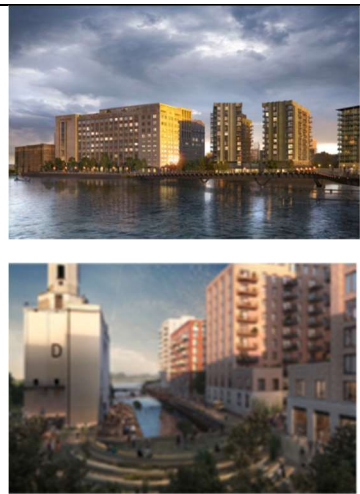










Appendix 1 – Reviewed Schemes, March 2019 – February 2020


Scheme Name	No. reviews (including Chair's Workshops)	Summary of DRP comments	Summary of changes in response to DRP comments	Current Status (May 2020)	Image
Silvertown Quays, Phase 1	8	<p>Scope to improve on approved masterplan and create authentic new piece of city.</p> <p>Ensure landscape proposals are informed by 'found' landscape and dockside heritage. Improvements required to public space around heritage assets.</p> <p>The large extensions to Millennium Mills obscure its charm and subsume its industrial character.</p> <p>Encouraged closer collaboration between plot architects to deliver 'co-ordinated variety'.</p> <p>A more detailed and specific response to context required in terms of housing type, residential quality and amenity to the tough context of North Woolwich Road.</p> <p>The application should provide detailed and specific information about materiality and architectural detailing to provide assurances about quality through to construction.</p>	<p>Improvements made to masterplan including legibility of key east west routes, and clearer hierarchy of streets and spaces.</p> <p>New landscape architects appointed to the project and stronger and more place specific proposals developed reflecting dockside character and industrial heritage.</p> <p>Improvements made to the architecture of all plots to address comments.</p> <p>Detailed bay studies and 'benchmark' materials submitted as part of planning application.</p>	Application (REM) Approved	
Albert Island	3	<p>Exciting scheme of city-wide significance. Much to admire, but the site constraints and access create a number of complex technical challenges that must be convincingly resolved if the project is to be truly successful. Crucial to balance security, functionality and access with the need to create a legible and attractive pedestrian environment.</p> <p>A safe north-south route through the centre of the site would should be introduced.</p> <p>Consider increasing the density of residential component to create a more defined and continuous edge to the lock.</p> <p>Ensure peripheral spaces and dockside character/heritage are fully considered in the design of the public realm to create a holistic, cohesive and characterful public realm.</p> <p>The architecture of the Ideas Factory is well mannered and well detailed but was felt to be lacking a distinctive</p>	<p>Improved site plan and north-south permeability.</p> <p>Concerns about security and access infrastructure on the character of the public realm addressed through design refinements.</p> <p>Residential form adjusted to create continuous terrace to lock edge.</p> <p>The architecture of the 'Ideas Factory' become more distinctive.</p>	Application submitted, pending consideration	




		<p>and memorable identity befitting its use and extraordinary location.</p> <p>Commend design development that has taken place through DRP process and the Panel is very supportive of the proposals.</p>			
Apart Hotel, Broadway E15	1	<p>Supportive of proposals to intensify the use of site and maximise active frontages along the Broadway and Salway Place.</p> <p>The tallest part of the building should ideally be reduced by one storey.</p> <p>A tripartite approach to the elevation and the establishment of a clear base, middle and top could also help reduce the apparent scale of the building and establish a more successful relationship with its immediate neighbours.</p> <p>The architectural language has the potential to be successful but more richness and detail should be introduced.</p>	<p>The height of the building was reduced.</p> <p>A more distinct base, middle and top was established.</p> <p>Further richness and architectural detail was introduced.</p>	Application Approved, subject to s106 agreement	
Ibis, Broadway E15	2	<p>Comfortable with the scale of development, but the architecture must be improved to create a coherent overall appearance, to work with the proportions and building lines of the existing building and with more emphasis on the quality of the materiality and detailing.</p> <p>Take the opportunity to review elements of the existing building that would benefit from cosmetic upgrades and make improvements where necessary, including the way in which the building interfaces with the recently improved public realm at ground floor level.</p>	<p>Proportions and building lines adjusted and set back.</p> <p>Materiality and detailing improved.</p>	Application Approved, subject to s106 agreement	
Glory House	1			<i>Pre-app* confidential, not to be published</i>	
Limmo	1			<i>Pre-application discussions ongoing. Confidential, not to be published</i>	

279 North Woolwich Road	1			<i>Pre-app. Confidential, not to be published</i>	
Lister School	2	<p>Support aspiration to create a campus feel for the site and integrating new facilities for the school and wider community. The proposals solve a number of practical issues.</p> <p>A masterplan would be helpful to identify future plans and to ensure proposals come forward in a coherent way.</p> <p>External spaces felt particularly barren and a high quality landscape scheme will be an essential part of this development. This is underdeveloped.</p> <p>Concern that pitched roofs to new buildings introduces a new architectural language and does not successfully consolidate the character of the site. Covered walkways will also have a key role in connecting buildings and spaces and the detailed design of these and how they connect into the architecture of the buildings will be very important.</p>	<p>Car park moved, freeing up space for landscaping to the front of the site.</p> <p>Clearer strategy for the site organisation and architecture of the street frontage.</p> <p>Architecture of new block relates more successfully to existing school building.</p> <p>Good balance of hard and soft elements. Defining a route to the secondary entrance is supported.</p>	Application submitted, pending consideration.	
Brickyard	1	<p>Massing improved in comparison with the previously consented scheme and changes to the internal layout also look sensible.</p> <p>Using more of the red, rather than beige brick, should be explored.</p> <p>Creating sufficient depth, richness and visual interest will be critical. It is recommended that effort and investment in the facades should be concentrated particularly at the lower floors where this will be most apparent from street level. Initial ideas regarding the introduction of brick rustication and pre-cast concrete detailing to sills and parapets were encouraging in this regard.</p>	Elevation detailing and materiality refined in line with DRP advice.	Application (VAR) Approved	

Stephenson Street, Plot C01/Landscape	4	<p>The 'folded' form of the building is conceptually strong, but significant concerns raised about the use of white metal cladding.</p> <p>If glazed, balustrades should be of the frameless, cantilevered type.</p> <p>Materiality and detailing critical to the success of the building.</p> <p>The landscaping looks adequate but lacks flair.</p> <p>Those with mobility impairments should not be inconvenienced by the lift location. This should be as close as possible to desire lines.</p> <p>Railings to the steps and terraces should be minimised.</p> <p>The long line of shrub planting adjacent to the eastern site boundary and the railway line should be broken down to avoid subdividing the space into linear strips and to provide a more interesting and varied pedestrian route towards the entrance of building S01 from the station.</p> <p>The position of planters close to the entrance to the community building should be adjusted to help frame and enclose the space around the entrance and emphasise this as a destination and place of congregation.</p> <p>The large wind mitigation screens have an unacceptable impact on the openness of the public realm, long views and movement.</p>	<p>Materiality of building changed from white metal to GRC. Glazed balustrades proposed throughout. Submitted application included coloured bay elevation and 1:5 details.</p> <p>Landscape design refined to address comments including breaking down the line of shrub planting adjacent to eastern site boundary, planting around entrance of building C01 adjusted to emphasise entrance and desire lines.</p> <p>The number and height of wind mitigation screens reduced.</p>	Application submitted, pending consideration	
Custom House Regeneration Area	1			Pre-application discussions ongoing. Confidential, not to be published.	
Hartley Centre	1			Pre-application discussions ongoing. Confidential,	

				<i>not to be published</i>	
Railway Tavern	1	<p>Previous scheme more successful in terms of managing the transition in scale between the low-rise context in the immediate vicinity of the site and the taller buildings within Stratford town centre and the Olympic Park.</p> <p>The architecture of that scheme was also simple and restrained, yet skilful.</p> <p>Current proposal is piecemeal and far less coherent in terms of massing, architecture and materials.</p> <p>Too much of a jump in scale and footprint. Building has a bulky and overbearing form and the proportions of the bays are less successful in terms of the relationship with the retained pub.</p> <p>The tower will have a significant effect on the space to the rear of the hotel and the adjacent apartments.</p>	<p>Overall height and bulk reduced.</p> <p>Previous architect re-appointed.</p> <p>Architecture and materiality simplified.</p>	Application submitted, pending consideration.	
Colegrave School	1	<p><i>The proposals have the potential to offer pragmatic solution to the most pressing problems faced by the school, while delivering the teaching and ancillary spaces required for an additional form of entry.</i></p> <p><i>Have alternative options for more comprehensive redevelopment of the site, in order to facilitate the construction of a new, fit-for-purpose school, been sufficiently and rigorously tested?</i></p> <p><i>A masterplan should be developed to demonstrates there is a viable long term strategy for the site and that this project anticipates future opportunities for the school to renew their estate.</i></p> <p><i>The emerging architecture is promising but there is the opportunity to introduce more delight and visual interest.</i></p> <p><i>The north elevation is the least successful and the ground floor around the new entrance should be more special.</i></p>	<p><i>Potential for more ambitious mixed use scheme discussed by Senior Planning and Regeneration Officers but not pursued at this time.</i></p> <p><i>New entrance to the school improved by removing fence and using the building to form the secure line.</i></p> <p><i>Architecture and landscape refined and improved.</i></p>	Application Approved	
Triangle Site	4			Pre-application discussions ongoing. Confidential,	

				<i>not to be published</i>	
Royal Wharf Plot 14B	1			<i>Pre-application discussions ongoing. Confidential, not to be published</i>	
Grange Road	1	<p>Changing GRC cladding for a smooth white brick with white mortar does not unduly affect the design quality of the consented scheme. The bricks presented looked good. Mortar colour will be important.</p> <p>No significant concerns were raised regarding the removal of one street entrance to the corner property to address Secure by Design comments.</p> <p>The proposed dwarf walls/railings to street frontages are acceptable in principle but the height of 1.5m is excessive and unnecessary. Enclosing the bin store and plant room will introduce visual clutter and create pockets of space that could be difficult to maintain and may attract dumping of rubbish.</p> <p>The design of the rear fence and its integration with site-wide landscaping proposals will be very important. Softening the appearance of the fence with colour, for instance and/or planting will be necessary.</p> <p>The bicycle store should be positioned to maximise amenity space. The landscape design should be thoroughly reviewed to maximise amenity value.</p>	<p>Height of front walls and railings reduced. Enclosure of bin store and plant room frontage by railings omitted.</p> <p>Landscaping of rear amenity space rationalised.</p>	Application (NON-MAT) Approved	
Connaught Riverside	2			<i>Pre-application discussions ongoing. Confidential, not to be published</i>	

3 Thames Road	2	<p>A more collaborative approach between adjacent landowners necessary to allow Phase 1 to move forward.</p> <p>Challenging site due to its narrow dimensions and there is very limited opportunity to provide useful and useable amenity space at ground level; the refuse and cycle storage will have a considerable impact on the adjacent public realm and amenity space.</p> <p>The turning head undermines the ability to provide high quality amenity and meaningful planting in this area.</p> <p>At least 80% of the ground floor of front block is service space creating a poor frontage to the new street.</p> <p>The width of the new street is very tight.</p> <p>The interface with the Tradewinds site is unresolved.</p> <p>The height of buildings in this phase felt excessive relative to the street width and the amount of public space provided.</p>	<p>Continued collaboration with adjacent landowners.</p> <p>Extent of active frontages increased.</p> <p>Requirement for turning head avoided due to improved wider site servicing strategy.</p> <p>Relationship with Tradewinds site improved by amending accommodation looking onto boundary.</p> <p>Heights of buildings reduced.</p>	Application submitted, pending consideration	
Thameside West	2*	<p><u>May 2019</u></p> <p>DRP process has resulted in some positive changes to the design but we remain uncomfortable with the scale and density of the development – particularly in the eastern part of the site. The internal street frontage here is like a cliff edge and concerns raised about the residential quality, particularly at lower level.</p> <p>The tall double sided building on the west side of the park not resolved in terms of its servicing and the reconciliation of its front and back.</p> <p>Architecture of first phase has become less convincing during the evolution of the design. The level of detail submitted does not provide the necessary assurances about materiality and detailing.</p> <p>The DRP retain reservations about the scheme and are unable to offer full support for the proposals.</p> <p><u>September 2019</u></p> <p>DRP process resulted in some positive changes to the design but we remain uncomfortable with the scale and density of the development – particularly in the eastern part of the site. The internal street frontage here is like a</p>	Some refinements and improvements to the detailed design of phase 1.	Application refused. Subsequently called in by the GLA	 

		<p>cliff edge and we raised concerns about the residential quality, particularly at lower level.</p> <p>The tall double sided building on the west side of the park not convincingly resolved in terms of servicing and the reconciliation of its front and back. The standalone building to the north east of the park undermines the clarity and definition of the park space. Removing these buildings would result in a more legible masterplan.</p> <p>Architecture of phase 1 improved since previous review but high level, external balconies do not offer high quality private amenity space and the plans result in some uncomfortable adjacencies between some apartments.</p> <p>Despite positive changes to phase 1, the DRP retains reservations about the scheme overall and are unable to offer full support to the proposals.</p>			
Royal Docks public realm framework	<p>*Following 4 reviews during 2018</p> <p>1</p>	<p>Recommend that the purpose and use of the Framework, and how it relates to and is informed by the Cultural and Economic Strategies, is more clearly defined.</p> <p>A single, compelling vision for the area, back to which all decisions and proposals refer, together with a strategy for its implementation should be developed.</p> <p>A number of 'transformational' focus areas should be identified, to be delivered by both the Royal Docks Team and external partners/stakeholders.</p> <p>A study of the strategic landscape and amenity value of the water and dockside should be commissioned from a leading landscape consultancy of international reputation.</p>	Unknown at this stage		