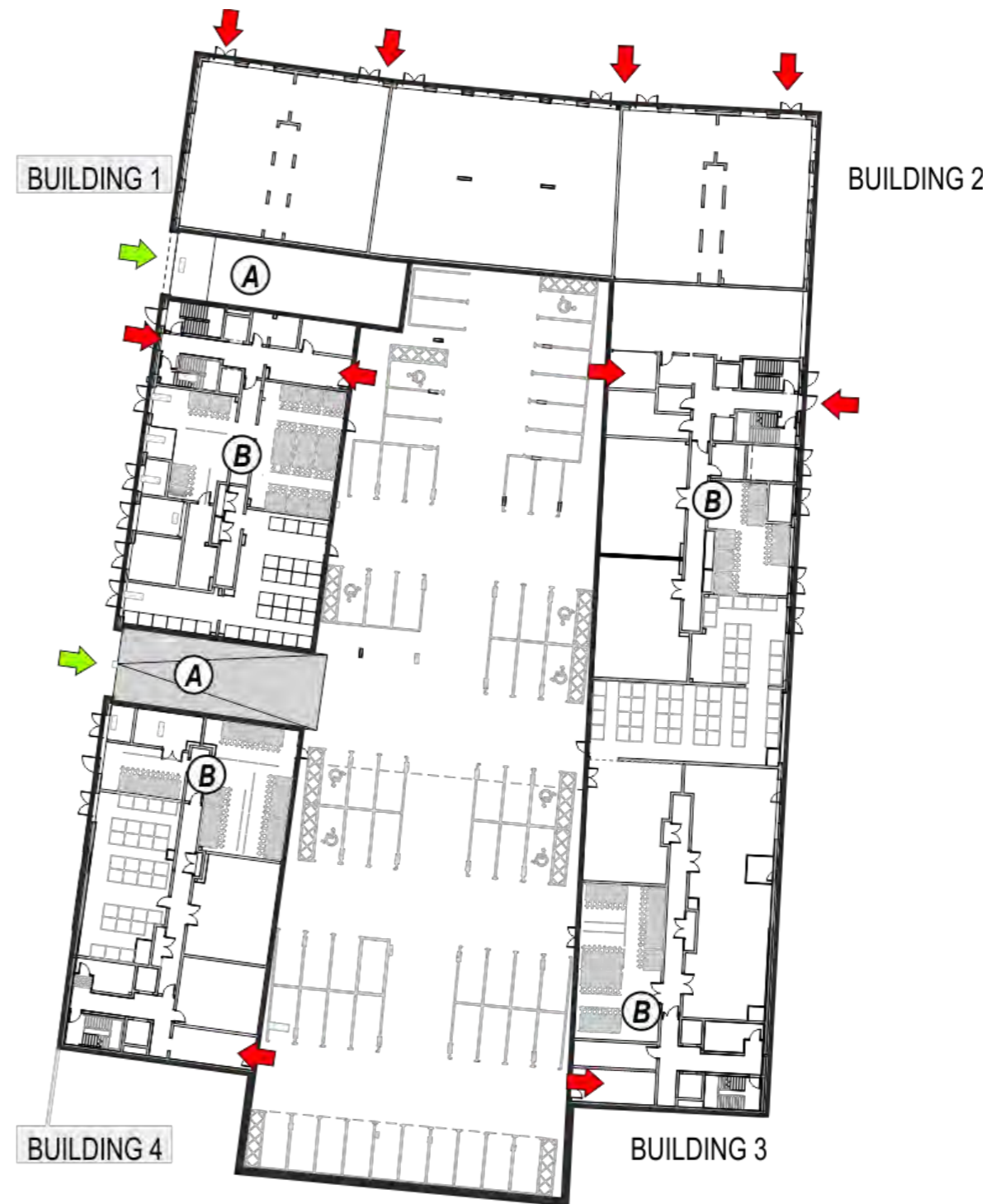
Bicycle stores have been more evenly distributed around the cores to each of the individual buildings which form plot 20. The approved design localised these to two cores whereas the proposed design allows for access from each stair / lift core. The total number of bicycle spaces provided is 420.

Refuse storage has been redesigned to allow direct access from outside, avoiding the need for bins to be moved across the car park for collection and emptying.

Reference point B on the layout opposite indicates locations for bins and bicycles and the table below summarises the provision.

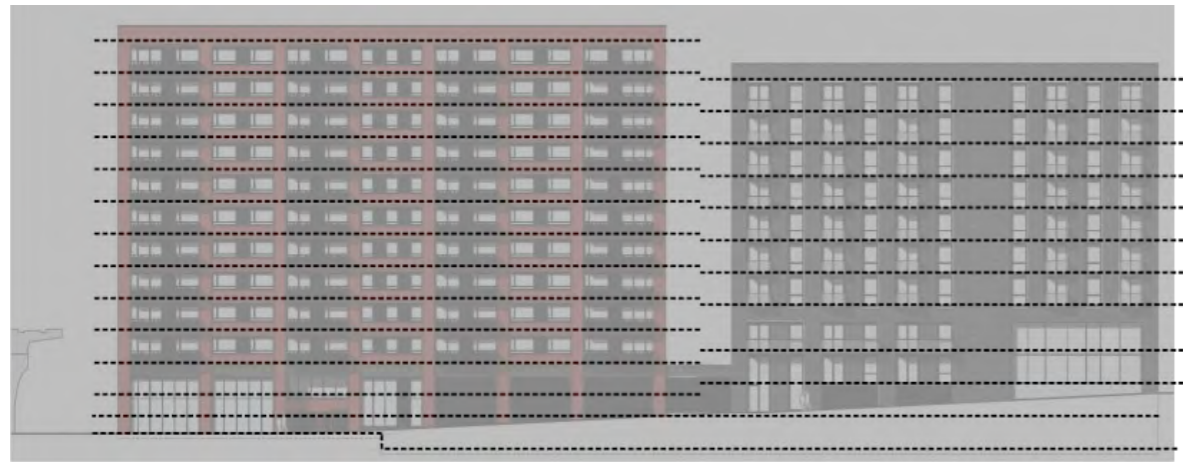
Building	No. Bicycle Spaces	No. Bins
1	124	32
2	56	53
3	136	Shared with Building 2
4	104	30
<b>Total</b>	<b>420</b>	<b>115</b>

In addition to bin and bicycle provision the lower ground floor layout includes ancillary space such as cleaner's stores and plant space including electrical switchrooms, car park exhaust fans and the main water tank room. These have been positioned to allow direct access from outside as required by statutory or regulatory standards.



Above: Proposed Lower Ground Floor Level

The approved design has different floor levels between buildings 1 & 2 and 3 & 4 as shown on the elevation below. As part of the design development process the floor levels between blocks have been rationalised to align between adjacent buildings.



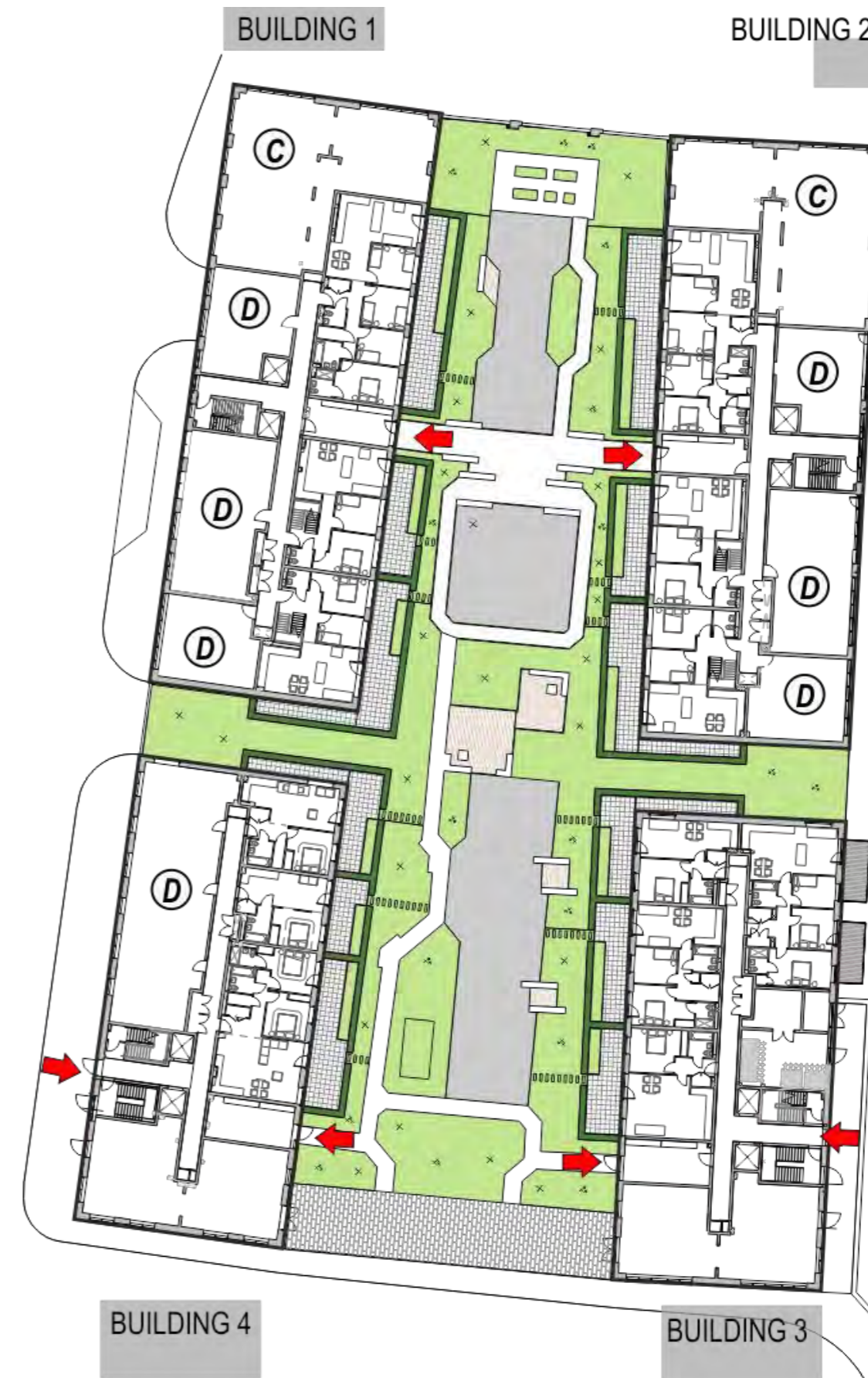
The level rationalisation retains the double height space to the commercial / mixed use units to the north elevation next to the DLR as indicated at reference point C on the layout opposite and creates additional landlord space on the ground floor layout as indicated by reference point D opposite. A revised elevation is included later in this report.

Direct access from the central courtyard is retained to all cores and entrances. Each entrance will include a canopy over as required by Lifetime Homes and Secure by Design.

Following consultation with Notting Hill Housing Association the building entrances have been reviewed to improve direct access to cores, incorporate post boxes and include secure lobbies.

The stair and lift cores have been reviewed and reconfigured to facilitate egress from the basement in compliance with statutory requirements.

The eastern edge of building 3 has been reconfigured to take account of the existing road level between Plot 20 and the retained adjacent development. Level access is provided directly to the core, bicycle store and adjacent ancillary plant space as required.



Above: Proposed Ground Floor Layout



As part of the design development process the building height has been adjusted

The typical upper level floor to floor height in the original proposal was 2950mm. This has increased to 3000mm in the current proposal enhancing the quality of the proposed units, facilitating services integration and rationalising brick coursing.

The difference in overall building heights and levels between the proposed and approved design are outlined below.

Building	Difference between Proposed Design compared to approved design. (level in metres)			
	1	2	3	4
Roof Level	+1.875	+1.875	-0.610	-0.610
Parapet Level	+1.275	+1.275.190	-1.325	-1.325



Above: Proposed massing sketch

## 4. FACADES & MATERIALS

The Royal Wharf masterplan is underpinned by an overarching materiality and set of typologies that relate to location and key site conditions. The integrity of the design code is maintained through detail design. 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 and form a robust edge to the site. The Warehouse typology buildings are predominantly brick, with a rhythmic window arrangement.



Above: Proposed West Elevation

1. Red facing brick
2. Metal framed balcony and railing
3. Polyester powder coated curtain walling system
4. Back painted glass infill panel

5. Car Park entrance
6. Louvred panel to ancillary space behind
7. Projecting balcony with polyester powder coated fascia and glass guarding
8. Aluminium window surround
9. Dark coloured facing brick

The masterplan defines plot 20 as being of a warehouse block typology and this has been maintained from the approved design through to the proposed design.

The buildings have a vertical emphasis defined by set back vertical bays. The fenestration pattern relates to the use behind with back painted glass introduced to both lower and upper levels to conceal structural elements behind whilst maintaining the scale and rhythm of the approved design. Back painted glass replaces the previously proposed brickwork to enhance the horizontal emphasis to the windows and enhance the warehouse typology.

#### **Buildings 1 and 2**

These buildings are located to the north of the plot next to the DLR and are finished in red brick in keeping with the approved design.

Mechanical ventilation grilles to buildings 1 and 2 are located below the projecting balcony to minimise the visual impact against the red brick façades.

A recess has been introduced to the gable ends to add visual interest and scale. This recess is formed in the brickwork and is illustrated on the image over.

1. Recessed brick panel
2. Polyester powder coated window system
3. Back painted glass infill panel
4. Projecting balcony with metal railings and fascia
5. Soldier course over window



Above: Building 1 and 2 proposed typical bays



Above: Proposed view from north west

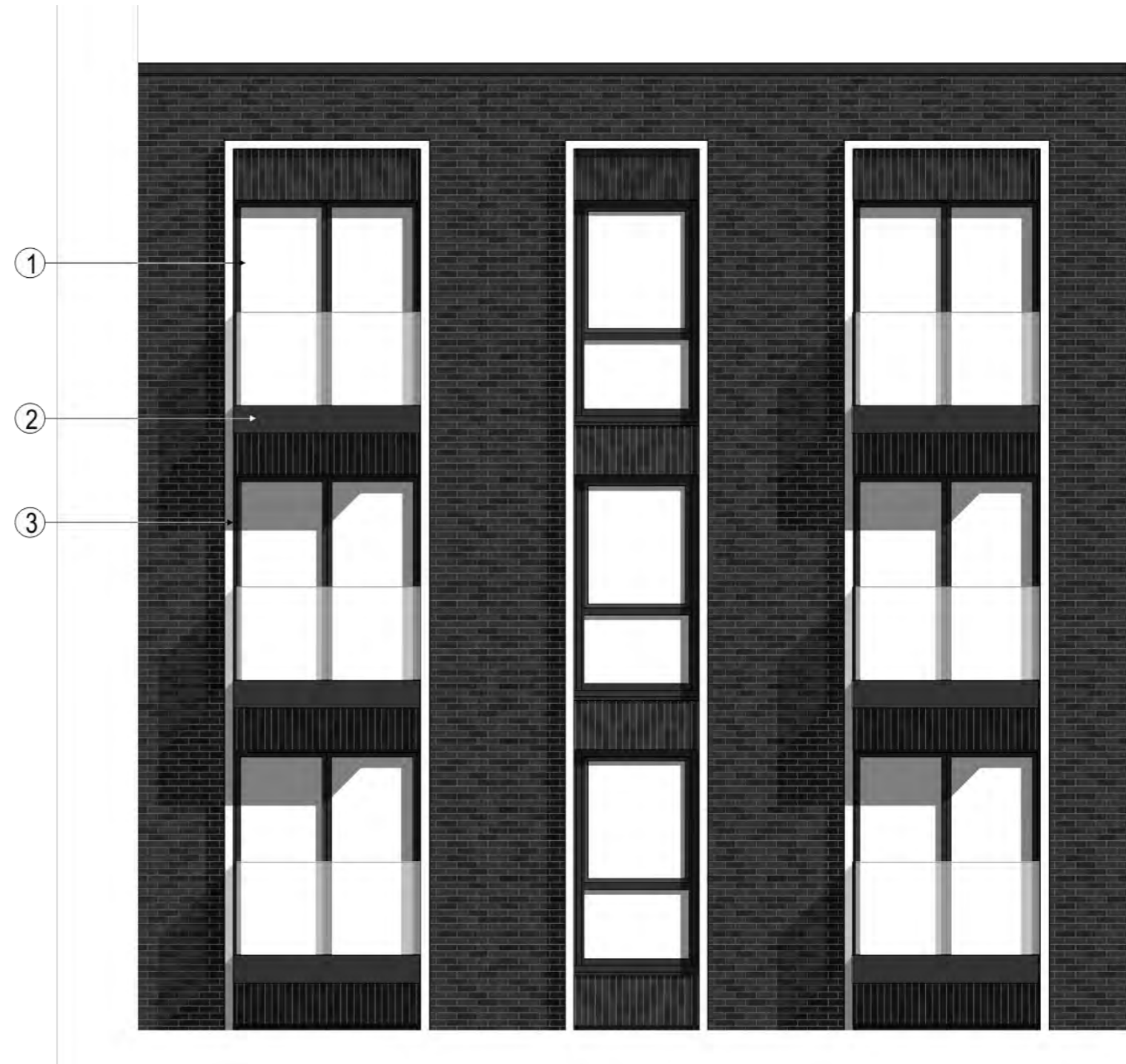
### Buildings 3 and 4

These buildings are located to the south of the plot next to plot 24 and are finished in a dark brick in keeping with the approved design.

Mechanical ventilation grilles to buildings 2 and 3 are located below the projecting balcony to minimise the visual impact against the red brick façades.

The contrasting surround to the windows has been developed and the proposed design includes a white aluminium surround in lieu to stone. This is due to the proposed fabrication method of the façade panels and installation of windows.

1. Polyester powder coated window system
2. Projecting balcony with metal fascia and glass guarding
3. White aluminium surround to windows



Above: Building 3 and 4 proposed typical bays



Above: Proposed view from south west

## 5. PROPOSED DRAWINGS

### PROPOSED LAYOUTS

Basement Layout

Lower Ground Floor Layout

Ground Floor Layout

First Floor Layout

Second Floor Layout

Third Floor Layout

Fourth Floor Layout

Fifth Floor Layout

Sixth Floor Layout

Seventh Floor Layout

Eighth Floor Layout

Ninth Floor Layout

Tenth Floor Layout

Roof Plan

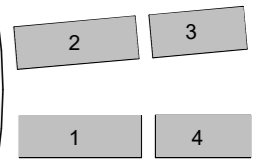
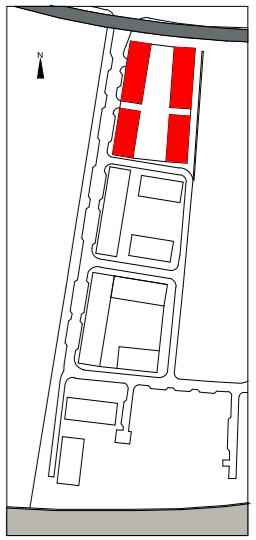
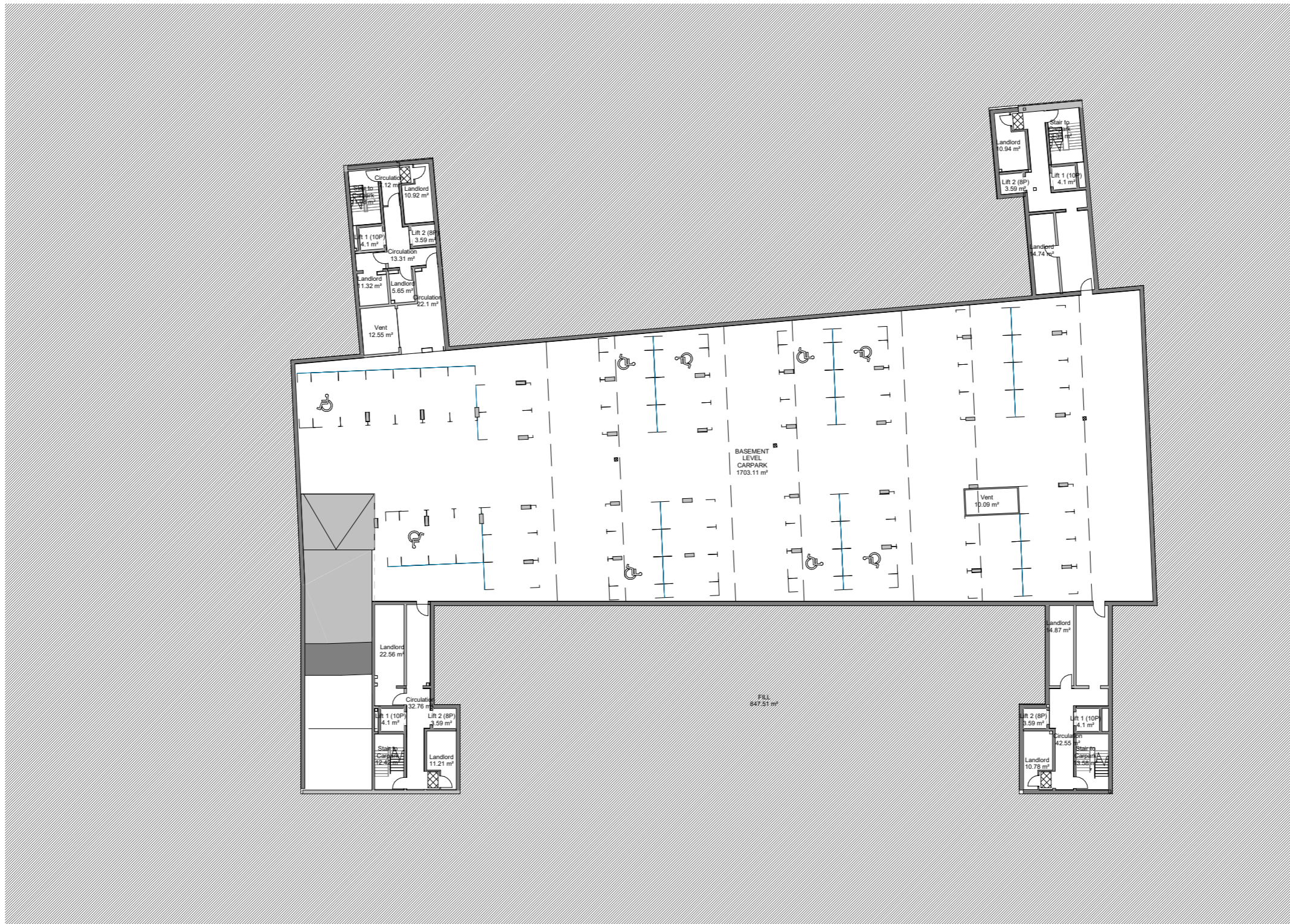
### PROPOSED ELEVATIONS

North & East Elevations

South & West Elevations

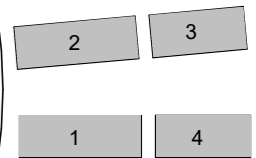
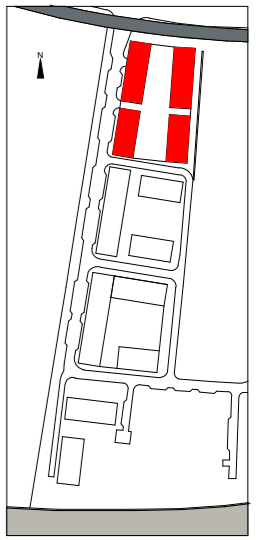
Short Sections 1-1 & 2-2

Long Sections 3-3 & 4-4

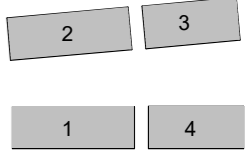
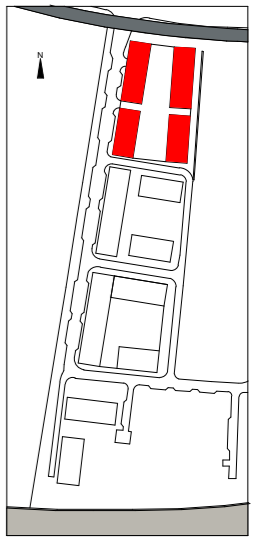
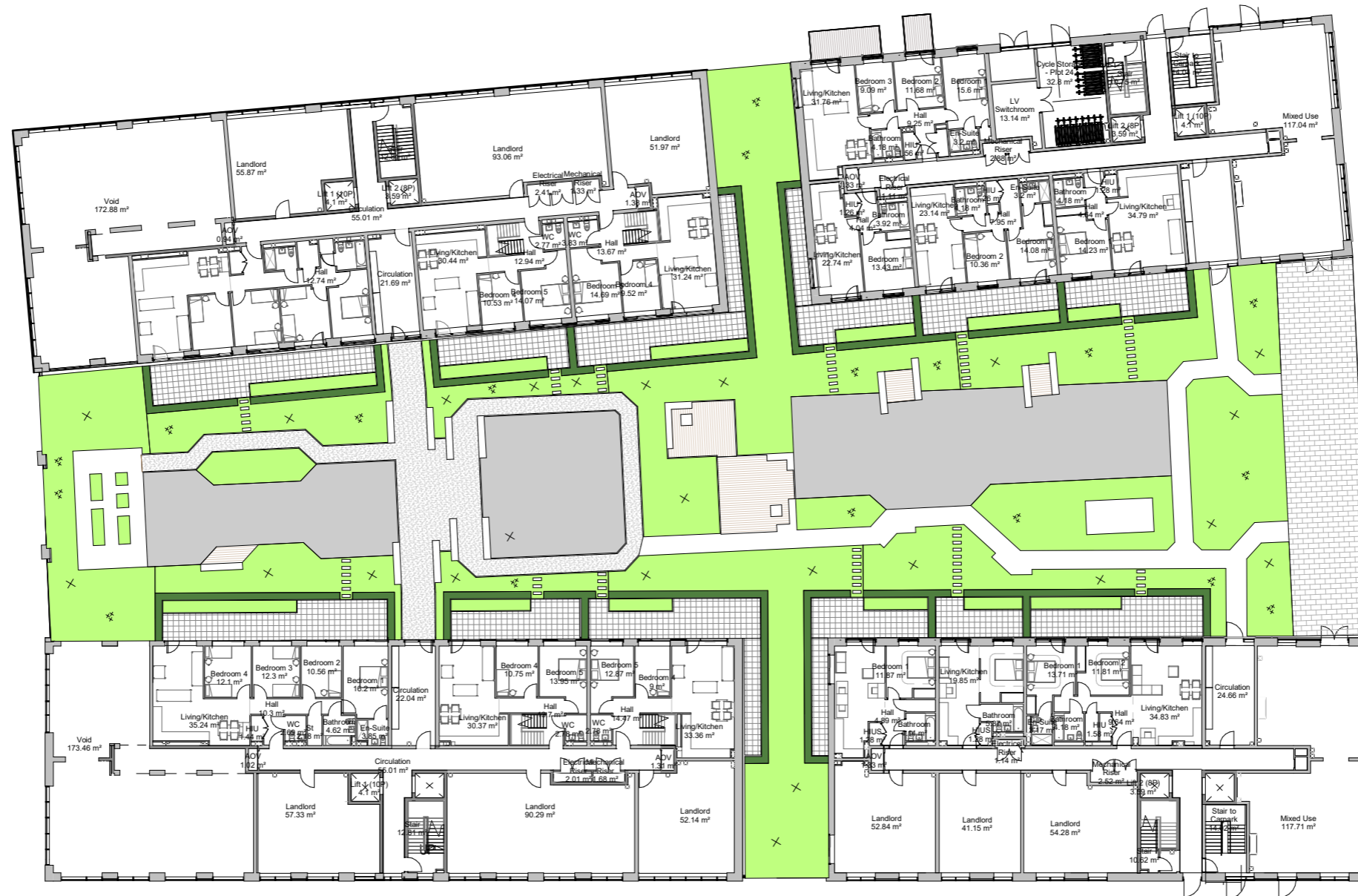


ROYAL WHARF PHASE 3 - PLOT 20 - BASEMENT LAYOUT





ROYAL WHARF PHASE 3 - PLOT 20 - LOWER GROUND LAYOUT



ROYAL WHARF PHASE 3 - PLOT 20 - GROUND FLOOR LAYOUT

DLR

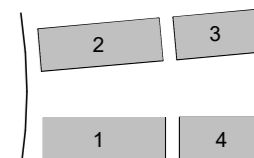
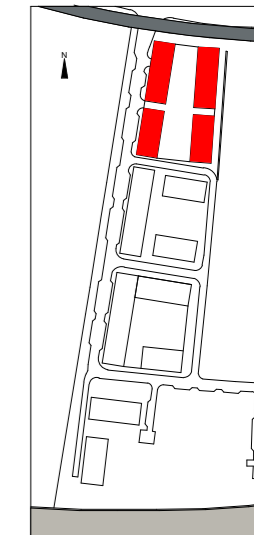
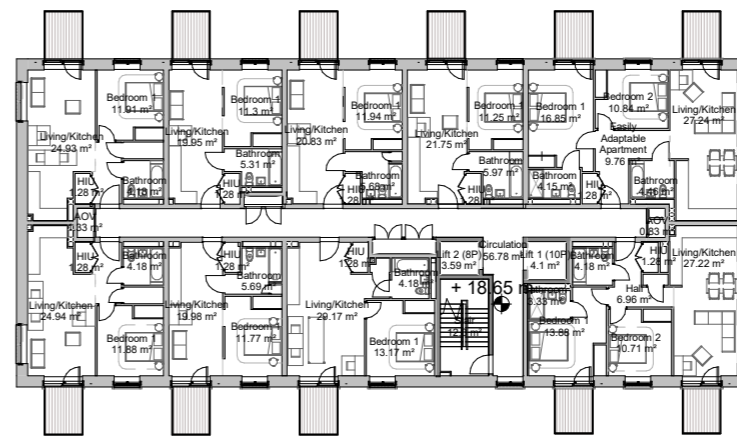
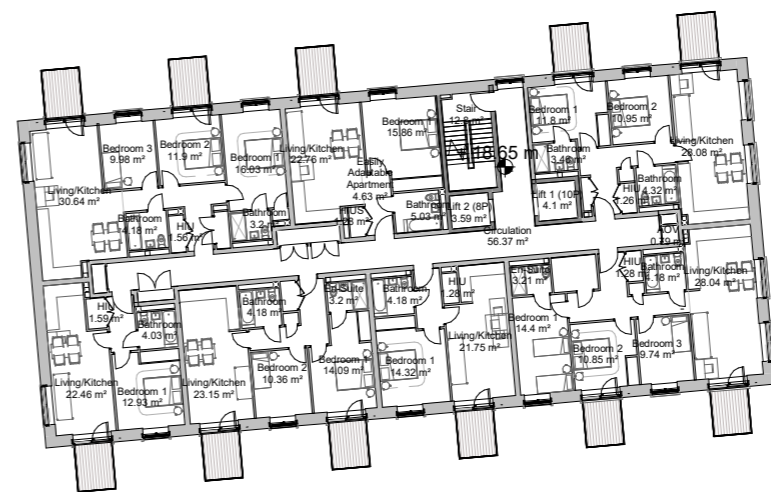


ROYAL WHARF PHASE 3 - PLOT 20 - FIRST FLOOR LAYOUT



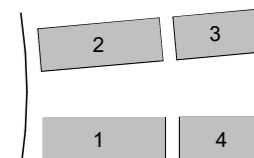
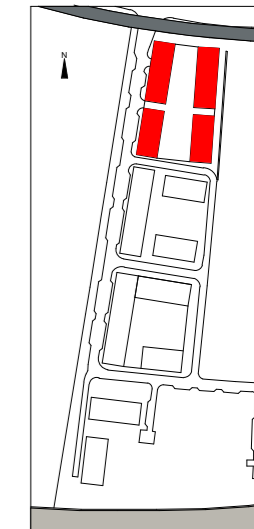
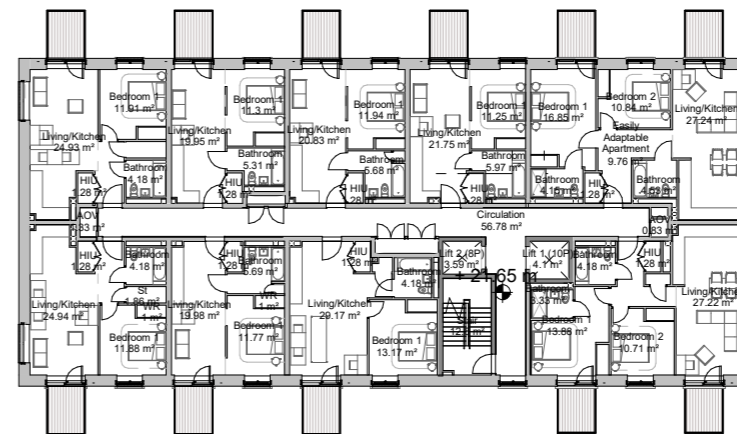
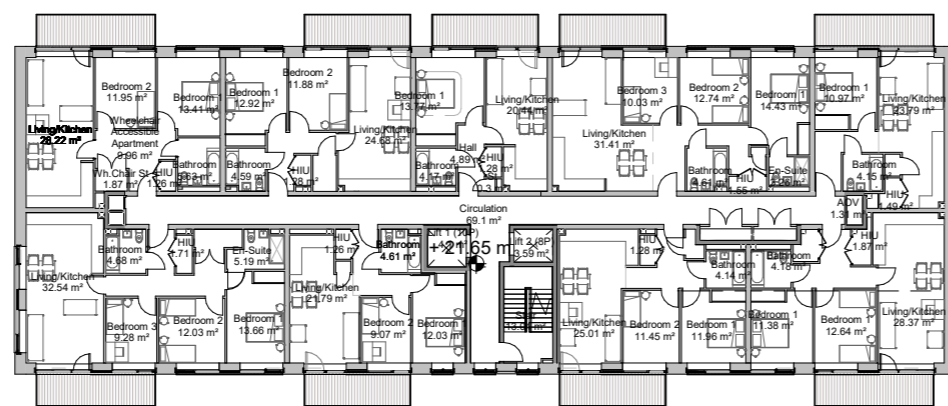
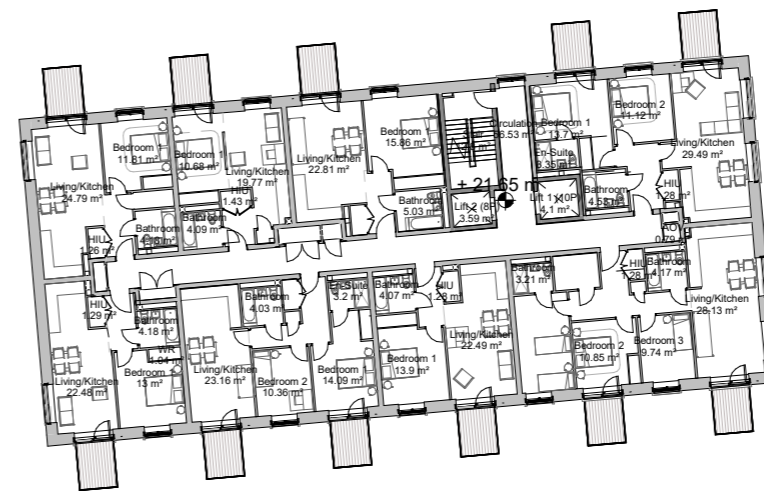






ROYAL WHARF PHASE 3 - PLOT 20 - FOURTH FLOOR LAYOUT

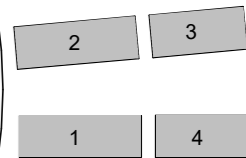
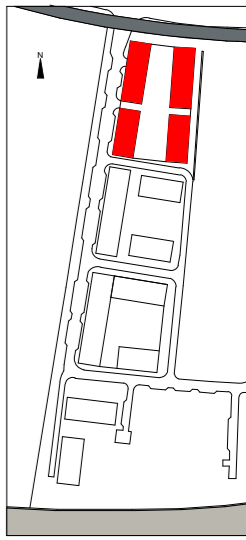
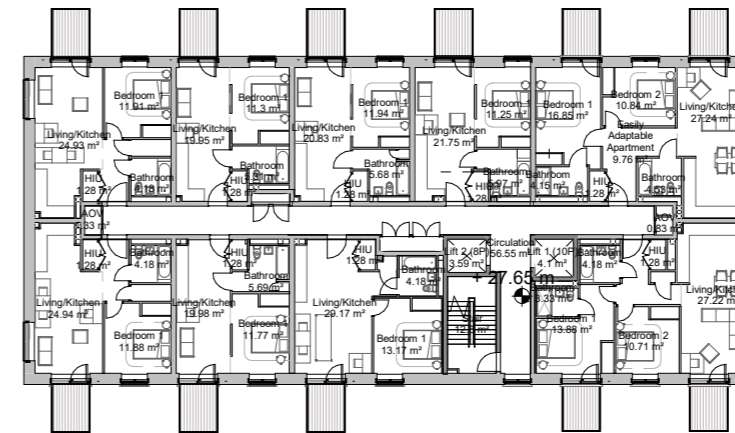
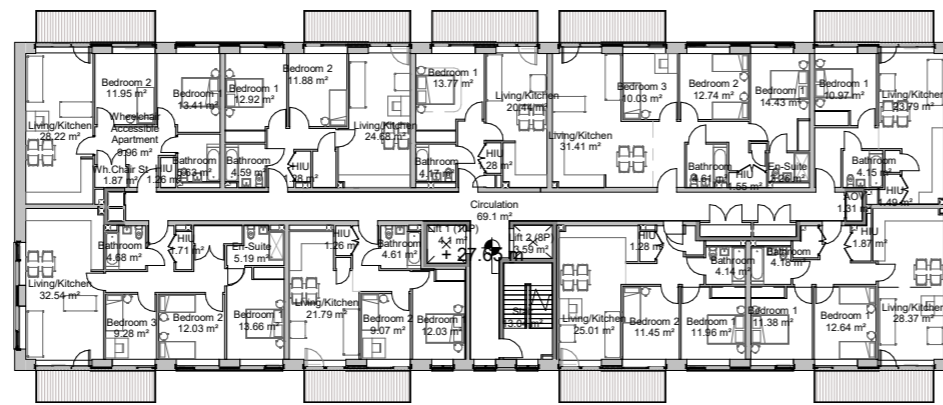
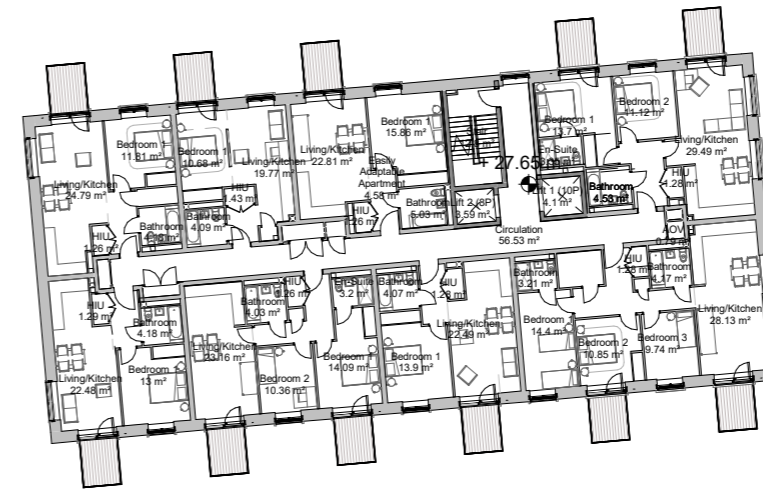




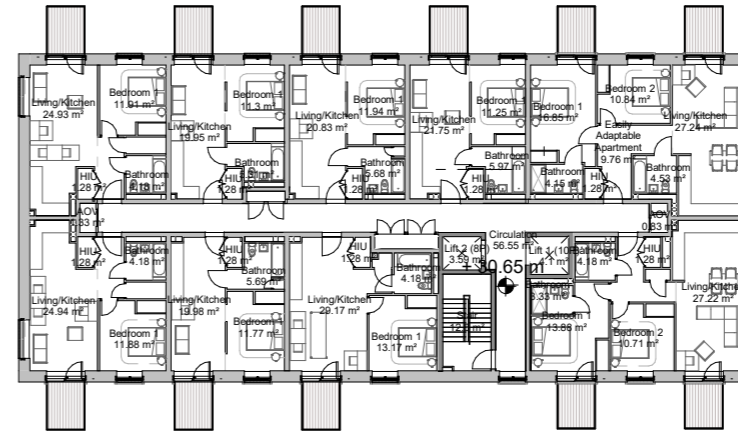
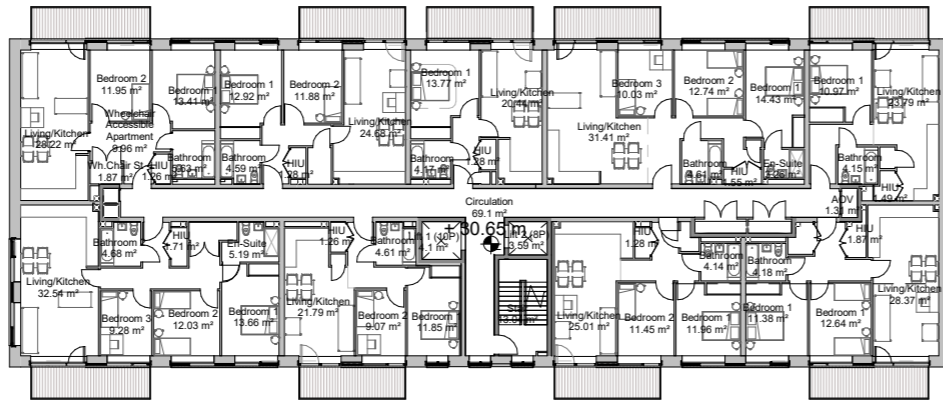
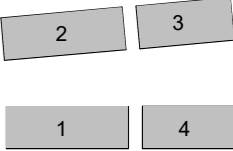
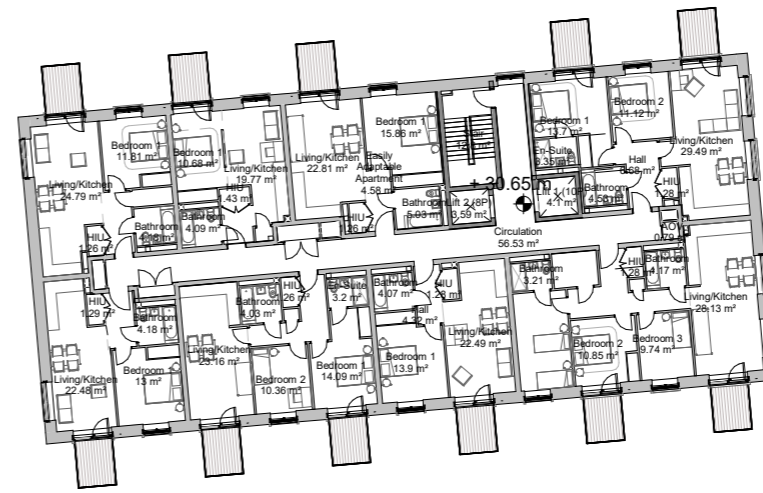
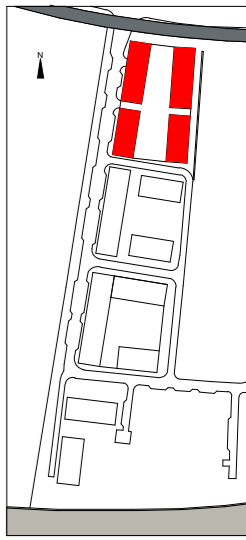
ROYAL WHARF PHASE 3 - PLOT 20 - FIFTH FLOOR LAYOUT





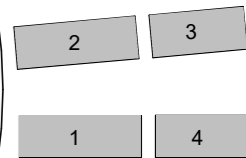
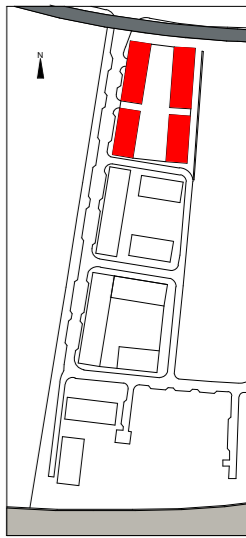
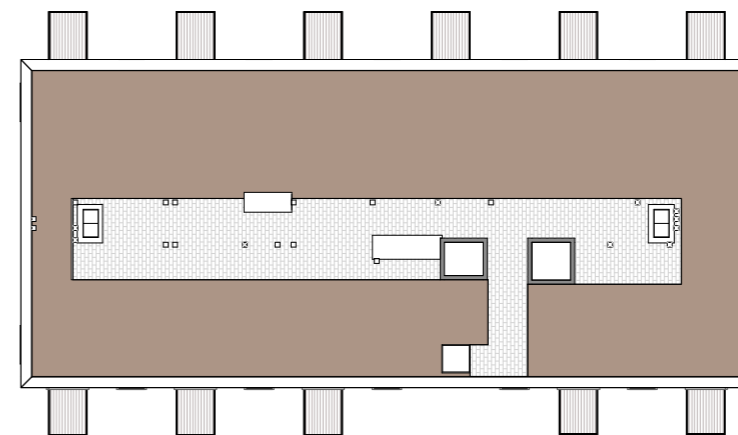
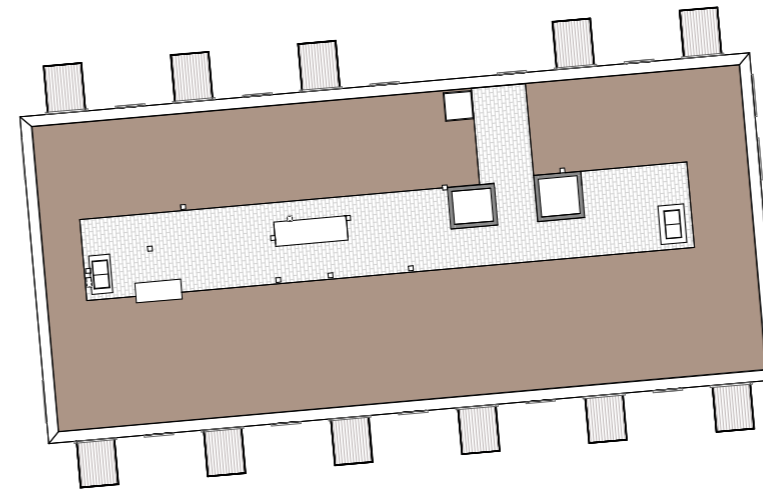
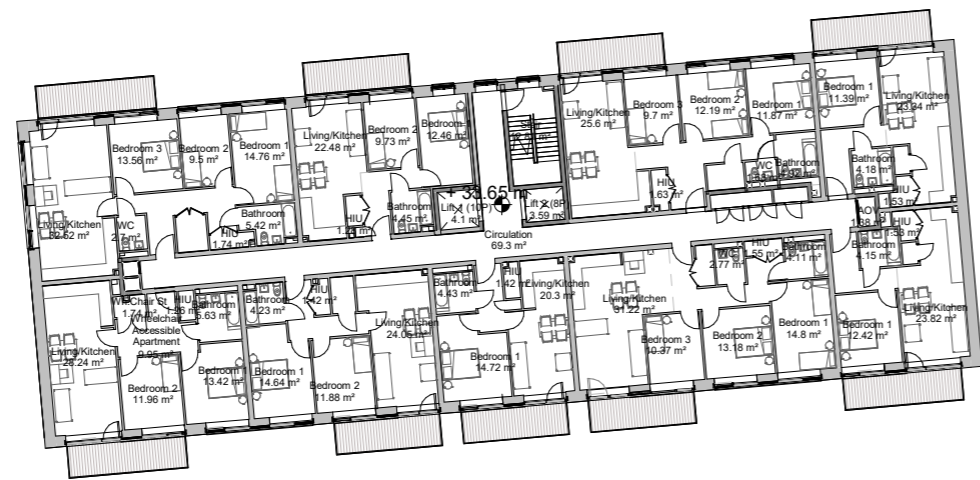


ROYAL WHARF PHASE 3 - PLOT 20 - SEVENTH FLOOR LAYOUT

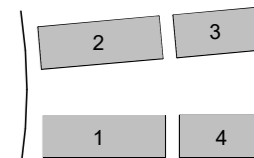
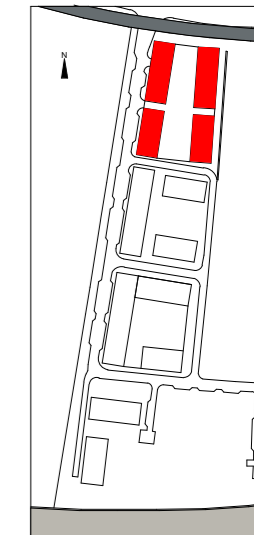
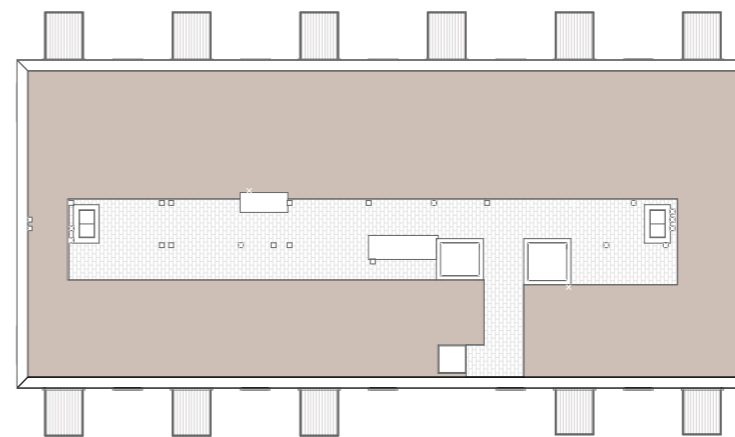
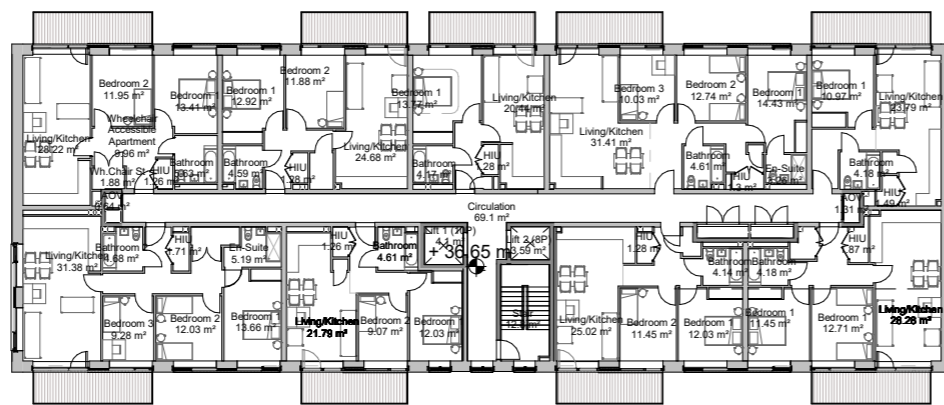
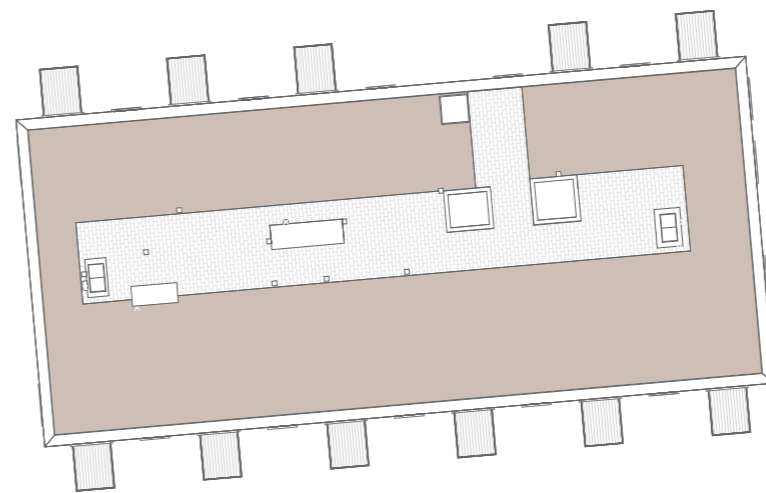


ROYAL WHARF PHASE 3 - PLOT 20 - EIGHTH FLOOR LAYOUT

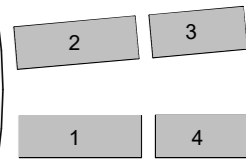
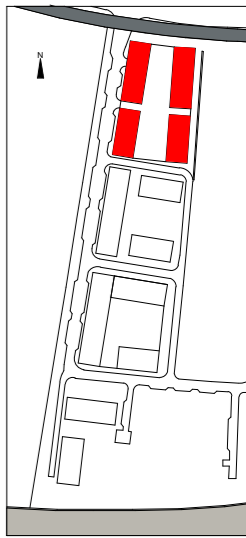
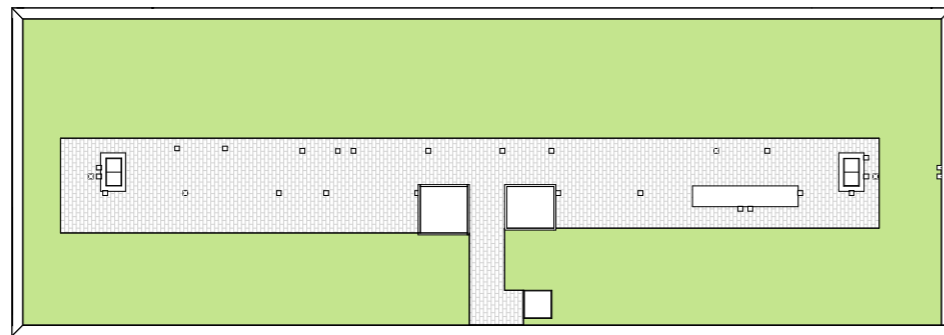
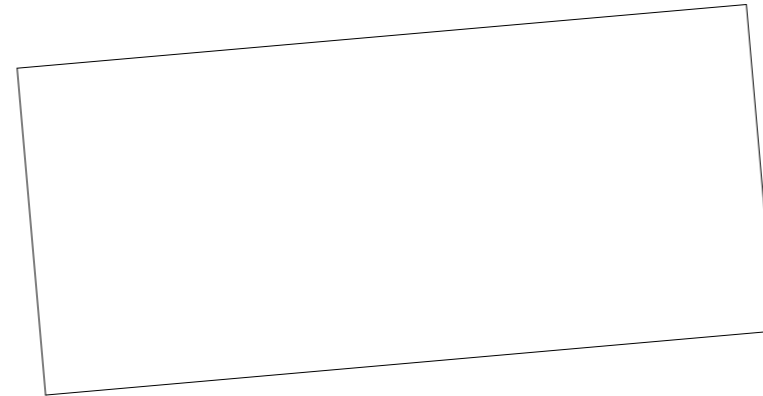
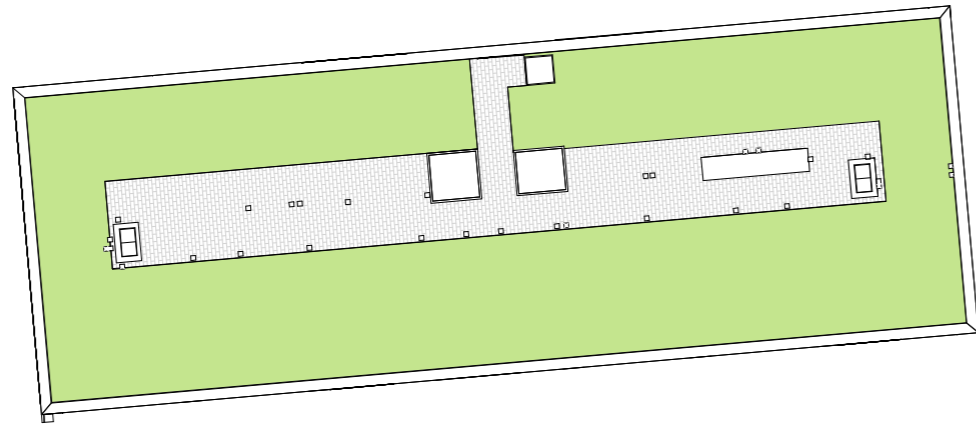




ROYAL WHARF PHASE 3 - PLOT 20 - NINTH FLOOR LAYOUT



ROYAL WHARF PHASE 3 - PLOT 20 - TENTH FLOOR LAYOUT



ROYAL WHARF PHASE 3 - PLOT 20 - ROOF PLAN

- A Brick Type 1 - Stretcher Bond - Asturia - Dark Grey Mortar
- B Brick Type 1 - Soldier Course - Asturia - Dark Grey Mortar
- C Brick Type 2 - Stretcher Bond - Avenue Black - Dark Grey Mortar
- D Brick Type 2 - Soldier Course - Avenue Black - Dark Grey Mortar
- E PPC Metal frame Glazing with opening Light (RAL: 8080)
- F PPC Curtain walling system (RAL: 8080) Back painted glass as indicated
- G PPC panel to head (RAL: 8080)
- H PPC coping system (RAL: 8080)
- I Steel Balcony with secret fix glass balustrade and capping
- J Steel Balcony with metal balustrade and handrail (RAL: 8080)
- K Horizontal Louvres (RAL:8080) refer to CW Schedule for extent of opening
- L Steel Railings (RAL:8080)
- M Aluminium PPC surround to openings (White)
- N Louvered external door (RAL:8080)
- O MVHR Louvres

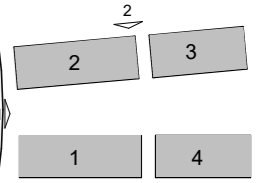
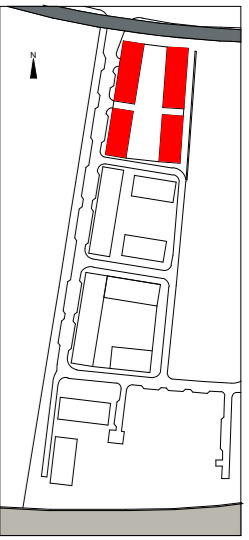


North Elevation



East Elevation

ROYAL WHARF PHASE 3 - PLOT 20 - NORTH & EAST ELEVATIONS





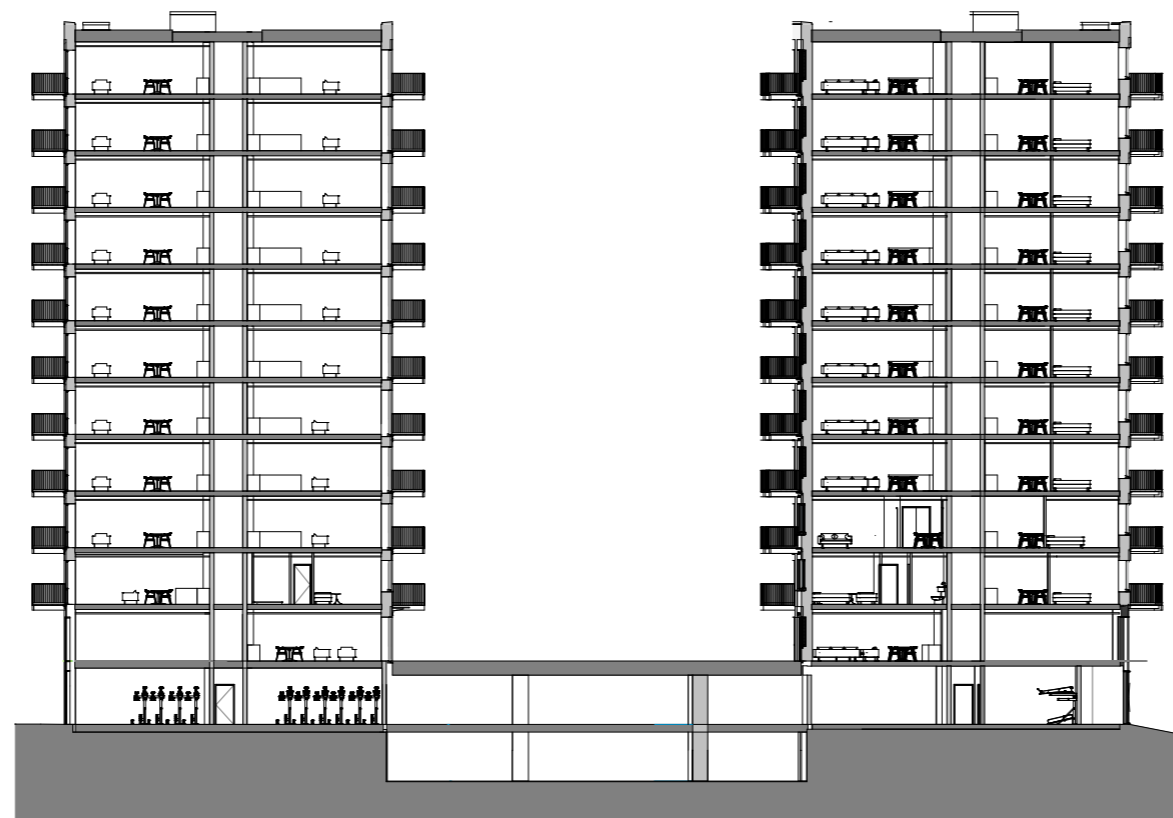
South Elevation



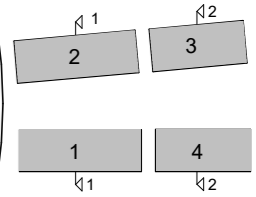
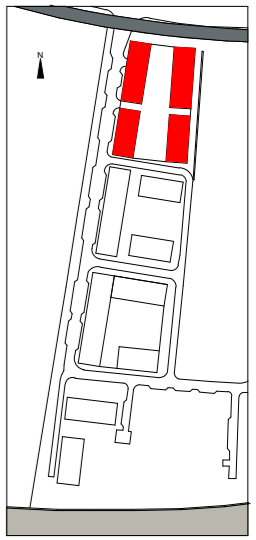
West Elevation

ROYAL WHARF PHASE 3 - PLOT 20 - SOUTH & WEST ELEVATIONS





- 40.465 - PARAPET
- 36.650 - TENTH
- 33.650 - NINTH
- 30.650 - EIGHTH
- 27.650 - SEVENTH
- 24.650 - SIXTH
- 21.650 - FIFTH
- 18.650 - FOURTH
- 15.650 - THIRD
- 12.650 - SECOND
- 9.650 - FIRST
- 6.650 - GROUND
- 3.300 - LOWER GROUND
- 0.300 - BASEMENT



Short Section 1-1

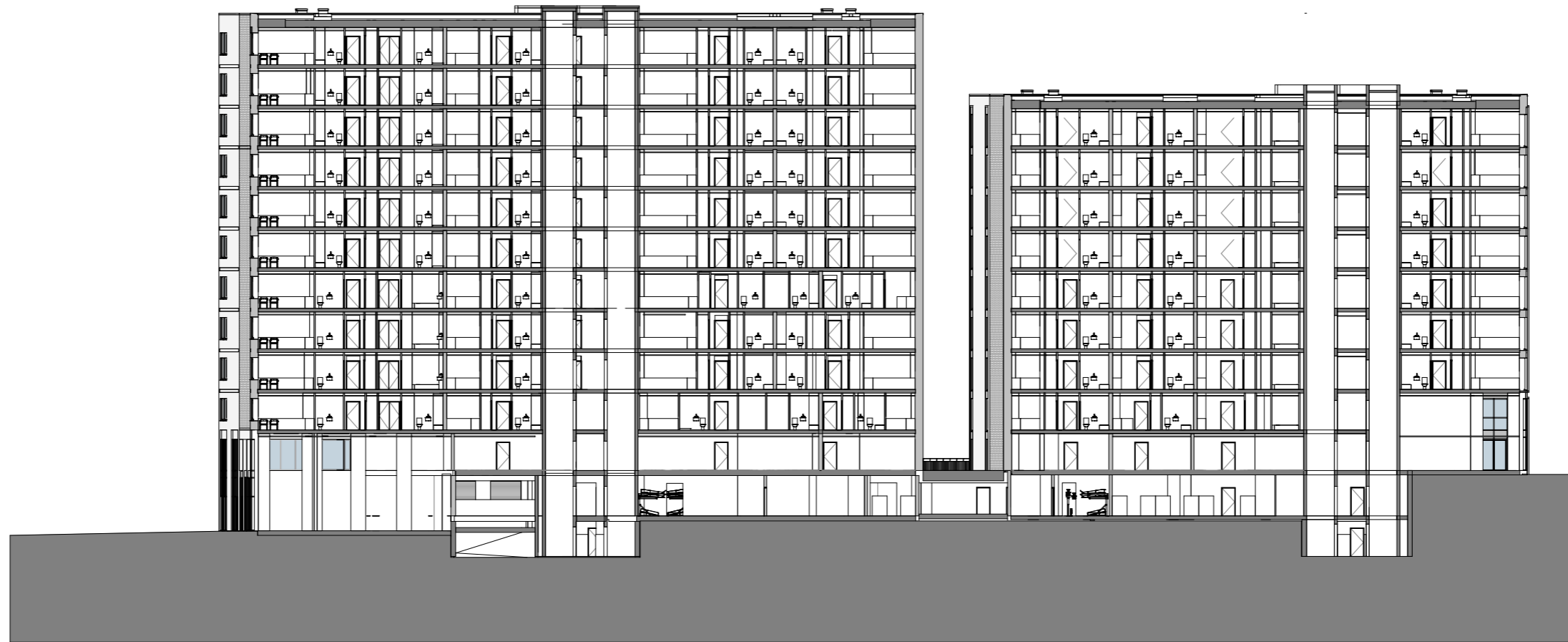


- 40.465 - PARAPET
- 36.650 - TENTH
- 33.650 - NINTH
- 30.650 - EIGHTH
- 27.650 - SEVENTH
- 24.650 - SIXTH
- 21.650 - FIFTH
- 18.650 - FOURTH
- 15.650 - THIRD
- 12.650 - SECOND
- 9.650 - FIRST
- 6.650 - GROUND
- 3.300 - LOWER GROUND
- 0.300 - BASEMENT

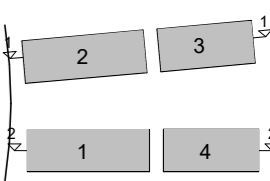
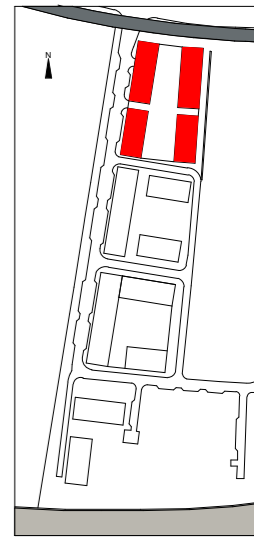
Short Section 2-2

ROYAL WHARF PHASE 3 - PLOT 20 - SHORT SECTIONS 1-1 & 2-2





- 40.465 - PARAPET
- 36.650 - TENTH
- 33.650 - NINTH
- 30.650 - EIGHTH
- 27.650 - SEVENTH
- 24.650 - SIXTH
- 21.650 - FIFTH
- 18.650 - FOURTH
- 15.650 - THIRD
- 12.650 - SECOND
- 9.650 - FIRST
- 6.650 - GROUND
- 3.300 - LOWER GROUND
- 0.300 - BASEMENT



Long Section 3-3



- 40.465 - PARAPET
- 36.650 - TENTH
- 33.650 - NINTH
- 30.650 - EIGHTH
- 27.650 - SEVENTH
- 24.650 - SIXTH
- 21.650 - FIFTH
- 18.650 - FOURTH
- 15.650 - THIRD
- 12.650 - SECOND
- 9.650 - FIRST
- 6.650 - GROUND
- 3.300 - LOWER GROUND
- 0.300 - BASEMENT

Long Section 4-4

ROYAL WHARF PHASE 3 - PLOT 20 - LONG SECTIONS 3-3 & 4-4

