

## 5.13 The Riverside Quarter

### Public Realm

The Riverside Quarter will become a bustling environment with close proximity to the DLR station and numerous ground floor retail and commercial spaces. It is also a centre or crossroads for those walking along the Thames or over the future Lea River crossing.

A school will also become a major hub for the residents and surrounding community. The various slipways down to the riverside will provide some of the best views out over the water towards North Greenwich and Canary Wharf. Since the majority of servicing and parking will be hidden within ground floor podiums this will be a pedestrian focused space with the ability to host more informal cycling before connecting on to major cycle links.

#### Bridge landing

The Lea River crossing will connect the Silvertown and Royal docks with Trinity Buoy Wharf, Leamouth Peninsula and Canning Town. While it is unknown exactly where the crossing will be at this stage, the Thameside West masterplan is flexible to allow three potential landing points within the site.

The bridge may potentially land in line with an axial connection to Leaside Crescent, either in Dock Garden 1 or on the primary commercial axis Thames Walk, connecting to the Station Plaza.

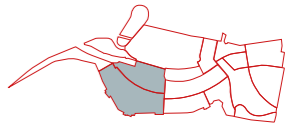
Alternatively, where Plot S steps back to create a Trade Garden, the bridge might land on the main waterfront area.

Consultation will continue with all parties involved to allow for a quality design that further enhances the riverfront experience.

1. Riverside walk
2. School entrance
3. Station plaza
4. Jetties
5. Trade gardens
6. Potential bridge landings



The Riverside Quarter

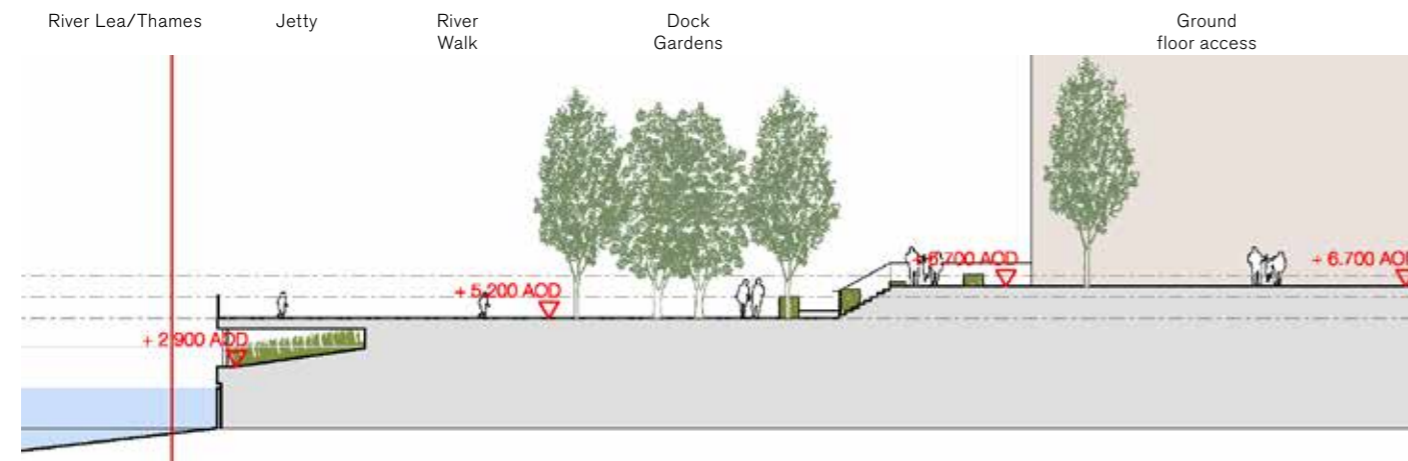


The first of the Dock Gardens sits between plots S and T in the masterplan, and addresses a 2.5m level change between Leaside Crescent and the River Walk, providing step free access to building entrances and garden spaces defined by linear bands of planting and switch-back ramps. The residential character is reinforced with pocket play spaces for younger children.

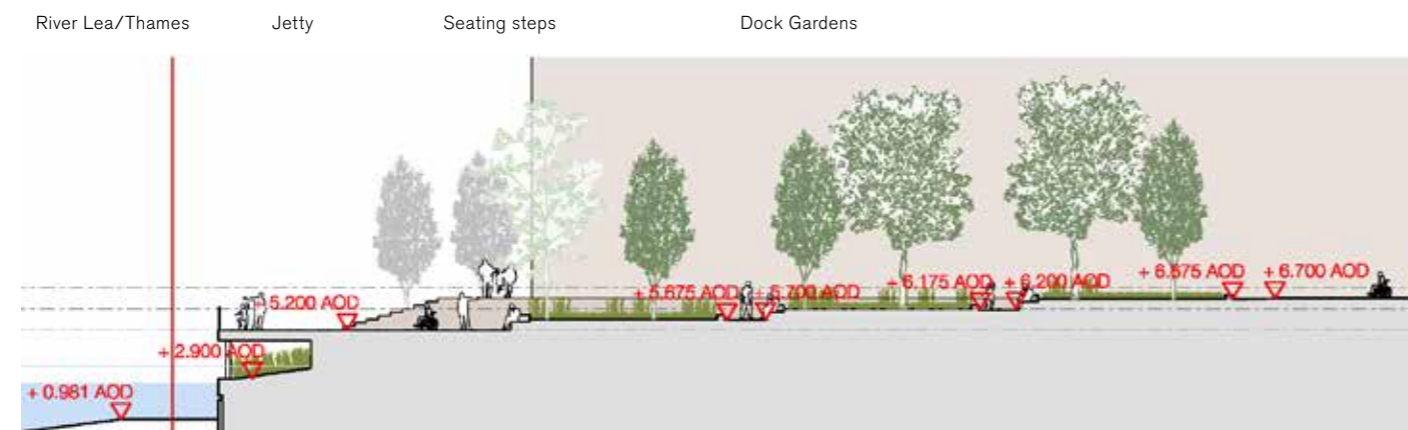


Thames Walk, by contrast, is an active commercial connection between the River and the Station Plaza. Lined by retail spillout terraces, the space also addresses the 2.5m level change with sloping, directional routes making clear wayfinding connections to the new station.

Level grassed lawns with tree planting and seating sit at the centre of the garden, offering small gathering spaces with views across towards the O2 and Canary Wharf.



Neighbourhood connection: Dock Garden 1 section



Commercial connection: Thames Walk section



Integrated paving, seating and livery



Formal planter precedent



Raised planters



Raised planters and seasonal colour



Stamps



Steps, seating and softscape combined



Timber decking and pier precedent



Integrated softscape level change



Water and planting level change



Connection with adjacent water

## 5.14 The Riverside Quarter

### Ground Floor Uses

#### Key

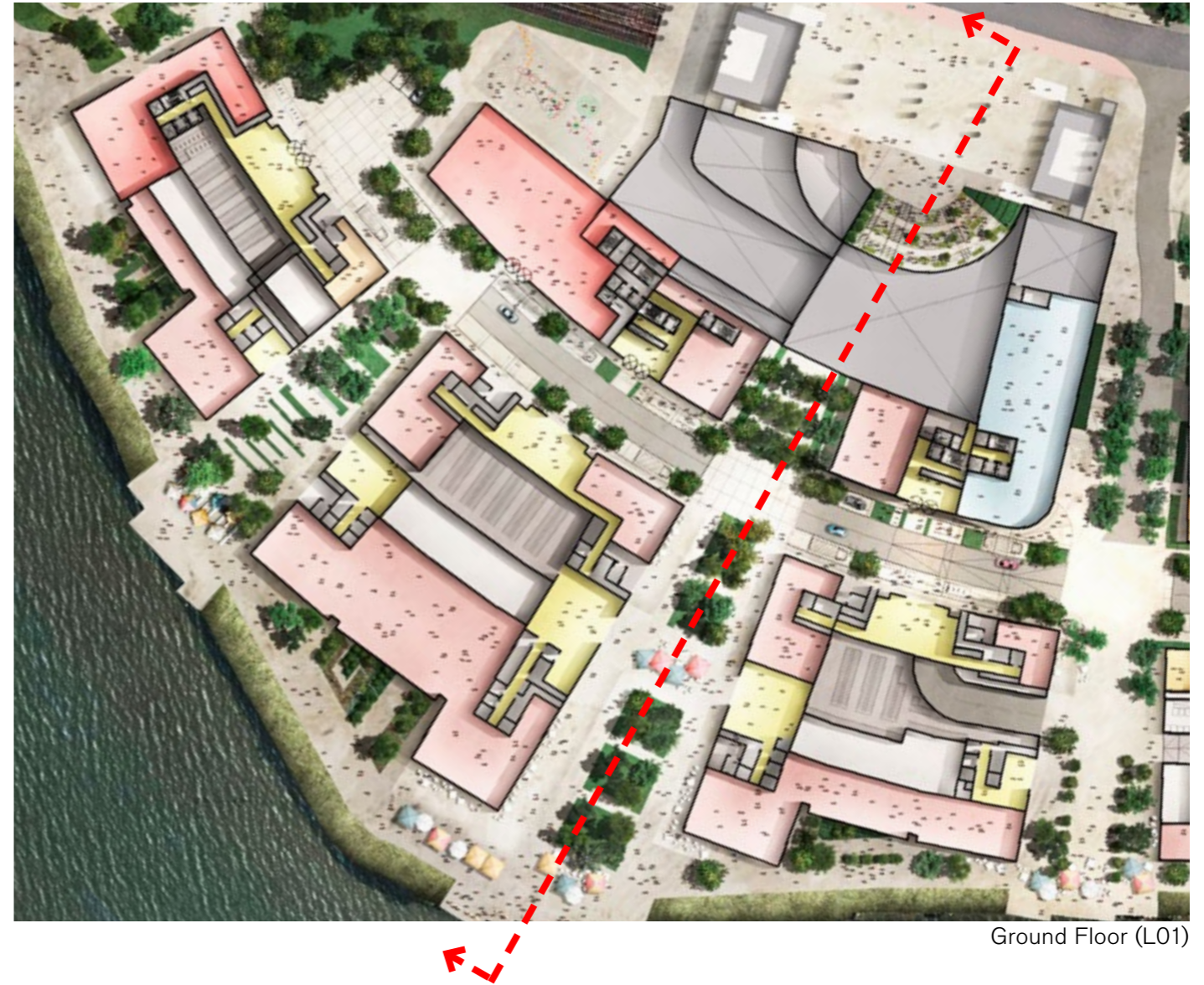
- Residential Entrances
- Retail
- Community Benefit
- Back of House Areas



Lower Ground- L00



Upper Ground - L02



Ground Floor (L01)

#### Lower Ground Floor Uses

The lower ground floor of the riverside quarter is set between +3.00m AOD and +4.00m AOD. Its demise is set back from the operational development Riverwall and extends back to the DLR viaduct. This allows the scheme to utilise existing site levels to conceal back of house areas within the undercroft level whilst freeing up the ground plan for community focused street activity. At this level the scheme is able to house 9% parking provision, waste stores, waste compactors, partial cycle storage, partial MEP plant stores and designated loading bays for deliveries and waste collection for both the Riverside Quarter and Station Plaza buildings.

#### Ground Floor Uses

In order to retain an active and animated ground floor, retail units and generous residential lobbies line the perimeters of the Riverside Quarter blocks, whilst concealing back of

house function spaces internally. This includes the second cycle store, and MEP plant stores. The northern side of Block T will also host the first level of nursery. This positioned adjacent to Leaway park and the primary school offer green natural spaces to accompany key social infrastructure components on the masterplan.

#### First Floor Level Uses

Where possible the ground floor has been designed with generous double height spaces. However in block T a mezzanine level is shown here to provide an extra level of nursery for the masterplan and additional back of house areas for cycle store hubs on all 3 blocks.



## 5.15 The Riverside Quarter

### Building Typology

#### Building Typology

Riverside Quarter building typology is a massing of two residential towers which come straight to the ground linked together with a two-storey podium at the base. The towers are further defined by a taller and shorter component. These elements help to break the massing within the overall masterplan, creating increased daylight across the site. The taller component faces the river for panoramic views whilst the shorter overlooks Leaside Crescent.

The podium houses the main entrances and lobbies on ground floor with access to cycle storage. It also provides private residential amenities internally, and external amenities such as a playspace or garden.

#### Sky Line Buildings - R, S, T

The Riverside Quarter buildings are characterised as skyline buildings. In order to create interesting townscapes character areas adjacent to the waterfront should differentiate themselves from neighbouring urban blocks.

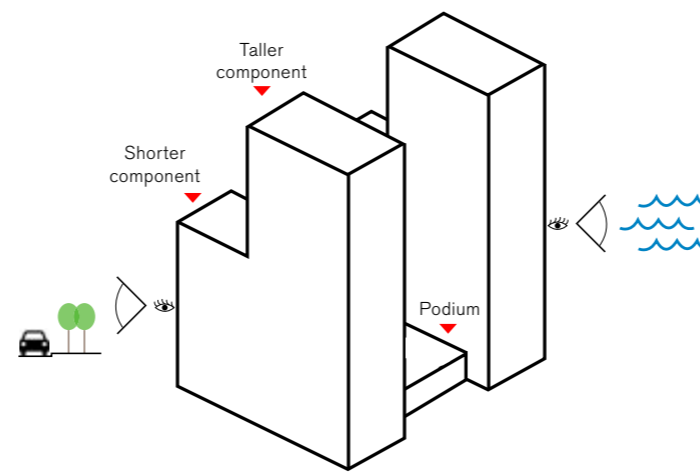


#### Building Entrances and Frontages

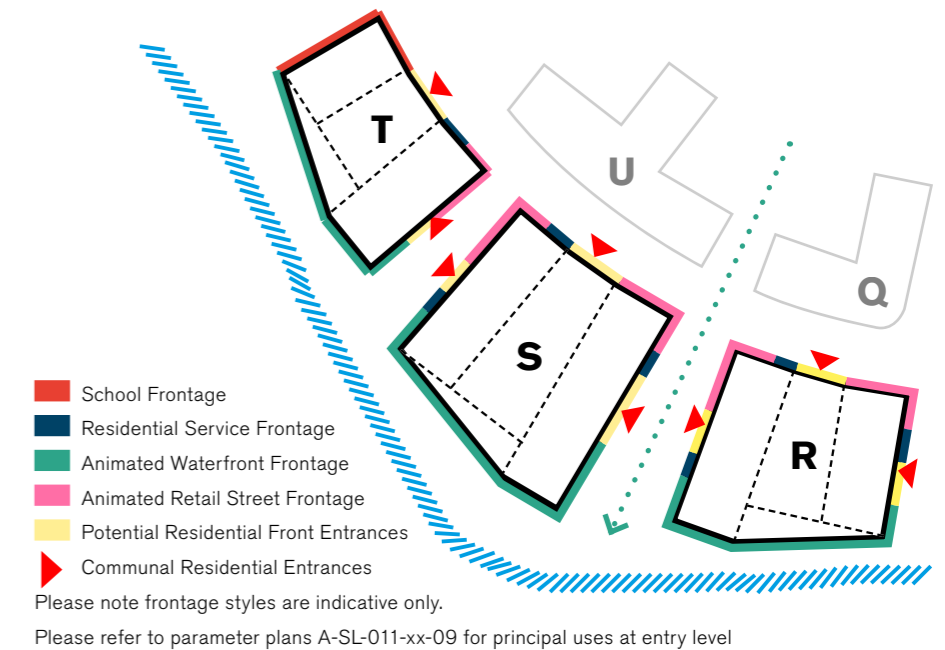
The main communal residential entrances should be located on the north, east and west facades facing onto Leaside Crescent, Dock Garden DG2 and Thames Walk respectively.

Vehicular access to the ground level parking is via the vehicle entrance on the north facade of Block R. Designated cycle entrances should be located on the north, east and west facade directly accessible from Leaside Crescent, Dock Garden DG2 and Thames Walk respectively. All entrances should be clearly visible, providing a strong connection to the public realm and be of high quality materials and appearance. All entrances are to be flush or recessed with the main building line.

Overall Building Form - 3D View



Residential Entrances and Frontage Typologies



Animated Retail frontage



Residential Service Frontage



Animated Waterfront frontage



Residential Front Entrances





CAFE ALL DAY	
COFFEE	€
ESPRESSO	1.80
CAPUCCINO	2
LATTE	2
FLAT WHITE	2
MOCHA	2
MACCHIATO	2
AMERICANO	2
W/ SYRUP	10p
TEA	€
VARIOUS	1
HOT CHOCOLATE	2
MILKSHAKE	2
SOFT DRINKS	€
BOTTLEGREEN	1.80
ORANGINA	1.80
RIBENA	1
CARD	1
SNACKS	€
FLAPJACK	1.20
SLICES	1.20
CAKES	1.50
CRISPS	1

★ COFFEE BAGS €0.50 ★

★ PIZZAS ★  
MARGHERITA €5  
PLUS 3 TOPPINGS €7

★ CYCLE PS WORKSHOP PRICES  
KLS SEE BOARD OPPOSITE ★



## 5.16 The Station Plaza

### Building Typology

The Station Plaza sits between the Riverside Quarter character area and the DLR viaduct. It is comprised of Blocks Q and U, and is one of the main points of entry onto the masterplan, thus informing the character of this area as the gateway between the City, East Newham and the site.

Thames Wharf DLR station forms part of a broad plan set out by Transport for London to deliver better transport connections to an area sat in one of London's largest opportunity areas for development.

#### Townscape Composition

##### 1. Establish Primary Routes:

The Station Plaza is located on the north-east end of the masterplan and sits north of one of the site's primary access routes, Leaside Crescent, which separates the Riverside quarter from the Station Plaza area.

Visitors and inhabitants arriving by train will enter the site directly via platform level +09.00m AOD stepping directly onto the hard surface of the plaza. A direct desire line is then created between blocks Q and U guiding views and direction of travel towards the waterfront. Blocks U and Q therefore formally draw the gateway to the site .

Alternatively visitors arriving from the city will descend from platform level and cross under the viaduct via the station amphitheatre steps to arrive at platform level +09.00m AOD.

From here once users travel towards the central spine road, navigation is opened up, to filter pedestrians to the other character area neighbourhoods, Leaway Park or through the masterplan's main retail street; Thameside walk, before arriving finally to the waterfront.

##### 2. Building Setting and Hierarchy.

The Station Plaza is positioned northwest of the Riverside Quarter and sits radially behind the primary grid formed by blocks R, S and T. The secondary grain buildings U and Q sit between the openings of the primary, allowing these blocks to utilise views across to the river.

The Station Plaza also creates a formal relationship here with the DLR station, which has helped shape its overall

layout. By responding to the viaduct and the radial grids informed by the site's geometry, the buildings determined orientation is decided to open up a key public realm space onto the masterplan whilst directing important views to the River Thames.

As identified as one of the site key entrance points and transport nodes to wider area, the scale of buildings U and Q are carefully set to facilitate way finding onto the site.

##### 3. Public Open Space.

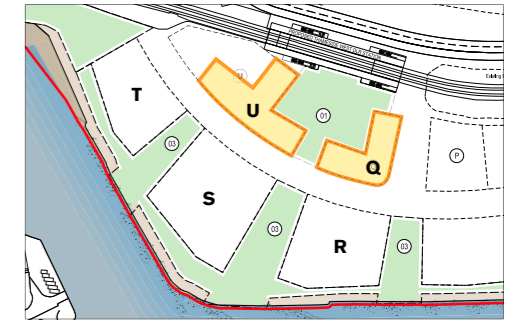
Although the Station Plaza serves as a key transitional space on the masterplan, it has also been designed as a space to host congregation and to house key social infrastructure components on the masterplan. Blocks Q and U will house unique retail opportunities which will encourage animation and activity at plaza level, whilst creating an active social destination for both visitors and residents of Thameside West.

The amphitheatre space presents itself with two social functions, one as a transitional space, navigating DLR passengers to both platforms, the other as a place for public gathering. Here users are invited to sit and enjoy the amphitheatre which has the potential to hold public screened events and small informal performances.

The Station Plaza is also lined with spaces of useful social value, including a large community space in block Q, which is accessible from both platform level and street level. Similarly, Thameside West Primary school located adjacent to Block U can also be accessed this way. The schools main entrance will be provided from Leaside Crescent road and a secondary entrance to the school's sports hall facilities is placed from the station plaza, thus allowing members of the public to utilise weekend and evening use of the sports facilities when closed.

The location of the primary school and nursery allows for their play spaces to be enhanced by the ecological park. Leaway Park will provide a learning resource as well as an open space adjacent to the River Lea.

All of these elements combine to form a sense of place for the Station Plaza whilst ensuring a permanent level of social activity.



1. Establish Primary Routes.



2. Building setting and Hierarchy



3. Public Open Spaces



4. Key Plan

## 5.17 The Station Plaza

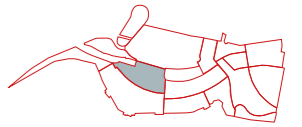
### Public Realm

Station Plaza is a split-level gathering space which connects to and runs below new DLR station. It is a predominantly hard paved space providing flexible areas for Food & Beverage spill out and temporary events such as seasonal markets and sports viewing.

A clear connection and directional route allows easy access between the station and the river. Interesting hardscape surface materials, texture and patterns will be used along with added greenery and trees incorporated into the terracing and seating planters.

Strong community interaction with residents, commercial users and school students will help to create a new hub of activity.



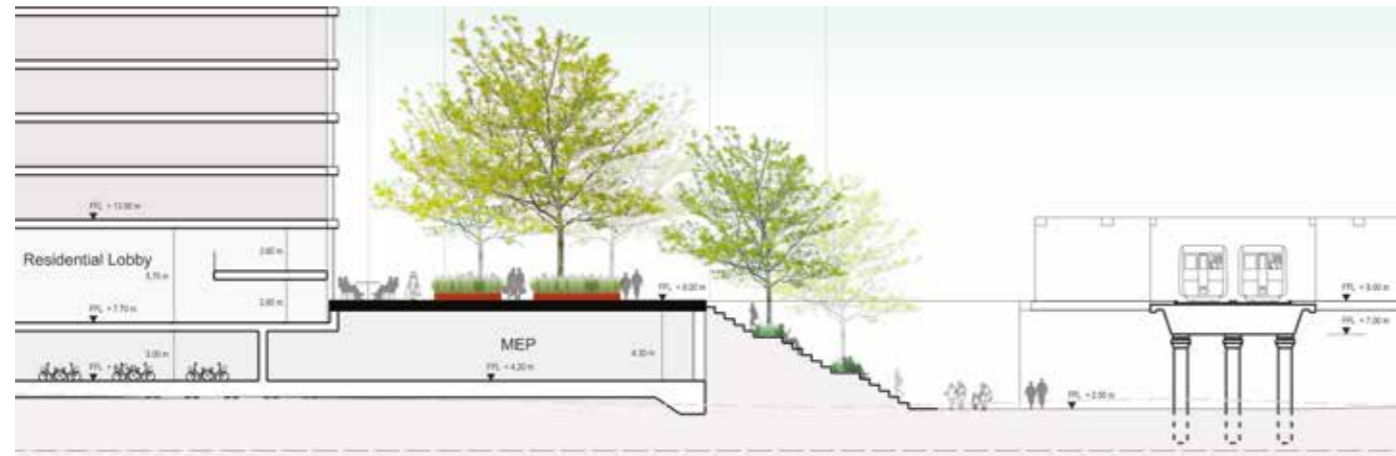


The 6.5m level change between the upper and lower terraces of the Station Plaza create opportunities for different activities in the public realm.

At the upper level, the Plaza responds to the retail and leisure uses lining the open space, with opportunities for outdoor dining and seasonal markets.

An area of open air seating in the shape of a quarter stadium softens the transition and offers informal seating and a setting for public events.

At the lower level, station operations and supporting retail can take advantage of the double-height space below the tracks.



Raised and sculptured planters



Sculptured and interactive seating



Sculptured seating and planters



Water features



Multi-textured paving



Spill out seating



Threshold paving



Integrated seating and level change



Integrated seating and level change



Spill out seating and lighting



Spill out seating

## 5.18 The Station Plaza

### Ground Floor Uses

#### Key

- Residential
- Residential Entrances
- Retail
- Community Benefit
- Back of House Areas



Lower Ground- L00



Upper Ground - L02

#### Lower Ground Floor Uses.

The lower ground floor of the Station Plaza is set between +3.00m AOD and +4.20m AOD and is continuation of the Riverside Quarter's lower ground level, which houses the concealed residential and commercial loading bays and waste compactors serving both areas. Within here dedicated waste and cycles stores are provided for blocks U and Q. Beyond this a set of retail spaces are carefully placed around the amphitheatre entrance under the DLR station to provide convenience shops for commuters.

The scheme utilises existing site levels, keeping back of house areas within the podiums which frees up the ground level for more community focused street activity. Pedestrian access from dock road is designed here to take visitors and from +3.00m to +9.00m platform level. Lifts integrated into the new DLR station maintains access to all.

#### Ground Floor Level Uses

The Ground floor uses on the Station Plaza ensure a sustained level of animation to the plaza. Residential lobbies are accessed from Leaside Crescent at +07.70m AOD. Here access and drop off to Thameside West primary school is also provided and is set adjacent to dedicated green play spaces and Leaway Park beyond.

#### First Floor Level Uses

Retail units are accessed from the plaza level at +09.00m AOD and connects pedestrians to Thameside walk, the site main retail street. Plaza level access is also possible to both the schools sports hall and community leisure facilities. This encourages movement activity to the plaza and enables flexibility for multiple uses within these community benefit spaces.



Ground Floor (L01)



## 5.19 The Station Plaza

### Building Typology

#### Building Typology

Station Plaza building typology is a massing of two residential towers which come straight to the ground in an L-shape, creating Station Plaza with buildings Q and U facing each other. The towers are further defined with a taller component to the corner. These elements help to break the massing within the overall masterplan, creating increased daylight across the site. The taller component creates a marker along Leaway Crescent whilst the shorter base components define the setting for the plaza.

The main entrances and lobbies are located on the ground floor with access to bicycle storage.

#### Marker Buildings - U, Q

These blocks are characterised as Marker buildings. In order to create interesting townscapes and facilitate way-finding for the wider area these buildings are recognisably distinctive and visible from the neighbouring urban fabric. These markers signify a new transport node and exciting new social amenity space for the Royal Docks.

#### Building Entrances and Frontages

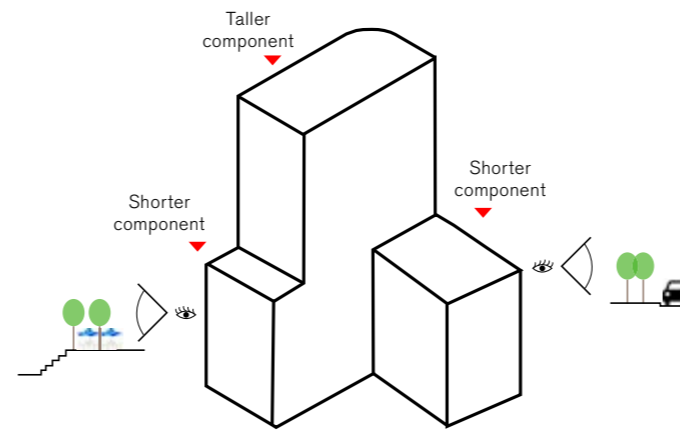
The main communal residential entrances should be located on the west facade facing onto Leaside Crescent. They should be clearly visible, providing a strong connection to the public realm and be of high quality materials and appearance. All entrances are to be flush or recessed with the main building line.

Vehicular access to the ground level parking is via the vehicle entrance on the north facade of Block U off of Dock Road. Designated cycle entrances should be located on the north facade directly accessible from Station Plaza.

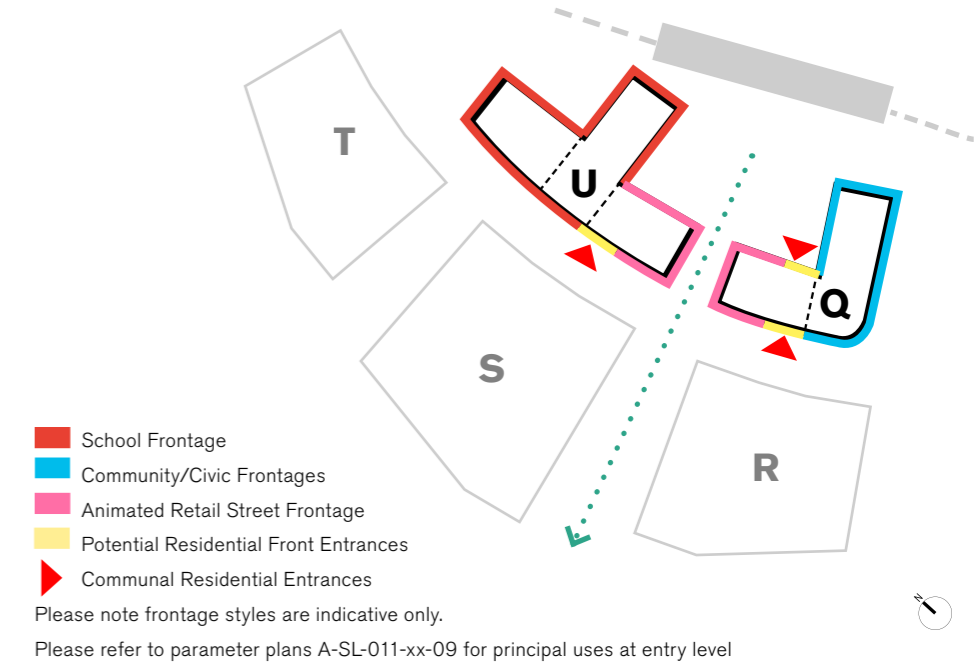
Where possible, consideration should be given to maximise distances between residential entrances and non-residential use entrances to improve privacy for residents.

Location of pedestrian, cycle and vehicle entrances should be separated, where possible, with consideration given to avoid traffic cross over.

Overall Building Form - 3D View



Residential Entrances and Frontage Typologies



Animated Retail Frontage

Community/ Civic Use Frontage



School Frontages

Residential Front Entrances

TEA	50p	
VARIOUS	1	
HOT CHOCOLATE	2	
MILKSHAKE	2	
SOFT DRINKS	£	
BOTTLEGREEN	1.60	
ORANGINA	1.60	
RIBENA	1	
CANS	1	
SNACKS	£	£
FLAP JACK	1.20	
SLICES	1.20	
CAKES	1.50	
CRISPS	1	
★ PIZZAS ★		
MARGHERITA	£5	
PLUS 3 TOPPINGS	£7	
★ CYCLE PS WORKSHOP PRICES		
KLS SEE BOARD OPPOSITE ★		
£1		



