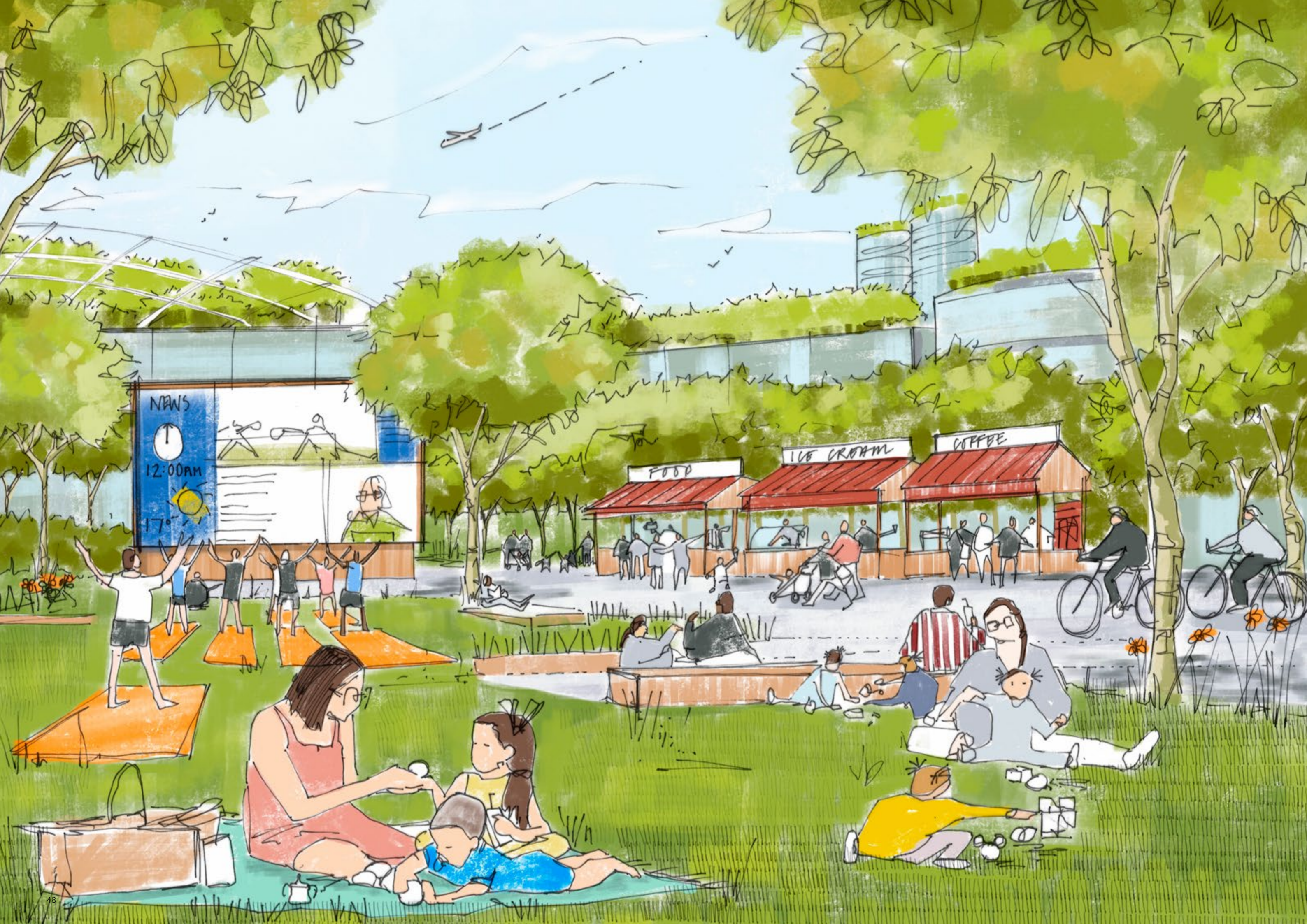


Chapter 04 contains information on the design process and on the evolution of the masterplan.

A process of continuous consultation between the design team, applicant, and local authorities, saw the scheme evolve through different stages, to its full capacity.



NEWS
12:00AM
17°

FOOD
ICE CREAM
COFFEE

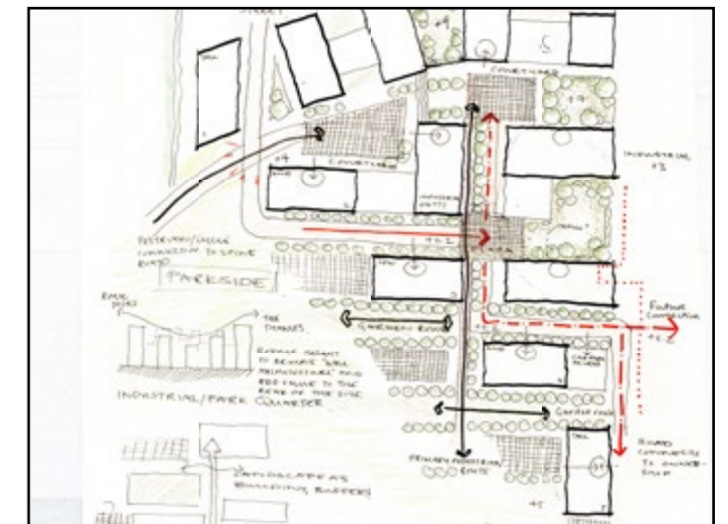
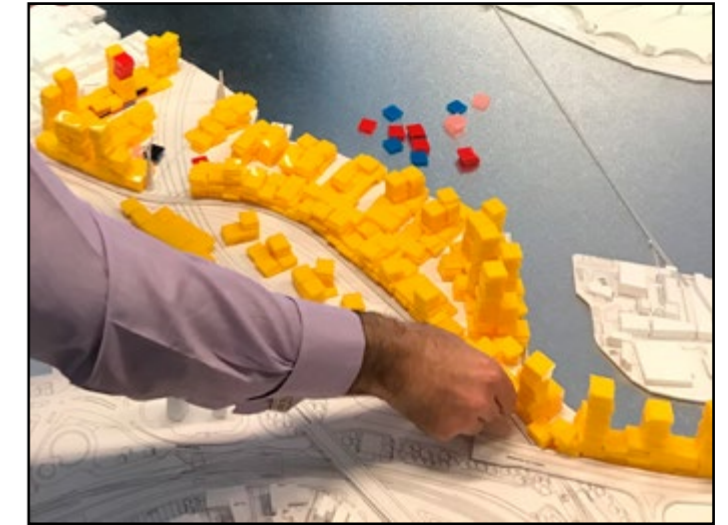
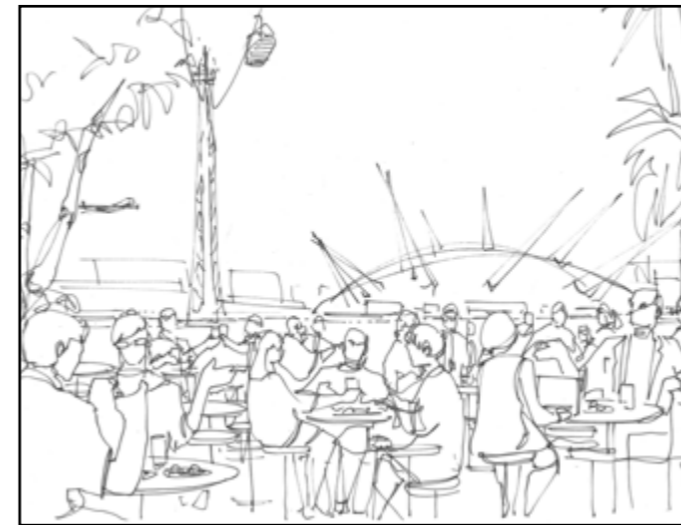
4.01 Design Evolution

The Design Process

Following the completion of the site analysis, a detailed appraisal of the existing site conditions and neighbouring buildings, the design team began to develop ideas and approaches for a unified masterplan strategy that would seek to respond positively to the constraints of the site and fully exploit its opportunities.

The design evolution was an iterative process with concepts and ideas being discussed and reviewed with the design team, applicant, and consultation undertaken with the local authority, statutory bodies and local interest groups.

Ideas were tested, both two and three dimensionally and detailed analysis of the design was undertaken to ensure that the proposals achieved the design objectives for the project, met key environmental performance criteria, and addressed issues raised throughout the consultation process, or by applicant and design team.



Design Process

4.02 Concept Design

Design Principles

The analysis of the site and its surroundings led to the establishment of design principles centred on the desire to create a sense of place specific to this location, its surrounding conditions both present and future, and support a new integrated, inclusive and sustainable community.

These principles are further defined over the following pages

1. Santander Bike Docking Station
2. Jubilee Park
3. Inclusivity & Diversity
4. Canary Wharf Cluster
5. British Museum
6. Millennium Bridge
7. Sustainable Design



1.

Connectivity

- The design should enhance the local environment and introduce new connections.
- The design should connect with and reinforce existing pedestrian and cycle routes across the site and beyond to the wider urban context.
- The site should be accessible, usable, and permeable for all.
- New pedestrian routes should be provided through the site along identified pedestrian desire lines.
- The design should enhance and compliment the surrounding urban grain and in particular significantly improve access to and along the waterfront.
- The design should seek to connect the Royal Docks to the Thames through a public park.
- The design should minimise vehicle use and servicing on roads and shared surfaces within the public realm.



2.

Open Space

- The proposal should create an integrated community with a mix of public, private and communal spaces to establish a hierarchy of open space, characterised by a tangible central place, accessible to the public at all times.
- Riverfront walk.
- Station Plaza and commercial hub.
- Biodiversity Park.
- The creation of a major new public park on the Thames
- The new places should be vibrant, inclusive and active, offer choice, variety, play and social opportunity in safe environments.
- The orientation and hierarchy of spaces should encourage high quality inclusive design, pursuing priority for pedestrians, in a safe, durable and enhanced public realm.



3.

Diversity

- The proposal will seek to deliver a mixed and balanced community.
- The proposal will seek to bring vibrancy to the area.
- The design should respect local context, history, built heritage, character and communities.
- Diversity and choice will respond to local needs and provide a range of commercial facilities and spaces that will accommodate a variety of uses, at different times of the day.
- The design should provide a safe, secure and sustainable environment and improve the quality of the its surroundings.
- The proposal should respect the natural environment, create opportunities for biodiversity and enhance the green network.



4

Height, Bulk and Massing

- The approach to height across the development should respond to the emerging scale of the urban context.
- The design should optimise daylight and sunlight penetration to the public realm and in particular to the water-front.
- The design should minimise the ground floor footprint.
- The design should have a meaningful relationship with its surroundings.



5

High Quality Design

- The detailed design of the buildings will be of exceptional architectural design to provide recognition and inspiration.
- The design should create a focal point that celebrates the uniqueness of the site, enhances the skyline, and complements the existing developments within the redevelopment area and wider context.
- Unique urban design will create a distinct sense of place and provide a focus on the community.
- The design should utilise high quality materials and encompass excellent detailing.
- The development should be sustainable, durable and adaptable in design, construction and use.
- Active frontages should enliven the ground floor level for as much of the day as possible.
- The design should optimise the potential of the site.
- The design should enhance and complement the surrounding urban fabric.
- The design should maximise dual aspect apartments.
- The design should be orientated towards the best views.



6

An Enhanced Townscape

- In this strategically important pivotal location the proposal will seek to deliver a welcome addition to the skyline viewed from middle and long distance.
- Public spaces, pedestrian routes and primary roads should capture the most inspiring views of the buildings and create new view corridors;
- The proposal should create interest in near views at street level.
- The proposal should respond to the distinct spirit and character of its riverfront setting and both the Royal Dock and wider context.
- The proposal should maximise the ground floor uses and active frontages around the new station, primary pedestrian routes and the river front.



7

Sustainability

- The development should provide for the social, economic and environmental needs of a diverse mix of residents, visitors and employees.
- The development should support a stable, mixed and balanced community, developed to sustain economic opportunity and local investment.
- The design should provide a mix of uses and a range of accommodation to allow for the growing and changing social needs of residents and the community.
- The proposal should seek to minimise and mitigate any adverse environmental impacts including the effects of climate change.
- Creation of jobs for local community.



4.03 Place Making Strategy

Design Drivers

From street configuration to new public parks to community engagement, an early placemaking strategy ensures a masterplan is successful through the spaces created and the human interactions that create successful neighbourhoods.

Defining “place” within the masterplan as a destination in itself is crucial for the success of a masterplan. In order to create a unique identity for Thameside West, the indicative masterplan must be a place that ties into the surrounding context and creates new connections to the Thames, it must be inviting, enjoyable and accessible to its residents and the wider community. Understanding the needs of both the future and existing residents and tenants will ensure an exciting vibrant community can be established.

The masterplan seeks to deliver a successful new community, firstly by understanding the local community and ensuring the masterplan fits into the wider community of London and secondly by offering the new residents an exceptional experience through well considered open spaces, building forms and functions within.

The masterplan seeks to create a unique environment for people to live, work and play. It will actively integrate into the wider community, drawing connections to the Royal Docks and providing an important connection to both the River Lea and the River Thames. The masterplan will complement the existing settings as part of the wider redevelopment of the area to create a place that is inviting and accessible to both residents and the wider community.



1. The Local Community

Reinvent Community Planning

The starting point for developing a concept for any new masterplan is to identify the existing community and understand the history of a site in order to have a greater understanding of the challenges, opportunities and needs for both the existing and the new community.



2. Public Realm and Open Space

Create a variety of high quality public realms and open spaces

Much of London is defined by a common language of streets, squares and open spaces enhanced by the buildings and their frontages to create distinct places. The landscape elements of a townscape design play a critical role in the success of a masterplan, these are the areas which encourage movement, interaction, relaxation and social interaction. The masterplan will seek to create a variety of different public and private amenity spaces including:

- A riverside walk to connect the masterplan into the wider community
- A central green residential boulevard
- A riverfront park connecting to the royal docks, a place to relax, play, exercise, explore or enjoy lunch
- Natural habitat conservation park to encourage wildlife, plants and learning
- A transport node with a commercial high street
- Sports facilities



3. A Variety of Buildings and Typologies

Design Buildings to enhance places with a variety of ground floor uses

The components of buildings at ground floor level are often more important than the building above, this is the place where people experience the building on a daily basis, it is here that buildings define the character of the street. At street level the buildings create a variety of spaces and experiences for the local residents to enjoy, the master plan seeks to create a variety of spaces creating interest and intrigue through scale, use and materiality. This includes:

- A retail hub connecting the new station to the river and wider community
- A station plaza with complementary ground floor uses
- Residential streets
- A new primary school and nursery adjacent to the natural conservation area
- A community centre at the heart of the masterplan
- Industrial quarter

4.04 Concept Design

Developing a Masterplan: Design Evolution

The applicant has met with the Greater London Authority, the Newham Design Review Panel and the London Borough of Newham Planning and Design team on numerous occasions, as a continuing discussion and consultation process throughout the pre-application period. Key dates and outcomes further detailing this process is described on page 58 - 63 of this document.

The design team's initial approach was to puzzle out the program requirements, in relation to the project site.

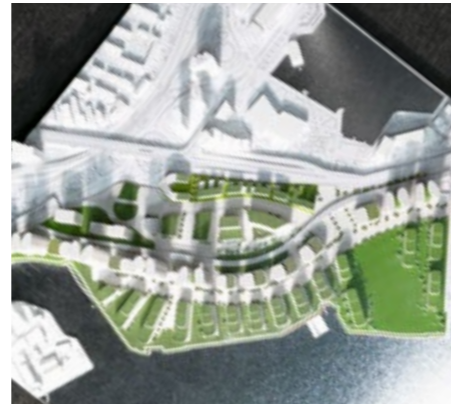
Through a wider analysis, the team set out to understand the site in terms of its specific location within the city's urban fabric.

Identifying preexisting built forms and the site's heritage, along with a study on its history and the current demographic. Studies on the site's connectivity, and learning about future proposals and developments in the surrounding area, help the team understand how the stage is set, allowing for new ideas to be tried against all of the criteria and allowing the project's design to evolve.

Studies carried out by the team include:

- The position, scale, and uses of the public realm space.
- Connectivity, and circulation routes across the masterplan.
- Height variation: The location of taller areas in relation to the whole masterplan, and the general context.
- Investigations on building height and density carried out across the vicinity of the site.
- Building locations and their relationship to the site boundaries and site access points.
- Types of massing to help maximise park and river views.
- Studies for establishing appropriate relationships between building heights and street widths.

Images 1-12 show a series of exploratory exercises that were part of the scheme's design evolution.



1. Pre-consultation phase: Silvertown scheme



2. Pre-consultation phase: morphology studies



3. Pre-consultation phase: studies on massing and uses



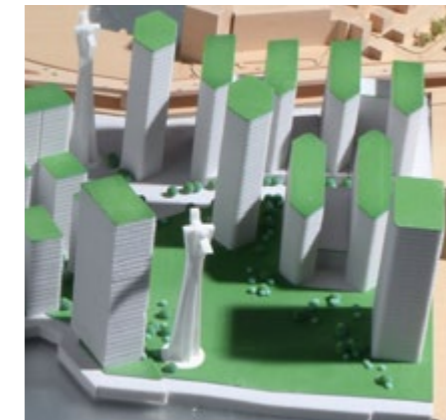
4. Pre-consultation phase: morphology studies



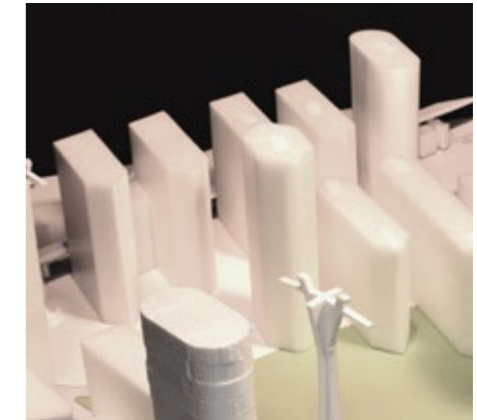
5. Massing studies for maximizing masterplan views



6. Thameside Crescent public and private realm area studies in response to pre-application with LBN



7. Thameside Crescent public and private realm area studies in response to pre-application with LBN



8. Massing studies exploring height and character variation across the site in response to pre-application with LBN



9. DRP 01: Massing study analysing density and public realm in response to with DRP



10. DRP 01 Massing studies for maximizing building height and public realm



11. DRP 02 Massing study analysing public realm around Station Plaza



12. DRP 02 Massing study analysing public realm around Station Plaza

4.04 Concept Design

Developing a Masterplan: Team Investigation

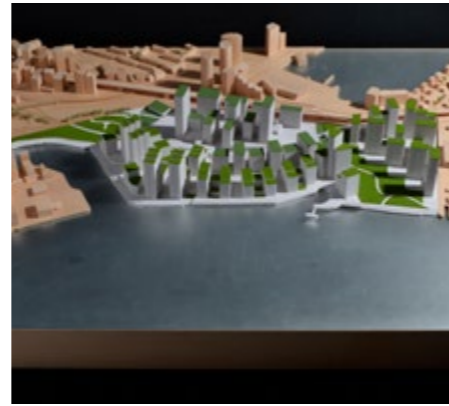
After identifying key site elements along with programmatic requirements, the design team embarked on an exploratory process which resulted in the creation of a series of design principles that helped develop the masterplan.

The design process is non-linear and new information was revealed as the team carried out explorations in two and three dimensions.

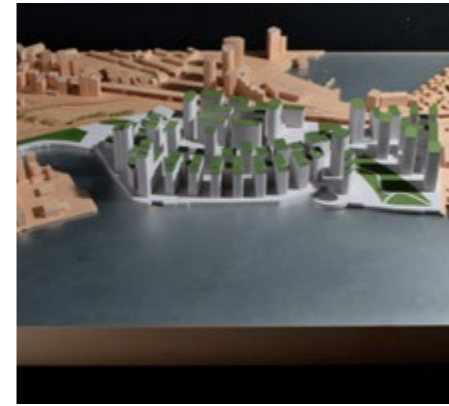
The following studies show a series of models that correspond to different investigations led by the team during the masterplan design process. Preliminary studies were formulated through initial brief and quantum testing, as well as shaping the proposal to respect the numerous site constraints. This process became more informed and complex as consultant engagement intensified.

The following images reflect massing studies influenced by the following consultation meetings:

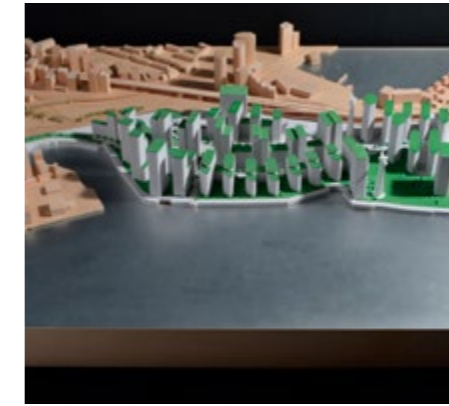
- Daylight and sunlight assessment
- Wind assessment
- Flood risk assessment and Environmental Agency
- Drainage strategy
- Aviation consultation and London City Airport
- Ground conditions and Earthworks
- Transport and highways assessment
- Site Waste management and removal
- Air quality assessment
- Noise pollution assessment
- TfL Property Development
- TfL and DLR Rail Development
- Townscape and visual impact amenity assessment



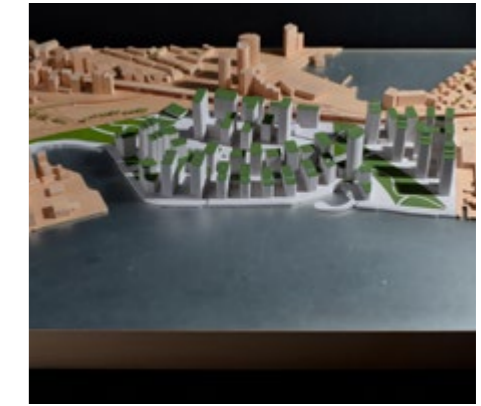
1. Team Study: 7000 Unit Study



2. Team Study: 7000 Unit Study



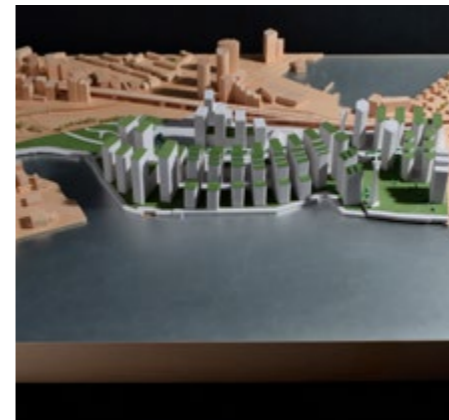
3. Team Study: Parkside Studies



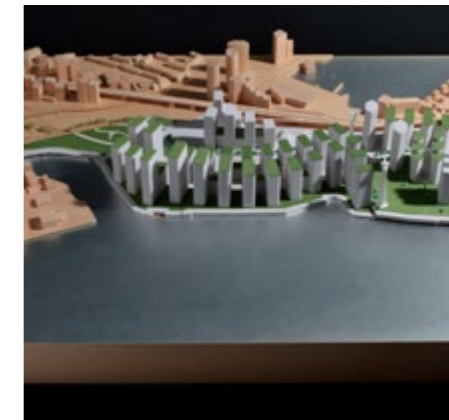
4. Team Study: Riverside Quarter Studies



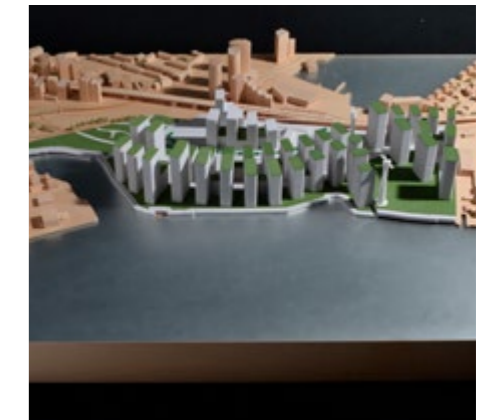
5. Team Study: Parkside Wharf



6. Team Study: Maximum Density Options



7. Team Study: Maximum Density Options



8. Team Study: Maximum Density Options



9. Team Study: DRP 02 Parkside Studies



10. Team Study: DRP 02 Parkside Studies



11. Team Study: DRP 03 Parkside Studies



12. Team Study: DRP 03 Parkside Studies

4.04 Concept Design

Developing a Masterplan: Formal Consultation

The project's time line included instances of formal consultation where the design team met with the local authority, statutory bodies and local interest groups. These instances took place at the same time as the team continued to carry out tests and investigations for improving the scheme, and have been key for the design development of the project.

This type of ongoing collaboration ensured that all the proposals presented throughout the project's lifeline, have been worked on in close consultation with the Design Review Panel and the London Borough of Newham.

This process helped ensure the views of the various stakeholders were fully understood and, where possible, integrated into the proposal. The Design Review Panel process provided an additional layer of design rigour which helped ensure the masterplan was thoroughly interrogated. Through discussion and thoughtful response to every review panel presentation feedback this was achieved.

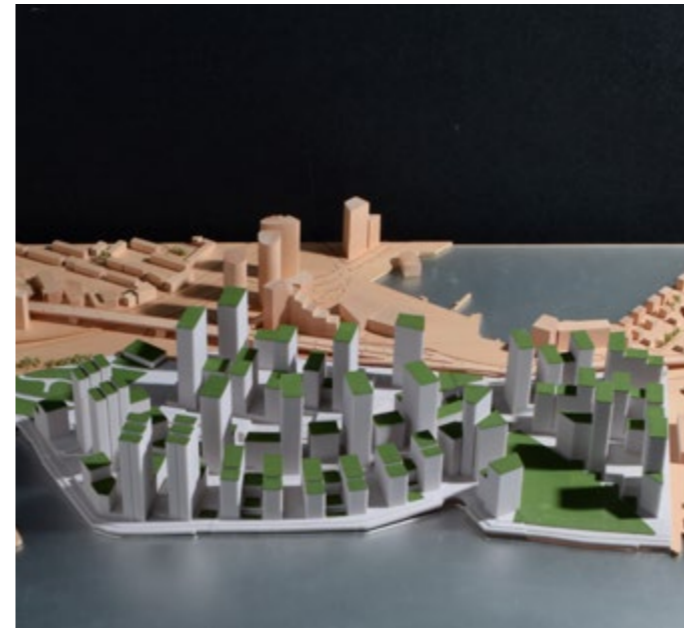
The following images reflect massing studies influenced by the following consultation meetings:

Local Stakeholder Engagement

- Local schools
- Public consultation - local resident feedback
- DLR and TfL
- London Borough of Newham
- Greater London Authority
- Development Control Members Forum
- Metropolitan Police Service - Secure By Design and Counter Terrorism



1. City of London model



2. DRP 01: Presented to Design Review Panel / LBN / GLA



3. LBN Model: Presented to London Borough of Newham



1. City of London model



2. DRP 01: Presented to Design Review Panel / LBN / GLA



3. LBN Model: Presented to London Borough of Newham

4.04 Concept Design

Developing a Masterplan: Formal Consultation

The general principles that are in the following pages were developed by the design team, during the consultation period. The rounds of consultation allowed the team to generate guidelines for a wider regeneration of the area.



4. DRP 03: Presented to Design Review Panel / LBN / GLA



5. DRP 04: Presented to Design Review Panel / LBN / GLA



6. Design Freeze Model: Presented to Design Review Panel / LBN / GLA



4. DRP 03: Presented to Design Review Panel / LBN / GLA



5. DRP 04: Presented to Design Review Panel / LBN / GLA



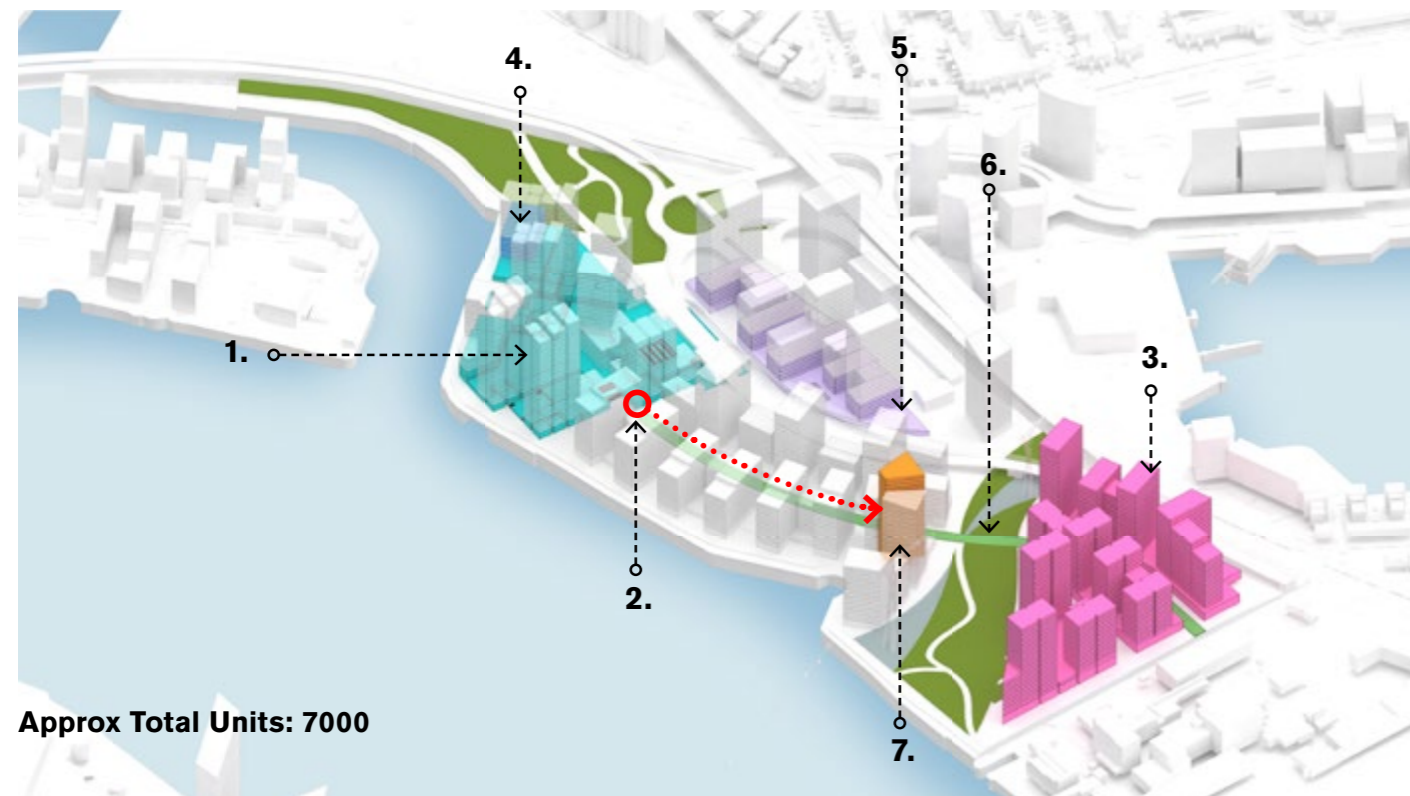
6. Design Freeze Model: Presented to Design Review Panel / LBN / GLA

4.04 Concept Design

The Design Process - Design Review Panel - Key Design Moves

The following is a summary of points which were developed in conjunction with the Design Review Panel, at each one of the formal consultation instances, in the form of "feedback and responses". A clear evolution is marked between DRP01 and DRP05, where the former presented a list of challenges that the scheme was to respond to and the latter is a finished result of the design process. In light of comments raised by LBN and GLA officers over the distribution of density across the site, further consultation was held with the GLA and LBN with amendments to the massing distribution across the masterplan summarised between GLA planning meeting 01 and 06.

DRP 01 Masterplan Feedback (18.04.18)



1. Riverside Quarter

- Extent of the podium too large.
- Legibility of the central route diminished.
- Residential access to provide strong sense of address
- Attractive public realm coming to grade.

2. Thameside Crescent

- Legibility of the central route diminished.

3. The Landings and Parkside

- Challenging co-location design of residential over industrial uses.

4. Community Focus

- Careful thought required in making a new community.
- School could be more instrumental in creating a community.
- Requires more thoughtful integration.

5. Residential Environmental Impact on Residents

- Distribution of non-residential uses key to stimulate daytime activity.

6. Dock Park

- Legibility of the park diminished.
- +30% open space to be achieved.
- Green spaces to be connected. with green corridors.

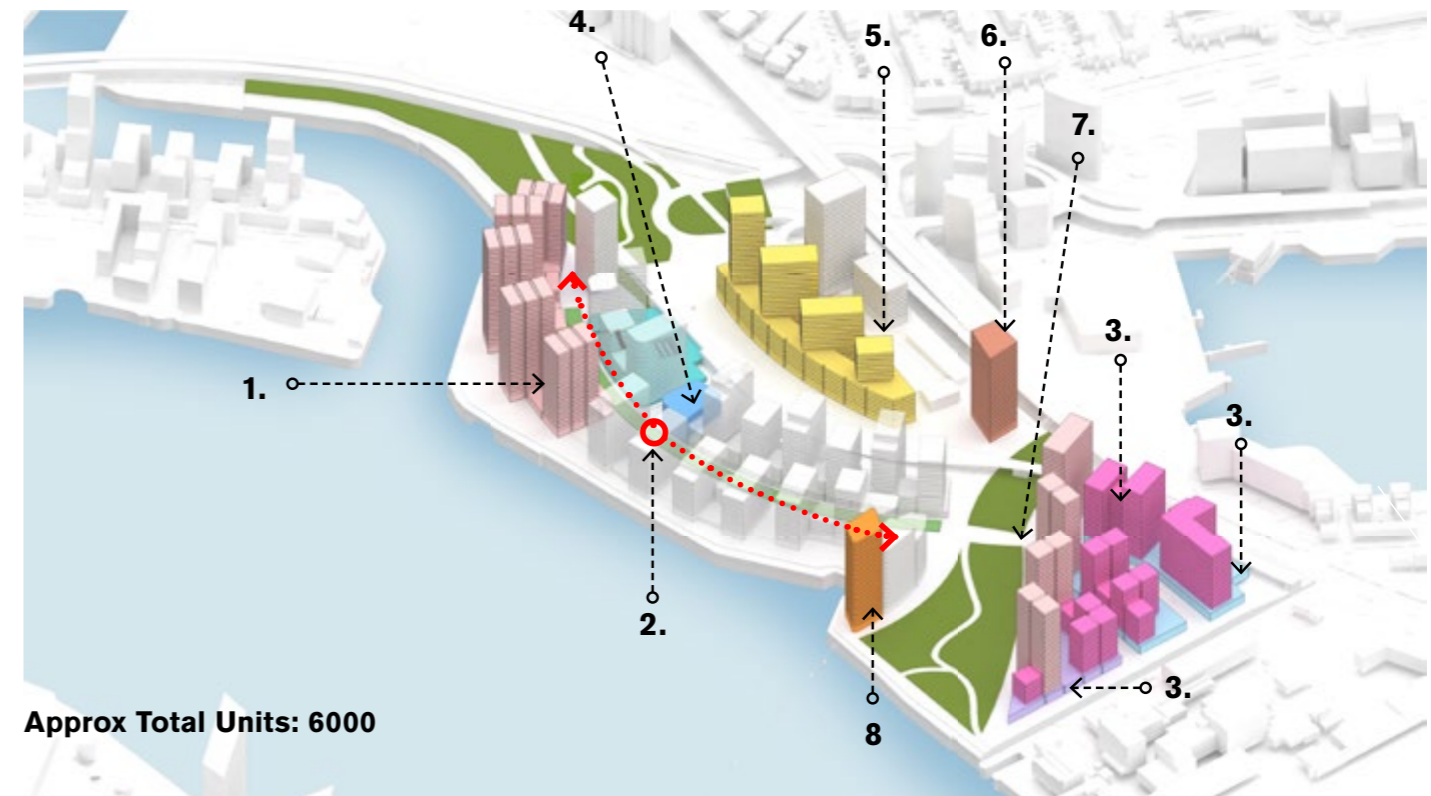
7. The Wharf Setting

- Legibility of the park diminished.
- Green spaces to be connected. with green corridors

8. Density

- Masterplan building heights lack distinction.
- Several tall buildings within close proximity to each other.

DRP 02 Masterplan Feedback and Responses (05.06.18)



1. Riverside Quarter

- Podium reduced in size to allow central route to continue through the riverside quarter.
- Clear legibility of the central route.
- Residential access provided off the central route with front door drop off.

2. Thameside Crescent

- Central route continues through Riverside Quarter.

3. The Landings and Parkside

- Further work required on convincing servicing strategy.
- DRP did not feel the Market space was successful.
- DRP felt Phased 1 is too dense and weren't convinced by the replica tall buildings addressing the park.

4. Community Focus

- School located adjacent to the site entrance and complimented with opposite community centre.

5. Lozenge Site

- DRP - Did not feel the orientation of the buildings tied in with the remainder of the masterplan.
- DRP - Do not feel the plaza building is successful.

6. Entrance Plaza

- DRP - Do not feel the plaza building is successful.
- Further information on the public realm requested.

7. Dock Park

- Road removed through Dock park.

8. The Wharf Setting

- Tall building relocated to create a better connectivity between the Wharf and the Park.

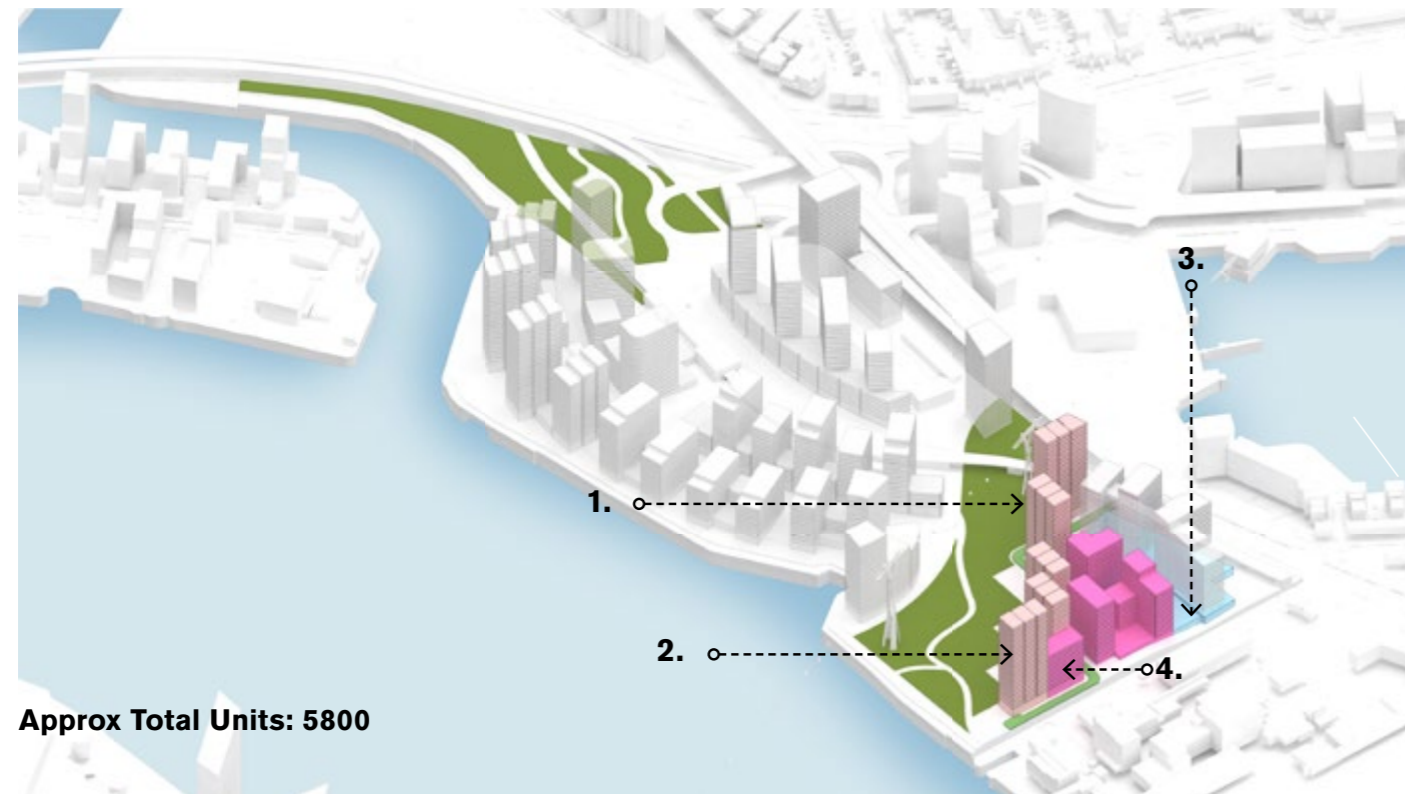
9. Density

- More variation to heights across the masterplan with clearly defined tall buildings.
- Density across the site reduced.

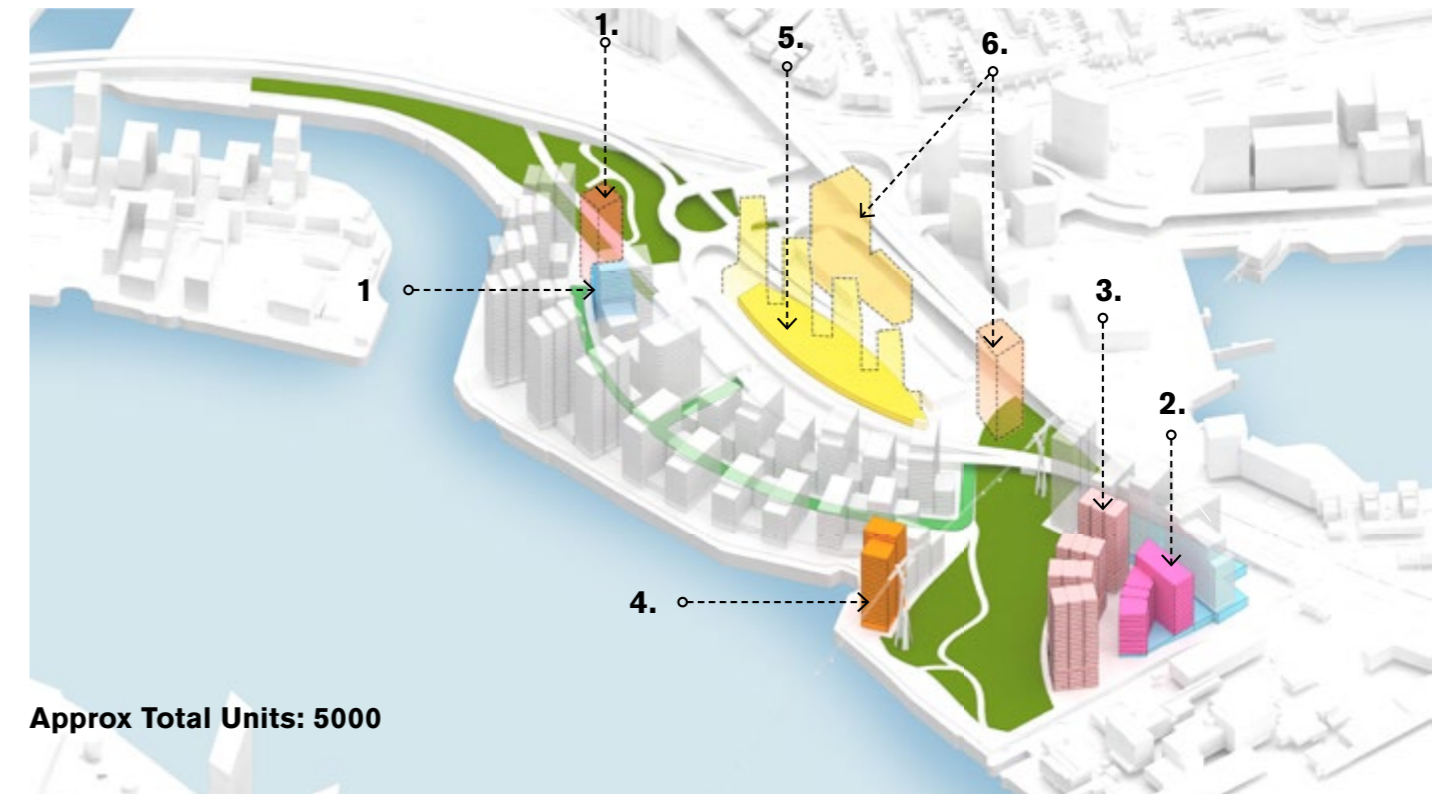


DRP 03 Masterplan Feedback and Responses (28.06.18)

Only Phase 01 and Landscape presented



DRP 04 Masterplan Feedback and Responses (11.09.18)



1. The Landings/ Parkside Buildings

- Variation to the front building heights added to soften the park edge.
- DRP felt Phase 01 is still too dense and requires a further reduction in massing.

2. Market Space

- Large market space removed to allow scaled smaller buildings to address the park with clearly defined routes through.

3. Industrial Services

- DRP - felt the residential podium over the service yard was successful.

4. Parkside and Landings Building Facades

- DRP - Too many facades over looking Nuplex
- daytime activity.

1. Community Focus

- Tower Omitted.
- School relocated adjacent to the Nature Conservation Area.

2. Allnex

- Reduced facades addressing Allnex.
- Building orientation is towards the views.

3. The Landings and Parkside

- Density reduced.
- Repetitive towers omitted.

4. The Wharf Setting

- Massing fragmented to reflect the massing of the

Quays.

5. Lozenge Site

- Residential elements omitted and SIL designation Redistributed.

6. Entrance Plaza

- All residential massing placed adjacent to the flyover omitted.

7. Density

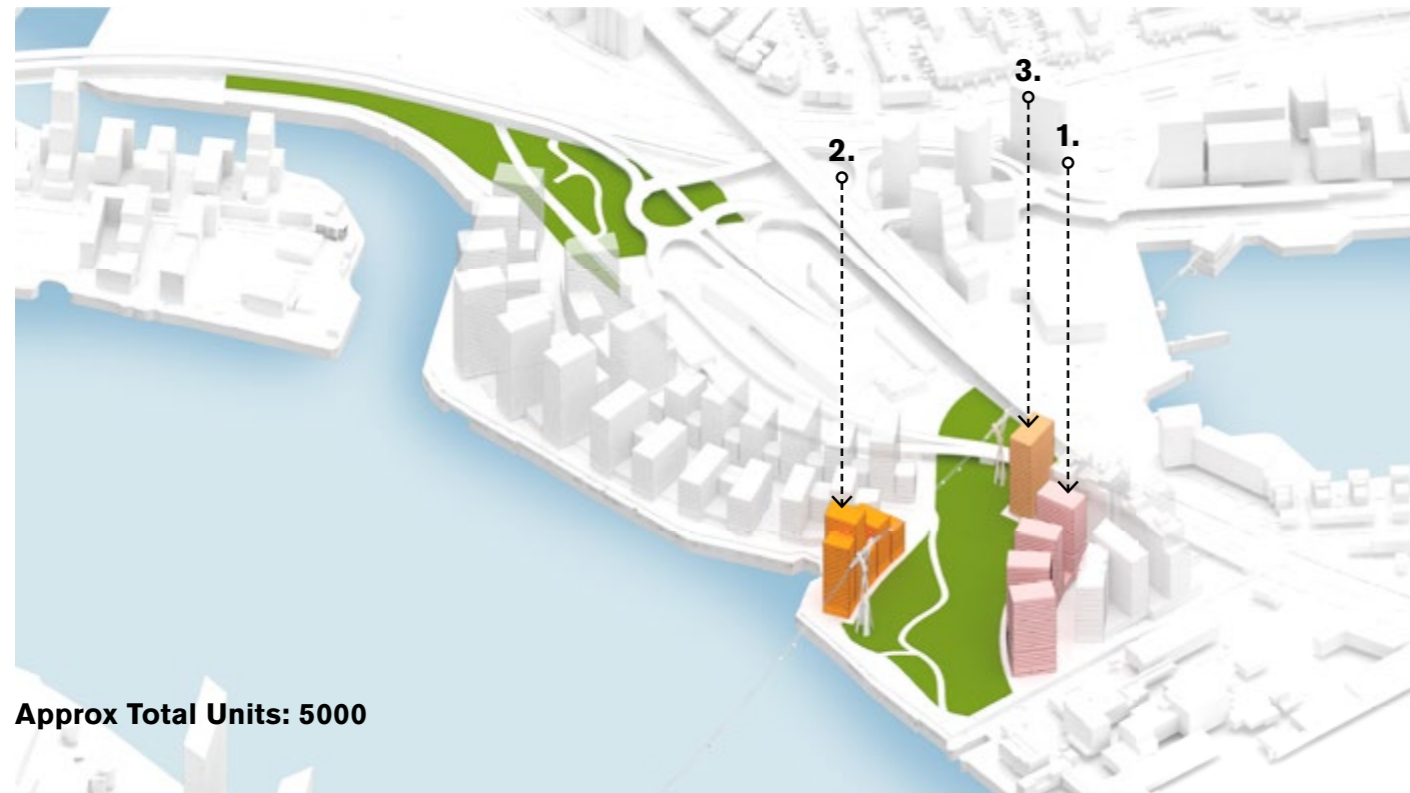
- More variation to heights across the masterplan with clearly defined tall buildings.
- Density across the site reduced.

4.04 Concept Design

The Design Process - Design Review Panel - Key Design Moves



DRP 05 Masterplan Feedback (09.04.19)



Approx Total Units: 5000

1. Parkside

- DRP requested a review of the massing of the Parkside buildings (4 tall elements) to address concerns over density in this part of the masterplan.

2. Victoria Wharf

- DRP suggested the park might be improved with the removal of Victoria Wharf block G.
- After review the Design Team felt the retention of Block G was important to maintain the distinction between the Victoria Wharf and Park character areas. The positioning and orientation of Block G frames the historic wharf and provides a definitive edge to the park with a marker building at the head of the wharf seen as a positive contributor to wayfinding. Active frontages with potential for food and beverage units at ground level have been provided to animate the river walk and park.

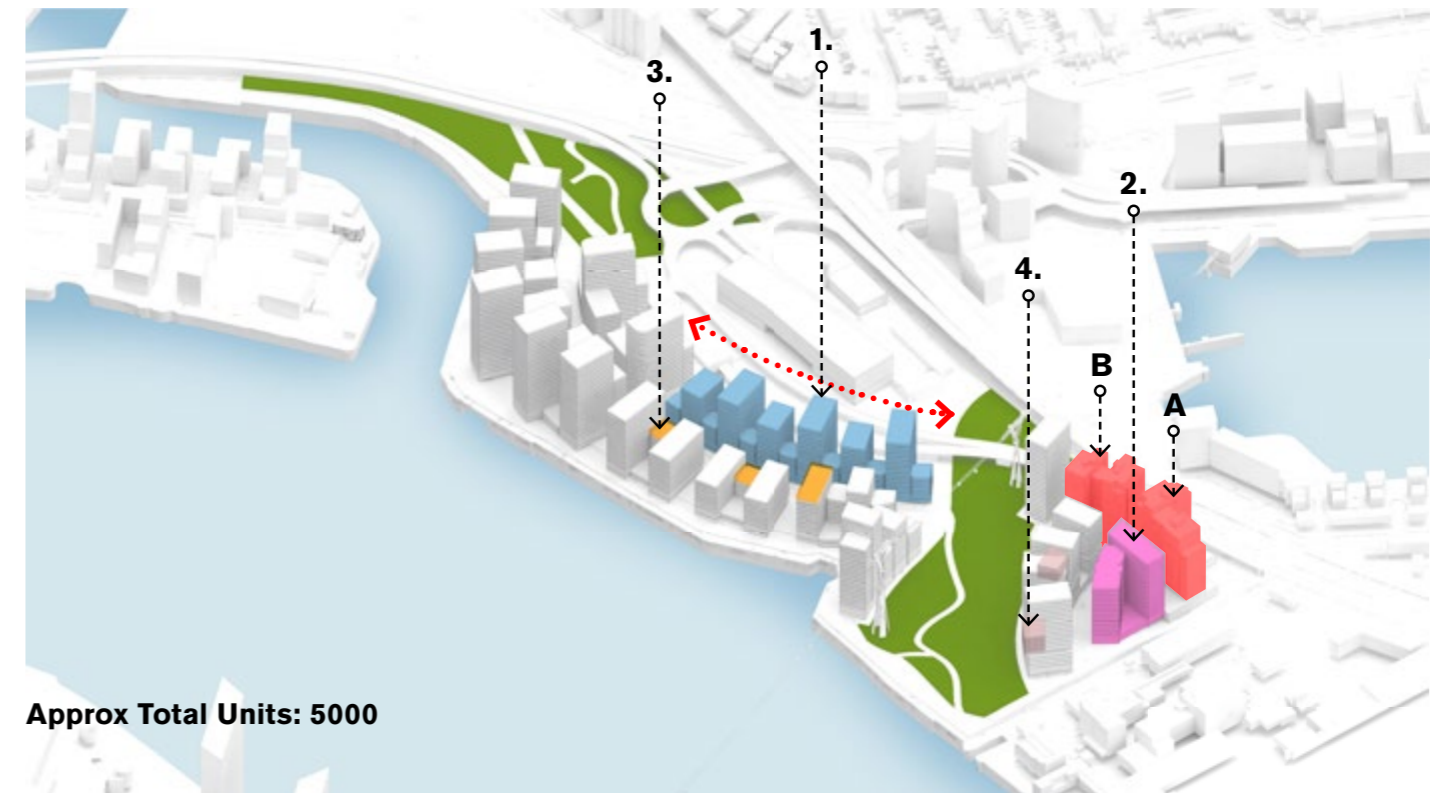
- As part of the Tall Building Strategy the Design Team believe height should be maintained in this location to mark the head of the park and historic wharf on the bend of the river.

3. Entrance Plaza

- DRP suggested relocating the massing of Block C.
- After review the Design Team felt the proposed location of Block C was appropriate as the adjacencies to the generous open space provided by the park supported the proposed density and height in this location as is the height of the existing cable car structure.
- The positioning of Block C will also serve as marker building to the entrance of the Thameside West when approaching from the Royal Docks or the DLR.

- Blocks A & B** Detailed planning application (Phase 1)

Planning Committee (13.09.19)



Approx Total Units: 5000

1. Thameside Crescent

- LBN queried the minimum separation distances between the Thameside Crescent building setting out.

2. Parkside

- LBN queried the relationship between Block D (Phase 02) and the neighbouring SIL development.
- LBN requested more information to ensure strategies applied to Block A (Phase 01) adjacent to the SIL development could be implemented in Phase 02 as necessary.

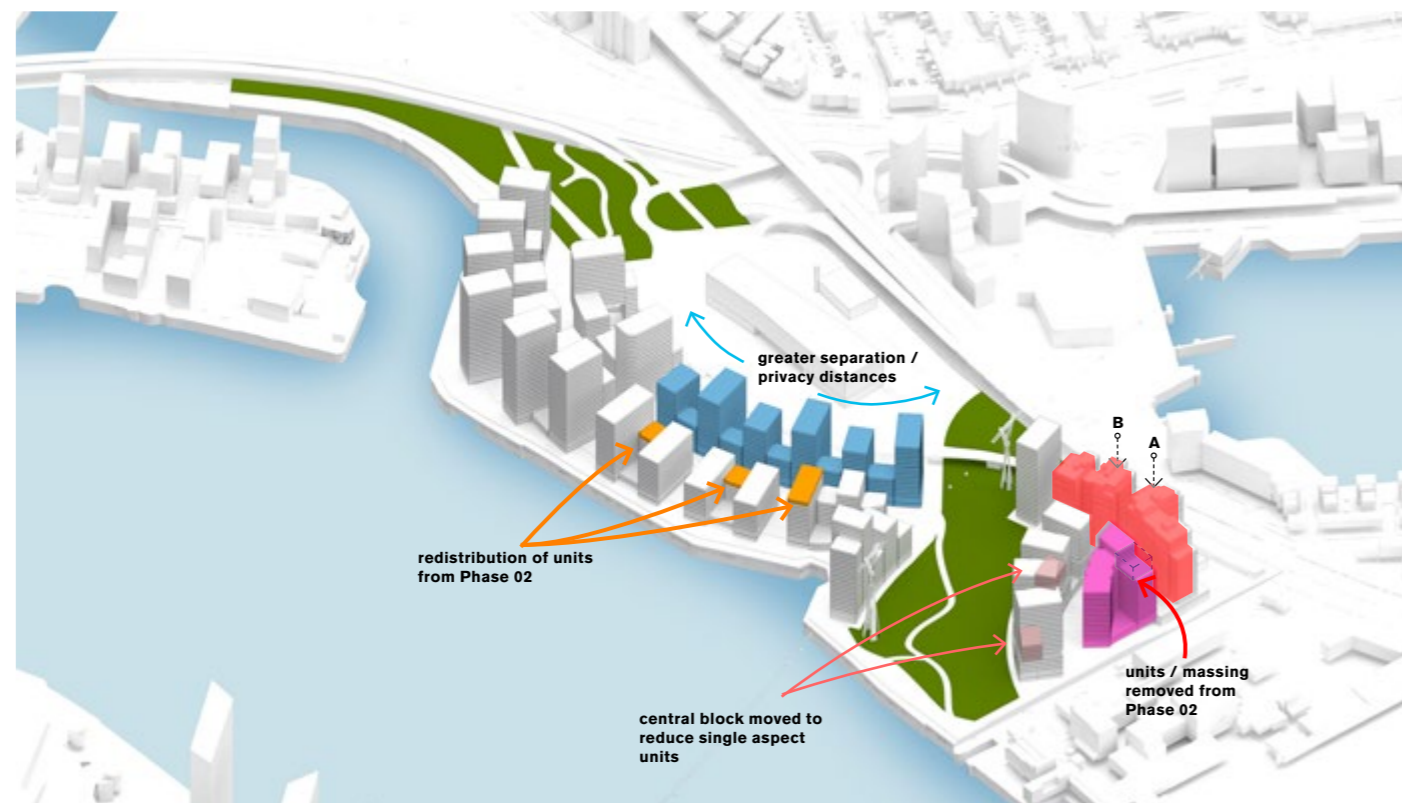
3. Quays

- LBN suggested the resultant massing from block D has been redistributed to N, M and J. This redistribution is shown in yellow on the attached images.

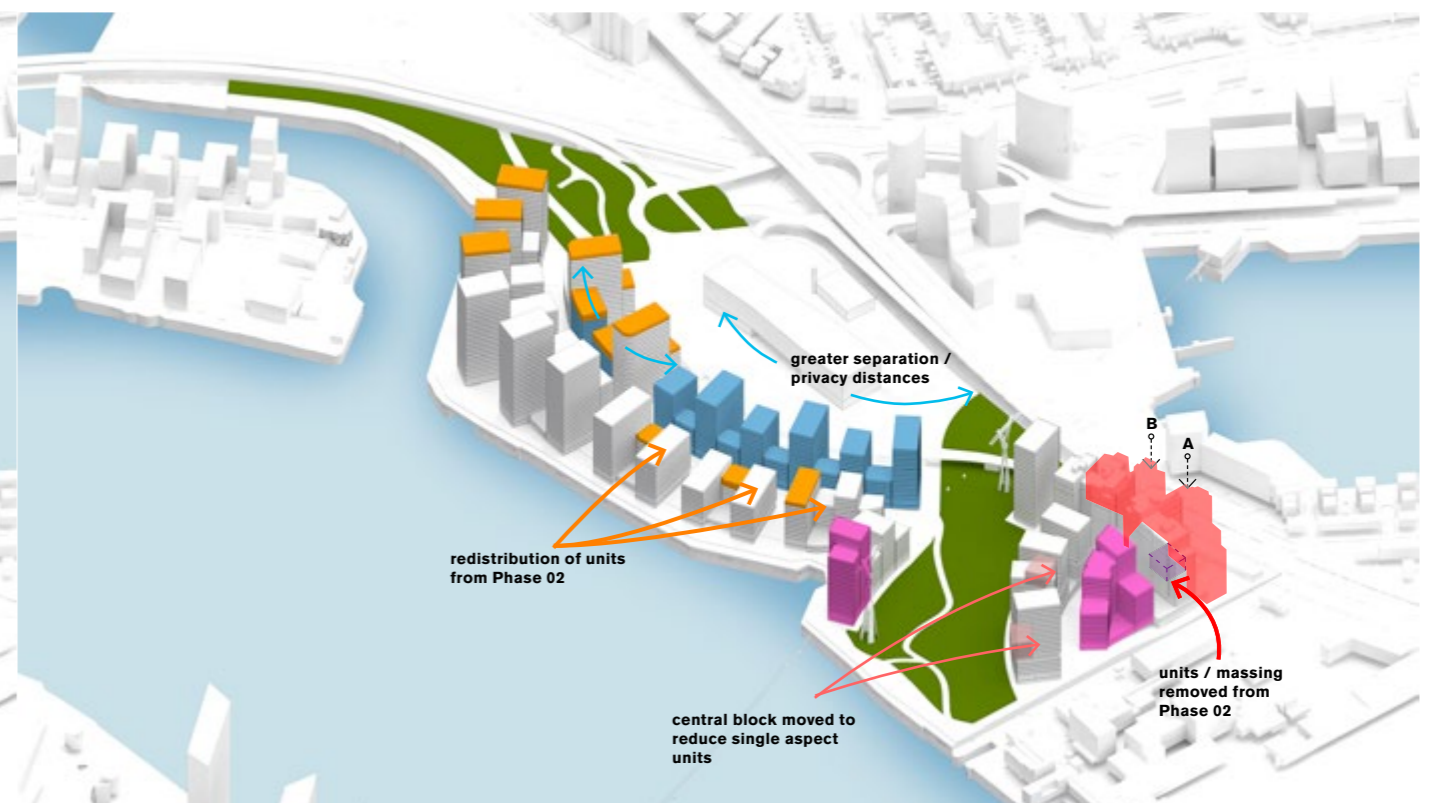
4. Parkside

- Blocks E & F lower podium has been revised to improve proximity between the blocks and improve the out look of residential units.

GLA Planning Meeting 01 (11.12.19)



GLA Planning Meeting 02 (09.01.20)



1. Thameside Crescent

- Minimum separation distances between the Thameside Crescent buildings increased to ensure minimum of 18m between facing habitable rooms.

2. Parkside

- Block D massing adjusted by 8 storeys towards adjacent SIL.
- Block D – Internal corner of block D has been squared off to improve the out look of residential units. .
- Blocks E & F lower podium has been revised to improve proximity between the blocks and eliminate single aspect inward facing units.

3. Quays

- The resultant massing from Phase 02 (Block D) has been redistributed to N, M and J.

1. Station Plaza

- Increased separation distances between Blocks Q and U (Station Plaza) to improve views and access through to the river from the new DLR station plaza.

2. Parkside

- Block D – Wings adjacent to SIL reduced by 8 storeys to form a stepping down in massing towards the neighbouring SIL development. Massing redistributed to Blocks N, M and J.

3. Quays & Riverside Quarter

- The resultant massing from Phase 02 (Block D) has been redistributed to N, M, J, Q, S, T & U.
- Building heights of Blocks S and T increased within limits of maximum height permitted by City Airport restrictions.

Phase 01 - Blocks A & B

- Massing to blocks A & B reduced and redistributed across other masterplan phases.

4.04 Concept Design

The Design Process - Design Review Panel - Key Design Moves

GLA Planning Meeting 03 (15.01.20)



1. Victoria Wharf

- Building height of Block G returned to the previously submitted massing within the limits of maximum height permitted by City Airport restrictions.
- Proximity of Block G to cable car pylon adjusted through the Horizontal Deviation parameter plan.

2. Thameside Crescent

- Reduction of height in phase 01 (blocks A & B) are redistributed to the taller elements of blocks L, K and H.

3. Massing adjustments from previous meetings retained

- With the exception of the items noted above, the redistribution and alterations to the masterplan have been retained.

GLA Planning Meeting 04 (22.01.20)



1. Station Plaza

- Further reduction to Blocks Q & U to increase separation distances and improve outlook from Station Plaza.

2. The Landings

- Reduction of height in Phase 01 (blocks A & B) are redistributed to the taller elements of blocks L, K and H creating a stepped massing to improve the relationship between the masterplan and adjacent SIL.

3. Parkside & The Quays

- Heights on Blocks E, F and M adjusted to accommodate units from Phase 1.

4. Riverside Quarter

- Block T podium massing adjusted to accommodate units from Blocks Q & U.

5. Massing adjustments from previous meetings retained

- With the exception of the items noted above, the redistribution and alterations to the masterplan have been retained.

GLA Planning Meeting 05 (28.01.20)

Only Phase 01 presented



1. No changes to Outline Masterplan

- At this stage no changes to the Outline Masterplan elements were proposed.
- For design evolution of Phase 1 (blocks A & B) please refer to Design and Access Statement Volume 2.

2. Massing adjustments from previous meetings retained

- With the exception of the items noted above, the redistribution and alterations to the masterplan have been retained.

GLA Planning Meeting 06 (06.02.20)



1. Station Plaza

Minor adjustment to separation distance between Blocks Q & U to provide a meaningful retail space at ground level.

2. Massing adjustments from previous meetings retained

- With the exception of the items noted above, the redistribution and alterations to the masterplan have been retained.
-

Post GLA meeting updates. London City Airport requested changes:

1. Massing to Plots A+B amended

- In line with revised London City Airport OLS limit. (refer DAS volume 2 for further detail)

2. Massing to Plot C redistributed to Plot H

- In line with revised London City Airport OLS limit.

4.05 Design Evolution

Consultation Process

Consultation Overview

Throughout the development and evolution of the design of Thameside West we have actively sought to involve all Statutory Authorities and stakeholders in the design process. The proposals have been worked up, revised and refined in close consultation with the GLA, Design Review Panel and the London Borough of Newham. We consider the consultation of all relevant parties as an integral part of the evolution of the design in ensuring that our proposal is representative of the interests of all those involved.

The consultation process has resulted in amendments to the design and informed the planning application submission.

A series of meeting have been held with the Design Review Panel, the London Borough of Newham and the GLA. These meetings have dealt with a comprehensive range of subjects including:

- Site masterplan and place making
- Design development
- Scale, height, massing
- Public realm and landscaping
- Site access
- Servicing strategy
- Transport

Key Stakeholders:

London Borough of Newham – LBN
 Greater London Authority – GLA
 Transport for London – TfL
 Metropolitan Police – MPS
 British Transport Police – BTP
 Marine Management Organisation – MMO
 Greenwich – RBG
 London Legacy Development Corporation – LDC
 London City Airport – LCA
 Environment Agency – EA
 Port of London Authority – PLA
 Thames Water – TW

Stakeholder

Meeting topic

Key Dates

EA	Pre-application meeting	20.11.16 17.02.17 02.06.17 29.11.18 30.05.18 11.09.18
TfL	Pre-application meeting	27.03.18 19.06.18 10.07.18 13.07.18
LBN	Pre-application meeting (11 in total) 1st formal pre-application meeting. F&P presented to LBN officers 5th pre-application meeting. Education requirements 7th pre-application meeting. Phase 1 development. 16th pre-application meeting. Infrastructure/Phasing/S106	19.01.18 15.03.18 12.04.18 02.11.18
	DRP 1 DRP 2 DRP 3 DRP 4 DRP 5	18.04.18 05.06.18 28.06.18 11.09.18 09.04.19
	Introduction meeting to LBN and the project Highways/Silvertown tunnel presentation from TfL and LBN Development Committee Members Forum (DCMF) meeting	24.10.17 23.01.18 02.03.18 02.11.18
	Newham Local Plan Review Examination, Participation Telephone conference with contaminated land officer	19.06.18 10.10.18
TW	Interaction with Thames Water infrastructure	09.05.17
MMO	Project Meeting	22.09.17
LCA	Scheme Overview	24.10.17
MPS	Secure by Design	23.04.18
RBG	Update Meeting	21.08.18
LDC	Project Meeting	09.05.18
GLA	Project Meeting	11.06.18
	Pre-application meeting	23.05.18 30.10.18
GLA/LBN	Meeting with GLA planning officers. SIL and design Meeting between GLA and LBN planning officers	07.08.18 21.08.18 07.09.18
LCA	Project Meeting	02.10.18 23.08.18

Meeting topic

Key Dates

Planning committee meeting	13.09.19
GLA Planning Meeting 01	11.12.19
GLA Planning Meeting 02	09.01.20
GLA Planning Meeting 03	15.01.20
GLA Planning Meeting 04	22.01.20
GLA Planning Meeting 05	28.01.20
GLA Planning Meeting 06	06.02.20



4.05 Design Evolution

Public Consultation

Public Exhibition 01 12th - 14th July

An initial schematic for the illustrative masterplan was presented where 43 members of the local community attended over two days.

The aim of the first public exhibition was to present the emerging designs and proposals for the redevelopment of the site and capture feedback so that, where possible, this could be incorporated into the evolving designs before a planning application was submitted.

Feedback from the presentation was largely positive and there was a consensus that the indicative masterplan would improve the area. It was felt attendees had several ideas of what the area needed and the additional elements that the scheme could include to respond to local ambitions and gaps.

The public route and greenery in the area was strongly supported where residents felt this was currently lacking. Furthermore, inclusion of retail, commercial and amenity space on site was welcomed by local residents, with the caveat that the proposed space should be occupied with local, independent businesses.

Public Exhibition 02 4th - 6th October

The second exhibition was held to demonstrate how the illustrative masterplan had developed and responded to local resident comments. Here 32 residents were in attendance.

It was felt that there was a renewed consensus among those who attended that the scheme would significantly improve the area and that the proposed mix of uses were right. Specifically, there was strong support for the park and proposed landscape improvements as well as the retail, commercial and amenity spaces.

The majority of written comments were either supportive of the proposed elements of the development or suggested further uses or improvements to the masterplan. The views of residents were considered again in the final development of the masterplan proposal.

The design team took on board initial concerns on the height and density of the buildings within the scheme, the number of tall buildings proposed had been reduced and included a more variation in height across the whole masterplan, with consideration given to existing sight lines and the wider local context.

Summer Community Event 4th August

To improve the exhibitions outreach to the local community a summer community event was held at a nearby residential neighbourhood where over 94 residents were in attendance. Attendees were broadly positive about the scheme and agreed that the proposed development would bring significant benefits to the area and would better utilise the site in comparison to its existing uses.

Visitor Information Centre

A permanent exhibition was set up on the Silver Building's Vision Centre. Here the local community are welcome to view the presentation and leave comments via the setup online platform. (<http://thamesidewest-plans.co.uk>)

It was established early in the project a continued process of meaningful engagement would be key to informing the design of the illustrative masterplan. As such local authorities and statutory bodies such as the Environmental Agency, London Metropolitan Police, TfL and the Port of London Authority have been regularly consulted throughout the design process.



Britannia Village Community Day



Public Exhibition 01



Public Exhibition 02



4.06 Concept Design

Wider Regeneration Masterplan Principles

The consultation process allowed the design team to come up with several principles that the masterplan would aim to fulfil, as they considered them to be key to a wider regeneration plan for the Borough of Newham.



Location

- Comprehensive and collaborative spirit.
- A united and coordinated response to the inherent potential of the site.
- Ambitious response to the site's pivotal location.
- A gateway site to the Royal Docks and the River Lea Valley.
- Genuine contribution of new London townscape.
- A scale, grain, uses and public spaces responding to 21st century demands and sensitivities.



Design

- Celebration of the River Thames.
- A masterplan driven by a true engagement with the river.
- Varied but unified urban areas and uses.
- A series of great spaces and places in which people can live, work and play.
- Longevity through thoughtful delivery.
- A sustainable and evolving design.

People

Connectivity and integration

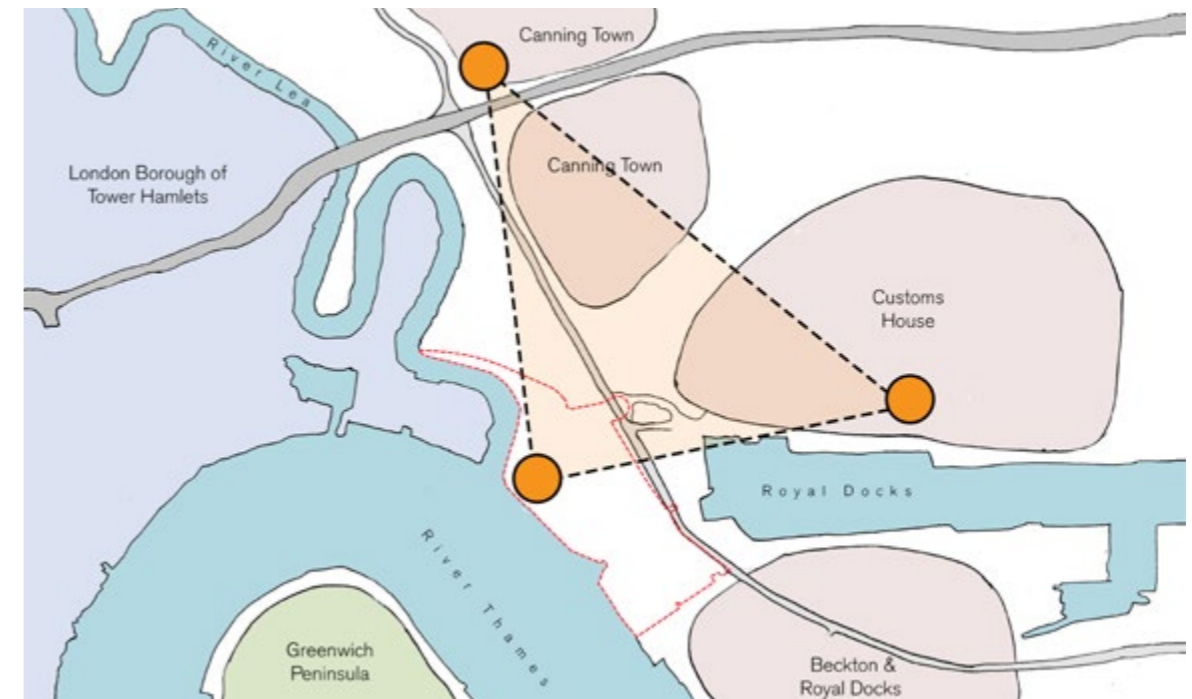
- A key link for the Lea Valley to the Royal Docks and a fitting response to neighbours Canary Wharf and Greenwich Peninsula.

Excitement and involvement

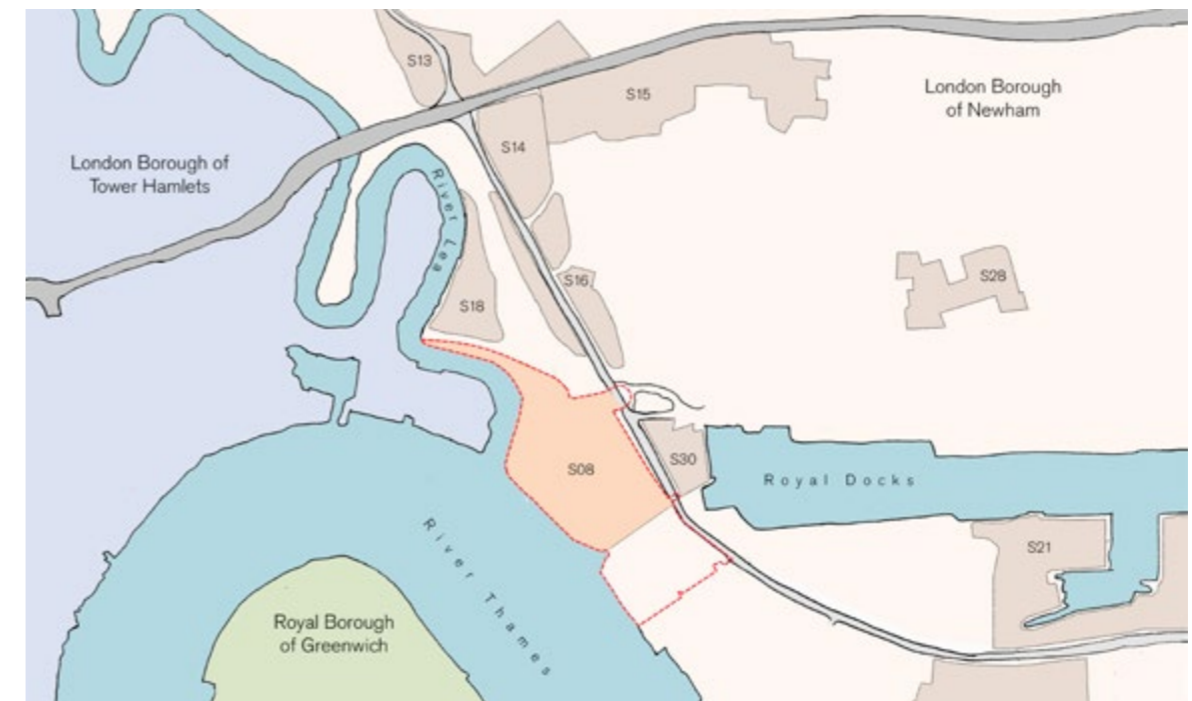
- A dynamic contribution to the public realm and the life of Silvertown and East London.

Direct engagement-

- An active dialogue and responsibility to neighbours and new inhabitants.



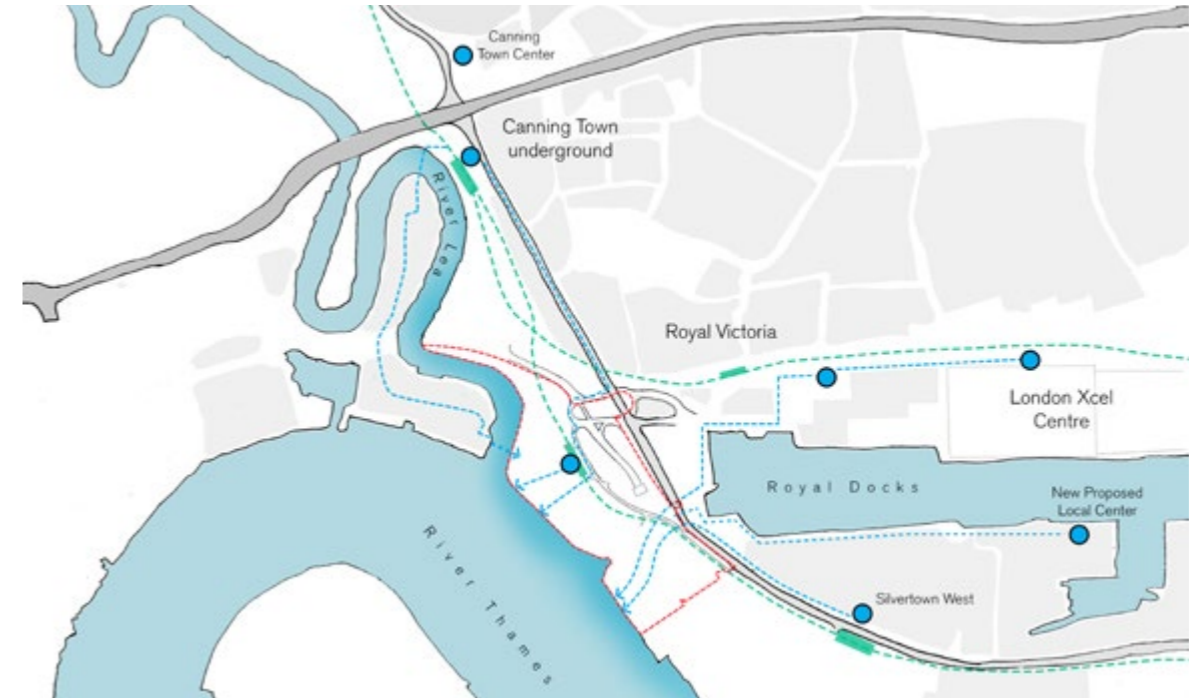
Design Principle 01 : Creating new hearts for Canning Town and Customs House



Design Principle 02 : A Strategic site at the gateway of Newham



Design Principle 03 : Create distinct residential character areas



Design Principle 05 : Create and enhance water connections for LBN with the Royal Docks, River Thames and River Lea



Design Principle 04 : Creating large open spaces to enhance nearby residential neighbourhoods. Creating open space connections with the waterfront

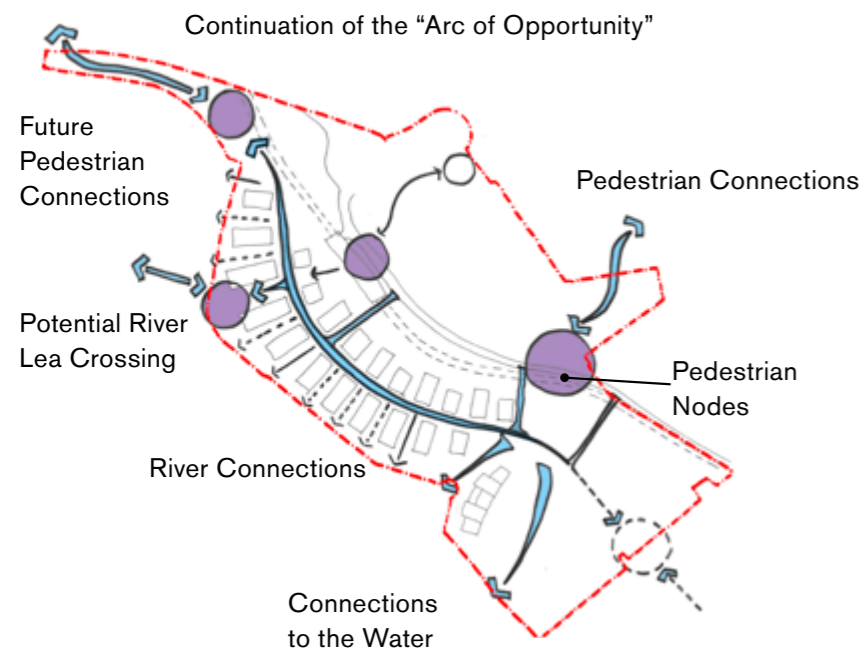


Design Principle 06 : Enhance connectivity, link and connect to the surrounding areas and address current pedestrian severance

4.07 Concept Design

Developing the Masterplan

1. Establish Primary Routes



The emerging skyline and new districts surround the site offer a unique opportunity for Thameside West to become a significant hub connecting both Newham and neighbouring developments to the river front, new transport links and community facilities.

Thameside West aims to grow into an exciting, legible and familiar urban fabric that is accessible for all, containing streets and spaces and a mixture of uses that support each other.

Located on the "Arc of Opportunity" the master plan seeks to provide a central spine of activity and a clear flow of movement into and through the site.

The primary route and access nodes will follow the below principals:

- Creating clear connection to the surrounding public transport routes (New DLR station, Crossrail, Canning Town, and the Emirates cable car).
- Improve and encourage legibility of pedestrian and cycle routes.
- A clearly defined and legible piece of public realm.
- A central spine route orientating people across the length of the site.
- Secondary routes connecting people to the water's edge.
- Enable the future development of adjacent sites by responding to existing and emerging context.

2. Permeable Edge and Proximity to Green Space

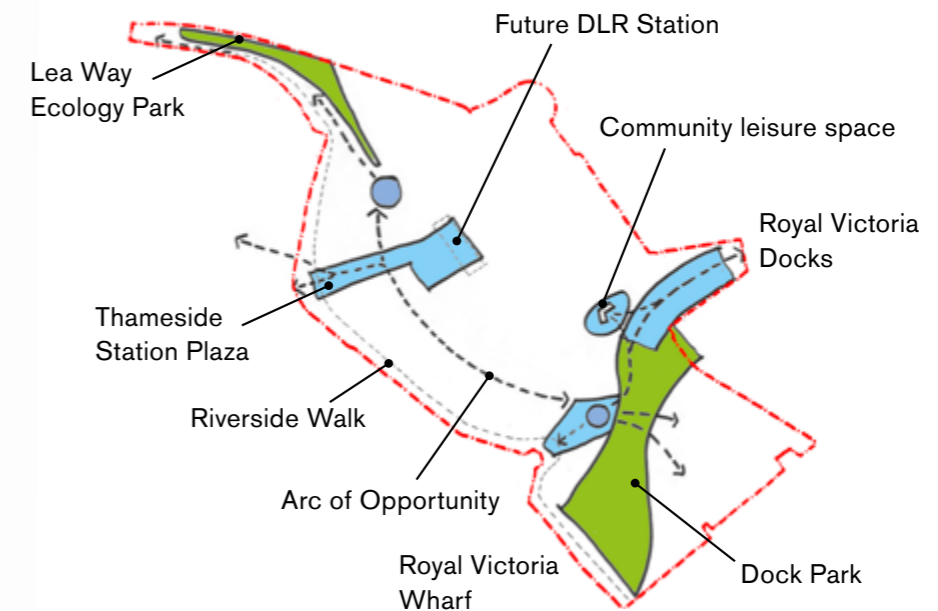


Access to and enjoyment of the public realm lies at the heart of the masterplan. Two new green parks are connected through a series of green spaces. Sitting below the Emirates cable car is the new riverfront Dock Park connecting to the Royal Victoria Docks. Adjacent to the River Lea is the new nature conservation park Leaway Park and beyond this the Eastern Ecology Park.

The Public Realm strategy is based on the following key design drivers:

- Maximise connectivity to surrounding sites, encouraging pedestrian movement patterns from the Royal Docks, Canning Town and Trinity Buoy Wharf.
- Location of buildings to maximise quality and quantity of public realm.
- Massing is punctuated with green spaces at regular intervals to enable apartments enjoyment of either green or blue spaces.
- Tree lined boulevards encourage movement from one green space to another.
- Biodiversity and ecology promoted with the introduction of Leaway park.
- 1km stretch of landscaped riverside walk.
- Green roof spaces and terraces.

3. Establish Distinct Public Realm Characters



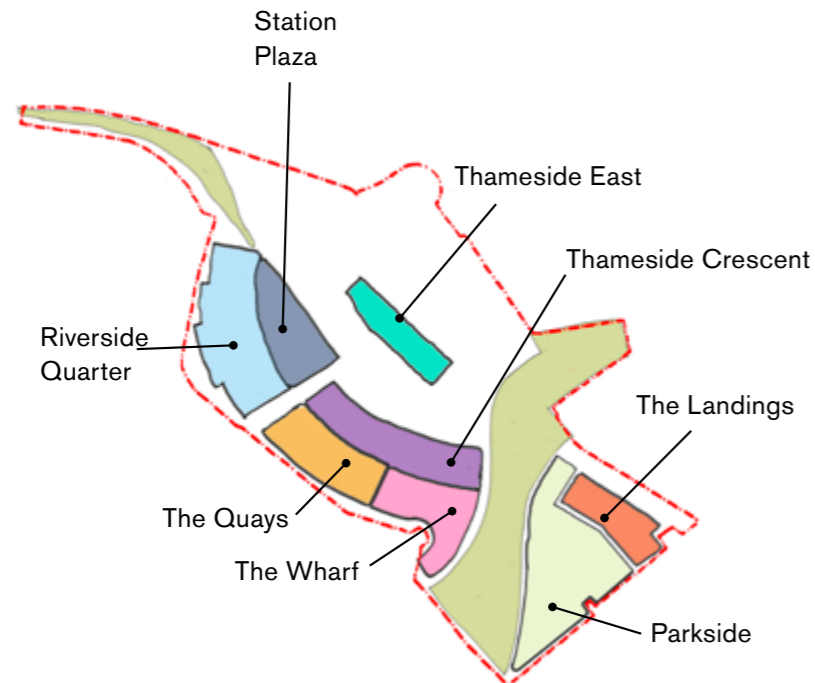
Through strategic placement of massing the scheme seeks to open up and unlock a public realm which is accessible to all.

In addition to a series of flexible civic spaces marking the key arrival points there will also be a significant river front park, a nature conservation area and pocket parks all connecting onto the new riverfront walkway.

Connected via the central spine will be a series of varied and unique public spaces including:

- A new river front walk opening up over 1km of the Thames and the River Lea.
- A new riverfront park connecting the Thames to the Royal Docks.
- A nature conservation area to encourage wildlife and learning.
- A new community focused leisure space marking the connection between the park and Royal Docks, a flexible events space.
- A new DLR station with a square and commercial activities connecting to neighbouring schemes and the Riverfront.
- A new wharf plaza celebrating the historic docks as a focal point to the masterplan.
- Silvertown Yard a new outdoor community sports and leisure space, including a MUGA and BMX track facilities.

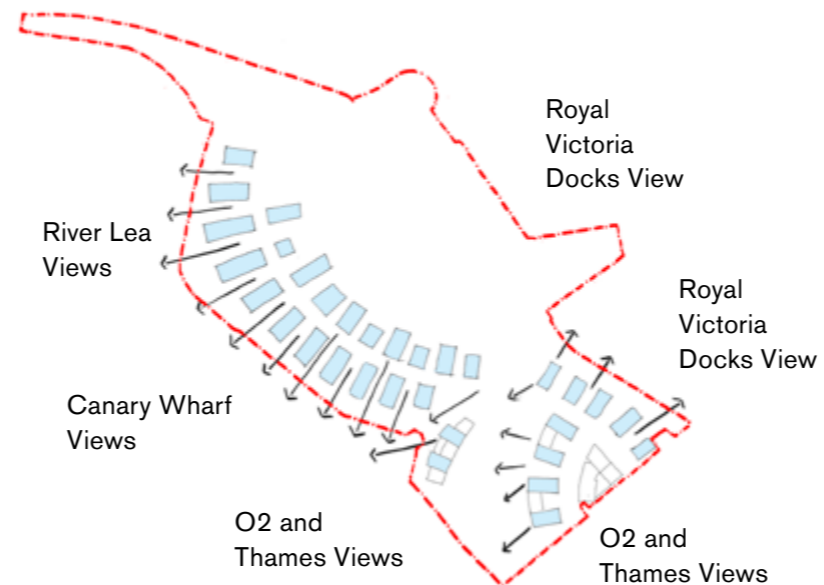
4. Establish Urban Character Area



A series of Character Areas will each create distinct areas for different experiences and uses across the masterplan. The key character areas are identified as:

- **Riverside Quarter and Station Plaza**
The commercial hub is set around the new DLR station. Residential elements are placed to maximise views whilst acting as markers to the new station and Newham on the bend of the river.
- **The Quays and Thameside Crescent**
A residential streets orientated towards the river with a series of pocket parks opening onto the river walk .
- **The Wharf**
Celebrating the historic docks a new residential wharf will frame the flexible river front urban realm.
- **Parkside**
A new residential district benefitting from its close proximity to Dock park.
- **The Landings**
An exciting co-location of industrial and residential, The Landings will lead the way in innovative design.
- **Thameside East**
A new industrial development adjacent to the DLR and the new Silvertown flyover creative hub.

5. Establishing Primary Views



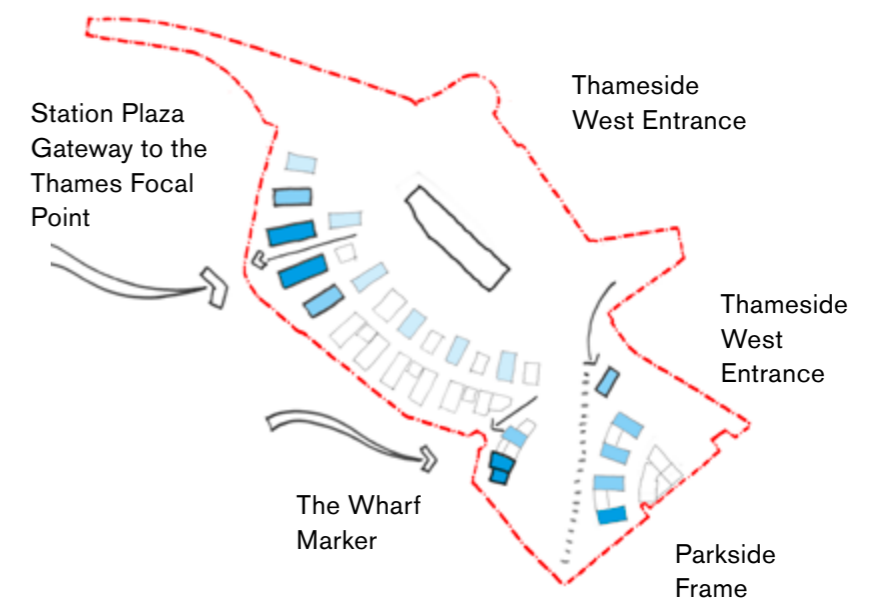
The site enjoys a relatively narrow plot, allowing for exceptional views around the site, framed to the North-East by the Royal Victoria Dock, the Thames to the South West, the River Lea to the North-West and further views towards Canary Wharf and the City.

All of the buildings have been radially orientated to maximise views and to minimise overlooking. In addition to this, the internal layouts of the apartments will capitalise where possible dual aspect units.

Uniquely positioned at the intersection of 3 water bodies the site utilises this by facilitating views to both the north-east over the historical Royal Victoria Docks and to the south-east where views stretch along the length of the River towards the Thames Barrier. To the south-west the O2 and Canary Wharf dominate the skyline creating an impressive backdrop to the Thames and form a key principle in the masterplans primary setting out. As such massing across the masterplan have been negotiated to step and open up views to both front and back spine blocks.

Within the site itself the landscaping and architecture across the masterplan will also create exciting views internally, along with the Emirates Cable Car, the new Dock Park and a series of strategically placed pocket parks the masterplan seeks to provide every home good connections to natural environments.

6. Building heights



The masterplan seeks to optimise the site's potential using scale and massing to enhance way finding and the character of the masterplan.

The suggested locations for the inclusion of the taller buildings have been driven by one of the following main principals:

- Announce an entrance to the masterplan, such as around the DLR and entrance to the masterplan from the Royal Docks.
- Mark the main public spaces including the Wharf, The Riverside Quarter and Dock Park.
- Mark the new transport node for the area Thameside West DLR station.
- Maximise homes adjacent to permanent expanses of open green or blue spaces.



MARKET

FASHION

BEAUTY

RESTAURANT

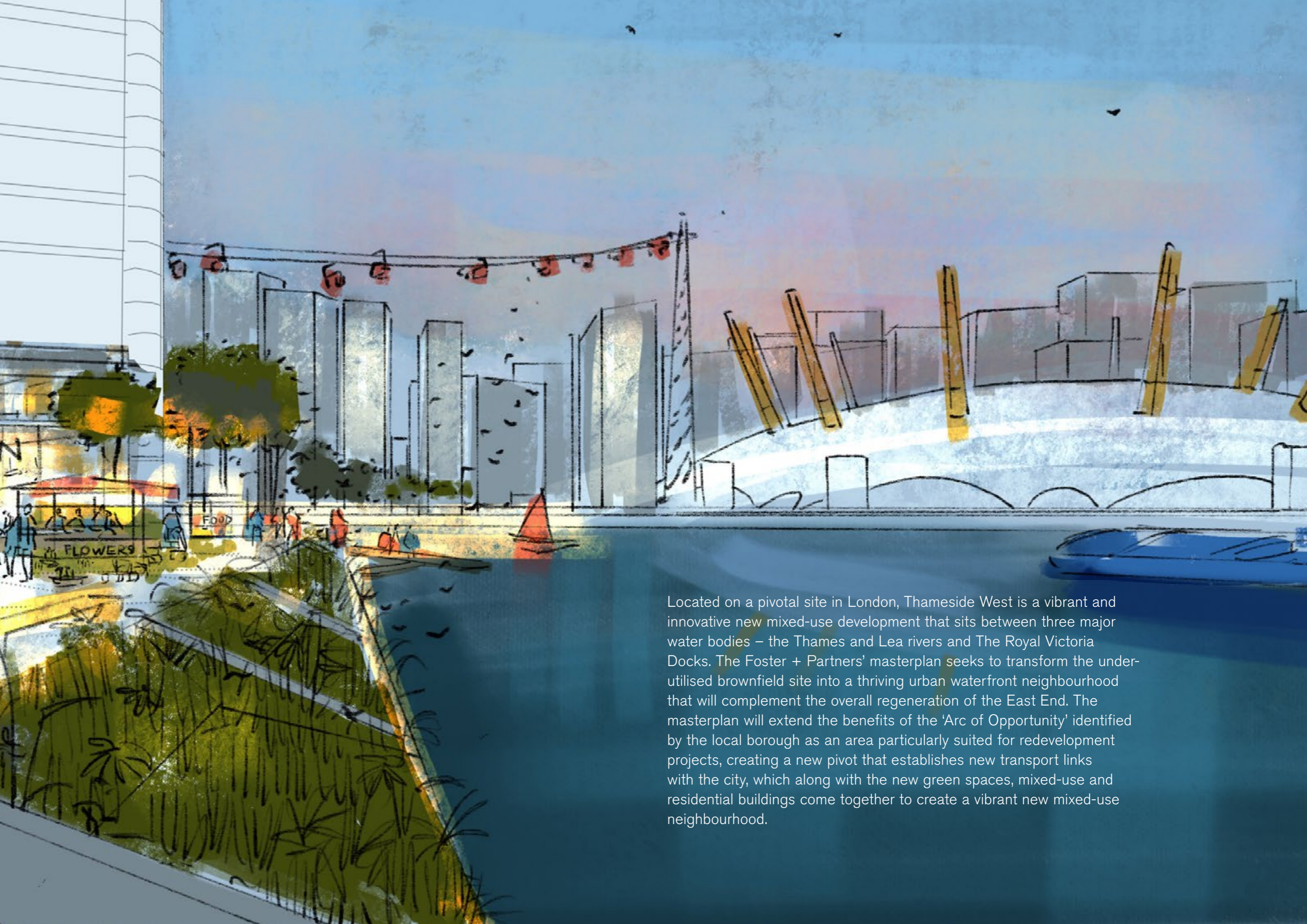
FOOD
DRINK

CAFE PUB

FOOD

DESIGN

FLOWERS



Located on a pivotal site in London, Thameside West is a vibrant and innovative new mixed-use development that sits between three major water bodies – the Thames and Lea rivers and The Royal Victoria Docks. The Foster + Partners' masterplan seeks to transform the under-utilised brownfield site into a thriving urban waterfront neighbourhood that will complement the overall regeneration of the East End. The masterplan will extend the benefits of the 'Arc of Opportunity' identified by the local borough as an area particularly suited for redevelopment projects, creating a new pivot that establishes new transport links with the city, which along with the new green spaces, mixed-use and residential buildings come together to create a vibrant new mixed-use neighbourhood.