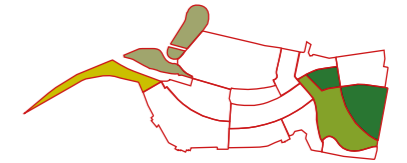


3.9 Dock Park Fields

Active Recreation



Dock Park is composed of three main elements offering opportunities for different activities for a range of ages and needs.

The Fields provide a level uninterrupted flexible lawn area capable of accommodating large numbers of people for informal ball sports and group activities.

Dock Park Fields are a car-free space.

The Fields must be predominantly planted to open lawns with limited landscape features interrupting the openness of the space.

The Fields must be generally level, with falls for drainage only and no localised mounding.

Footpaths and cycle ways must be laid out to the perimeter of the Fields and must not be permitted to cross the open lawns.

There must be level, step free access into the Fields.

The central open space has been sized to accommodate two five-a-side football pitches side by side.

Grass species should be selected for durability in team sports and refer to Sport England standards.

A management strategy should be developed to ensure the long-term quality and usability of the space.

Temporary structures and surfaces may be erected on the Fields if adequate measures are in place to quickly restore the lawn surface to good condition.

An events strategy should be developed to limit activities to ensure the prevailing state of the Fields as open, publicly accessible lawn.

Free-standing or permanent structures for the storage of equipment, for changing and sanitary facilities should be provided nearby to the Fields.

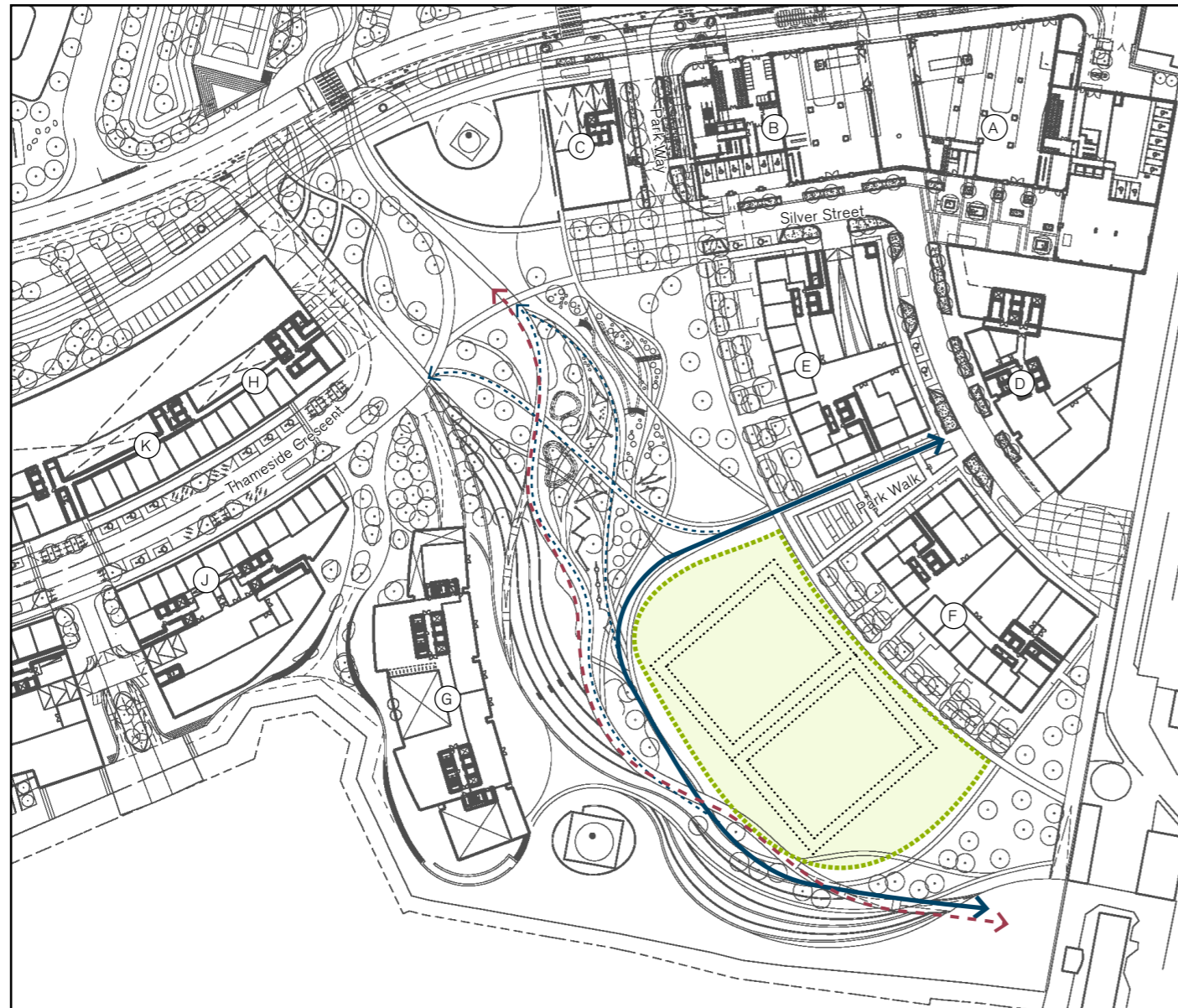
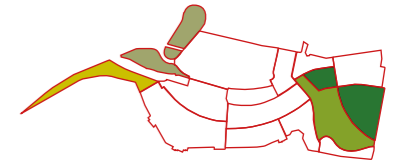


Dock Park Fields character area

Ⓐ Development plot

3.9 Dock Park Fields

Active Recreation



Dock Park Fields - Guidelines

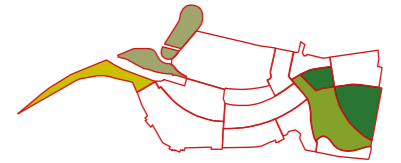
- Primary pedestrian route
- Secondary pedestrian route
- Primary cycle route
- Primarily soft landscaped space
- Indicative sports pitch scale
- Development plot



Dock Park Fields illustrative design precedents

3.10 Dock Park Playground

Active Recreation



Dock Park is composed of three main elements offering opportunities for different activities.

The Playground provides a mix of equipped formal play and pockets of informal play within landscape.

Dock Park is a car-free space, with only park maintenance vehicles permitted to enter or cross the park.

There must be paved routes across the Park allowing for inclusive and accessible step-free access between all adjoining spaces at a maximum gradient of 1:21.

Routes, walls and spaces must be delineated by curving, flowing lines to give the impression of flowing, natural forms in the landscape.

Perpendicular junctions are to be minimised.

**The Playground must be open to the public and not reserved for residents of the development.
The Playground must provide for a mix of ages and abilities.**

There must be equipped areas of play for young children which are to be fenced and gated to a maximum height of 1.1m.

There must be areas of lawn which are fenced and gated to a maximum height of 1.1m.

Equipment and surfaces must conform to all relevant regulatory and safety standards for a children's play area.

Seating, waste bins and lighting must be provided within the Playground.

Tree planting must be provided within the Playground.

Natural materials and soft, flowing details suitable for a child-friendly space are encouraged.

Thematic play areas should allow for a range of ages and abilities with a mix of educational, imaginative.

Designers should consult RoSPA guidance and EN 1176.

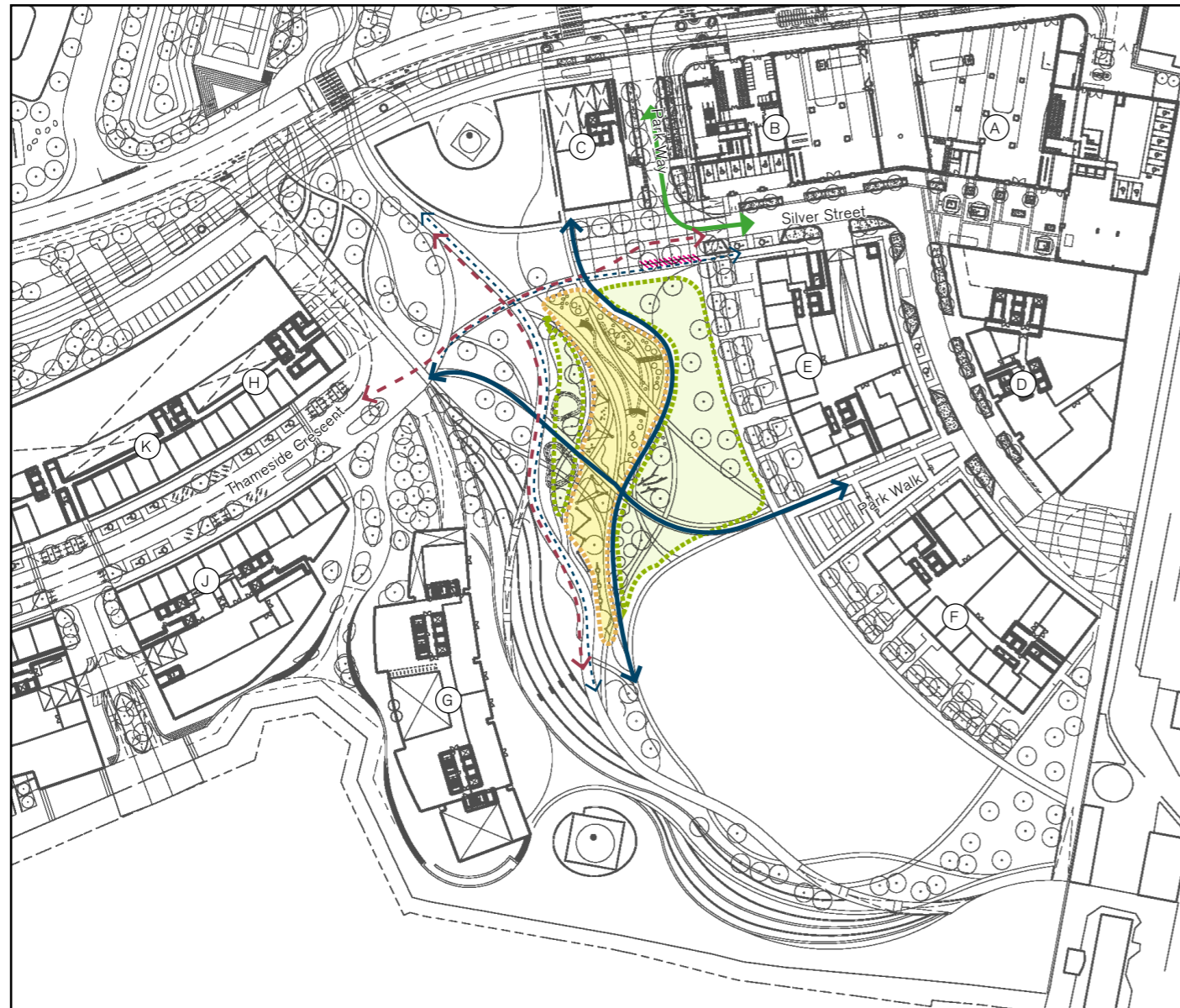
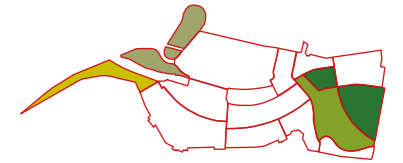


Dock Park Playground - character area

- ① Woodland play area ① Development plot
- ② Valley play area
- ③ Meadow play area

3.10 Dock Park Playground

Active Recreation



Dock Park playground guidelines

- No vehicle access permitted
- Vehicle access permitted
- General vehicle access
- Park maintenance / emergency vehicle only
- Primary pedestrian route
- Secondary pedestrian route
- Primary cycle route
- Primarily soft landscaped space
- Primarily 'play surface' landscaped space
- Development plot



Interaction with swales



Adventure trails



Climbable elements



Sloping climbable banks



Play 'forest'



Gathering spaces and outdoor classrooms



Low, climbable trees



Imaginative play natural elements



Lily-pads in a dry creek



Community gardening opportunities



Adventure play structures



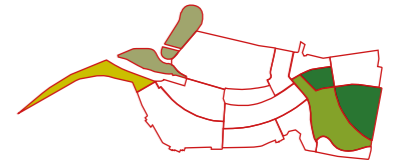
Didactic play elements



Scooting paths

3.11 Dock Park Terraces

Blended Recreation



Dock Park is composed of three main elements offering opportunities for different activities for a range of ages and needs.

The Terraces provide formal planting for visual amenity and spaces to sit and dine al fresco.

Dock Park is a car-free space, with only park maintenance vehicles permitted to enter or cross the park.

There must be paved routes across the Park allowing for inclusive and accessible step-free access between all adjoining spaces at a maximum gradient of 1:21.

Routes, walls and spaces must be delineated by curving, flowing lines to give the impression of flowing, natural forms in the landscape. Perpendicular junctions are to be minimised.

Detail contamination and soil remediation strategy to be ensure proper mature tree and planting growth.

Tree planting must be provided.

Natural paving materials and soft, flowing terraces.

Seating areas to be provided every 50m

Planting plans to provide a balance of immediate short term effect vs. longevity.

Watering considerations to be planned for potential climate change hot summers/drought.

Planting plans to consider seasonal interest, ecological impact and minimising of roosting, perching, nesting and feeding opportunities for the identified birds of concern for the airport.

Designers should consult RoSPA guidance and EN 1176.

Consult with local authority on maintenance and management plan.

Consult with local authority and community groups on flexible space uses and horticultural training/ involvement.

Consider use of existing ground cut/fill to be re-purposed into landscape avoiding transport.

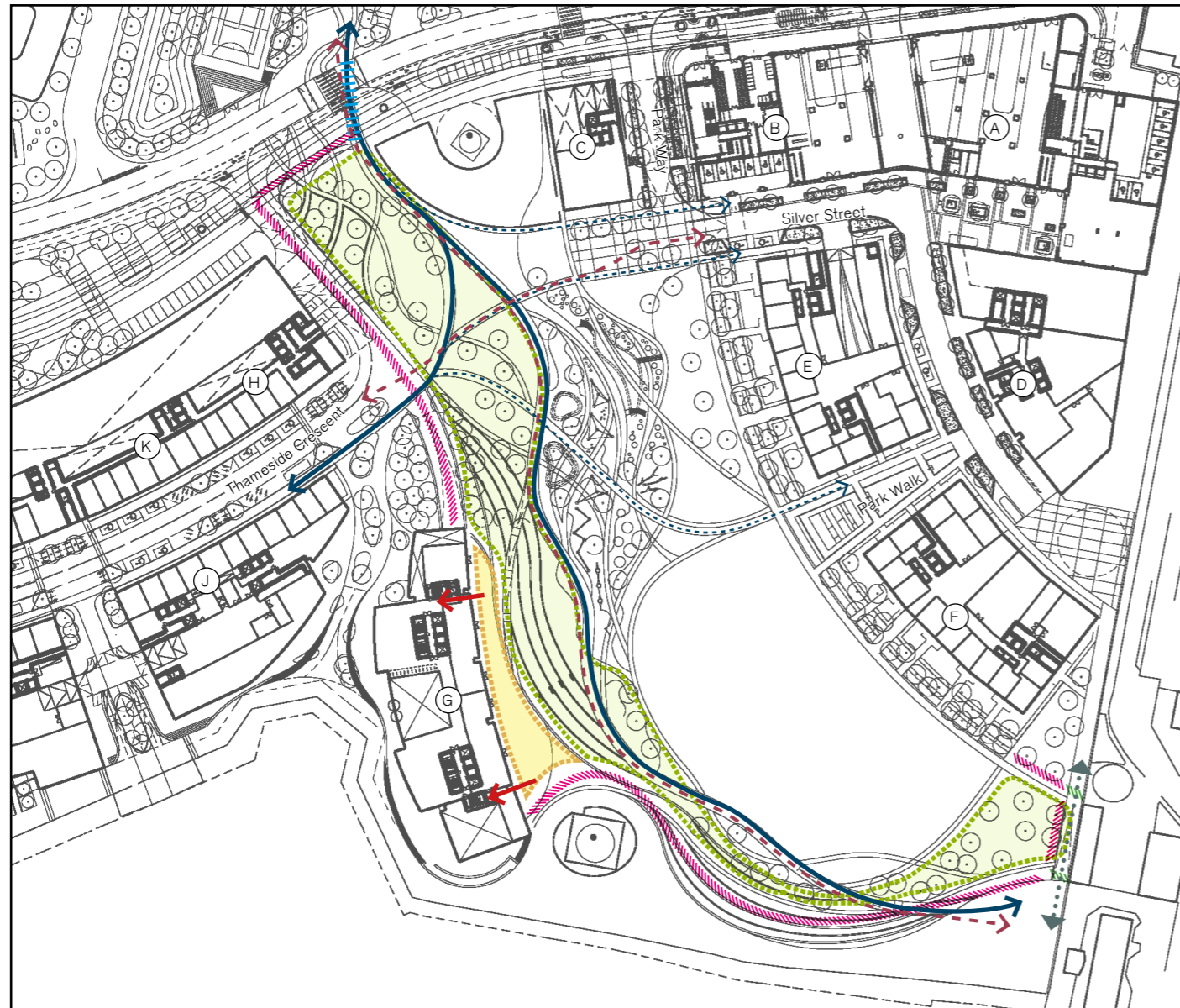
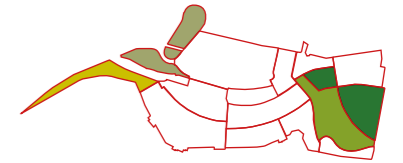


Dock Park Terraces character area

- ① Upper terrace
- ② The hillside
- ③ The ridge
- ④ The valley
- Ⓐ Development plot

3.11 Dock Park Terraces

Blended Recreation



Dock Park terraces guidelines

- | | | | |
|-----------------------------------|------------------|-----------------------------|---|
| Pedestrian circulation (min 2.0m) | Development plot | No vehicle access permitted | Residential vehicle access |
| Pylon enclosure | | Vehicle access permitted | Park maintenance / emergency vehicle only |
| Buffer planting surrounding pylon | | Pedestrian crossing | Access to residential core |
| Ponds around pylon | | Primary pedestrian route | Primarily soft landscaped space |
| Park planting | | Secondary pedestrian route | Primarily water landscaped space |
| | | Primary cycle route | Primarily hard landscaped space |



Sloping paths between banks of planting



Sinuous paving grain



Outdoor dining raised terrace



Seating planters



Multi-layered landscape



Informal seating



Places for contemplation



Places for interaction



Stepping grassed terraces contained by paved edges



Structural seasonal planting



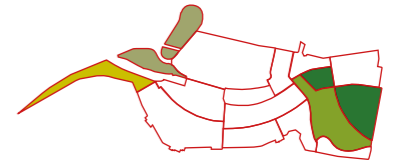
Circuits for fitness and leisure



Terraces, mounds and meandering pathways

3.12 Parkside Ponds

Restful Recreation



Parkside Ponds is a hybrid of visual amenity for the Parkside residents and users of Dock Park. It is a functional feature that frames the existing Cable Car Pylon provided protection while also dealing with a significant portion of onsite water management (SUDS).

A key desire line access path from 'The Landings' cuts through Parkside Square to provide flexible community use accented by water bubbler fountains and mature tree planting.

Parkside Ponds is a car-free space, with only park maintenance vehicles permitted to enter or cross the park.

There must be paved routes around and through the space allowing for inclusive and accessible step-free access between all adjoining spaces at a maximum gradient of 1:21.

Routes, walls and spaces must be delineated by curving, flowing lines to give the impression of flowing, natural forms in the landscape. Perpendicular junctions are to be minimised.

Ponds must be surrounded by an upstand edge and dense planting and long grasses to minimise the attractant to waterfowl.

Consultation with TfL/Tunnel on potential water impacts.

Determine water storage/drainage needs to set depth/volume of water feature and how planting integrates.

Design of a natural standing water feature to avoid chemical treatments/pollutants.

Natural paving materials and soft, flowing paths.

Potential for water recycling irrigation systems to be considered as part of holistic site system.

Water feature in square to be detailed by water feature specialist. Appropriate pump/servicing rooms to be allocated.

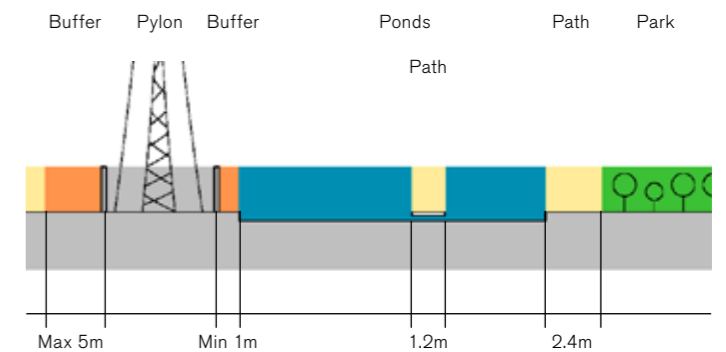
Maintenance and management plan to be created.



Parkside ponds character area

- ① The ponds
- ② Parkside Square
- Ⓐ Development plot

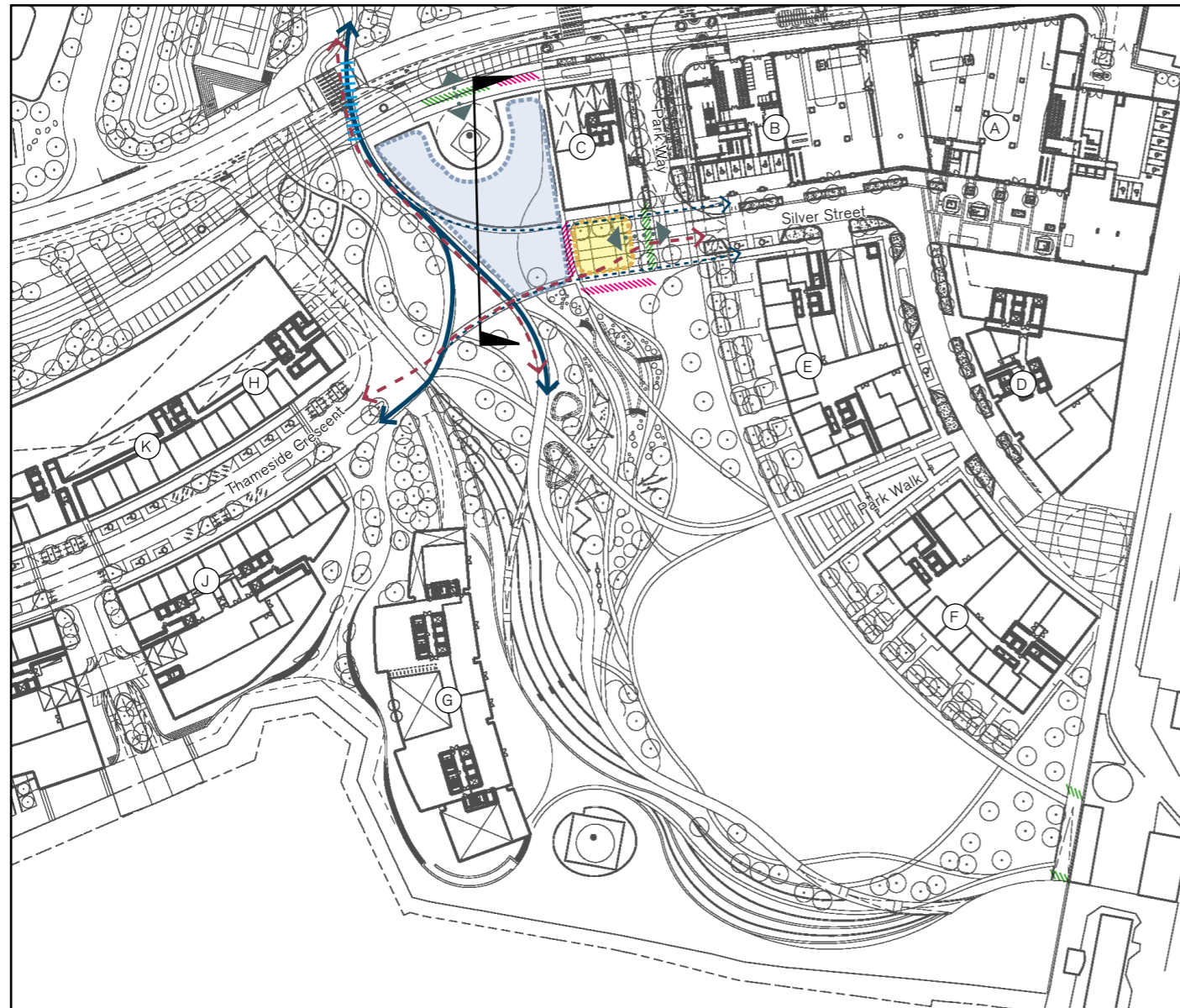
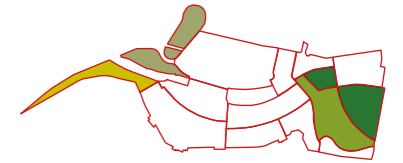
- Pedestrian circulation (min 2.0m)
- Pylon enclosure
- Buffer planting surrounding pylon
- Ponds around pylon
- Park planting



Guidelines - Dock park ponds

3.12 Parkside Ponds

Restful Recreation



Parkside Ponds guidelines

- | | | | | | |
|--|-----------------------------|--|---|--|------------------|
| | No vehicle access permitted | | Residential vehicle access | | Development plot |
| | Vehicle access permitted | | Park maintenance / emergency vehicle only | | |
| | Pedestrian crossing | | Access to residential core | | |
| | Primary pedestrian route | | Primarily soft landscaped space | | |
| | Secondary pedestrian route | | Primarily water landscaped space | | |
| | Primary cycle route | | Primarily hard landscaped space | | |



Natural ponds around the Cable Car pylon



Bridge across the pond



Parkside square with sculptural lighting



Educational opportunities



Reed beds



Seating planters



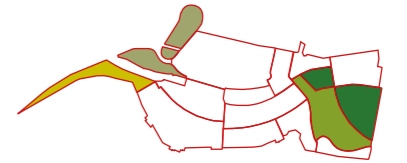
Water's edge planting



Engagement with water

3.13 Parkside Gardens

Restful Recreation



The Parkside Gardens are a buffer between the public and private realm, providing visual amenity to Park users and a mix of shared and private amenity for residents of the adjoining Parkside buildings.

Park Walk is a tapering garden set between plots E and F and providing pedestrian links between Parkside Crescent and Dock Park.

The Parkside Gardens are car-free spaces, with only park maintenance vehicles permitted.

The Gardens must be gated and secured overnight.

The Gardens must be visually permeable offering views in from the Park. Solid or impermeable boundary treatments are not permitted.

The external boundary treatment must be consistent along the length of the Gardens, to a maximum height of 1.8m.

Boundary treatment between demises must be consistent throughout the Gardens, to a maximum height of 1.1m

There must be paved routes into the Park allowing for inclusive and accessible step-free access at a maximum gradient of 1:21.

The Gardens must be predominantly soft landscaping, and low to medium scale planting, with no large hard paved areas.

Surface materials, lighting and street furniture to must comply with the wider masterplan strategy.

Tree planting must be provided and must follow the wider masterplan tree strategy.

The primary footpath along the western edge of the Gardens must be paved with a minimum width of 2m.

Planted SUDs must be employed to drain surface water from pavements.

Access paths to private dwellings should be shared between two homes to maximise the size of planting areas.

The western boundary of the Gardens should be offset parallel to the building line by a minimum of 12.0m.

Park Walk must have at least one footpath connecting between Dock Park and Parkside Crescent to a minimum width of 2m.

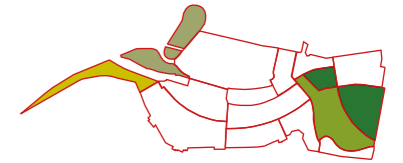


Parkside Gardens character area

- ① Parkside Gardens
- ② Park Walk Gardens
- ③ Southern Garden
- Ⓐ Development plot

3.13 Parkside Gardens

Restful Recreation



Parkside Gardens should provide quiet spaces for residents with seating areas and a mixture of evergreen and seasonal planting.

Planting within Gardens to the west of the Parkside buildings should be similar in character to give a consistent character along the length.

Secondary footpaths should be no less than 1.2m wide

Access paths to private dwellings should be shared between a minimum of two homes to maximise the size of planting areas.

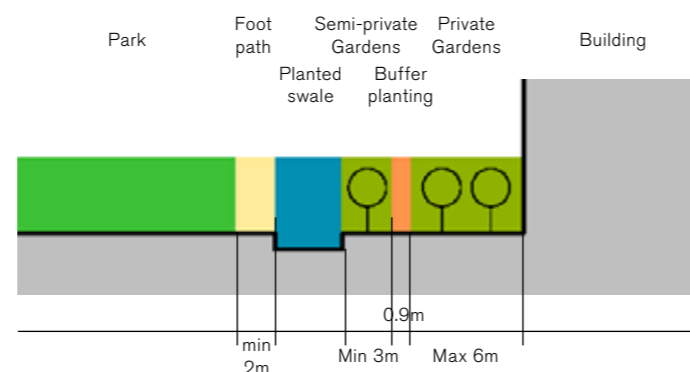
The curved gardens should be symmetrical with a series of smaller gardens divided by paths and fences.

The southern garden adjacent to the site boundary should be mainly grassed lawn with tree planting.

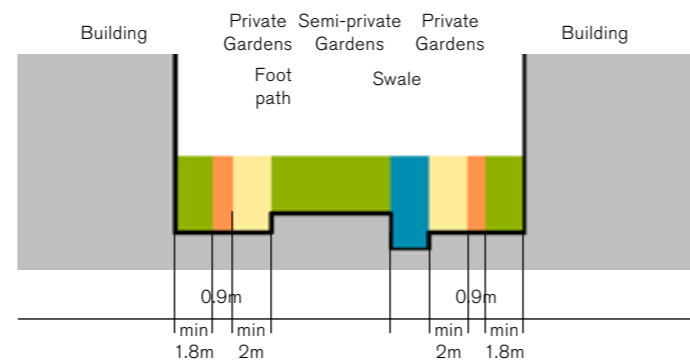


Parkside Gardens - Guidelines

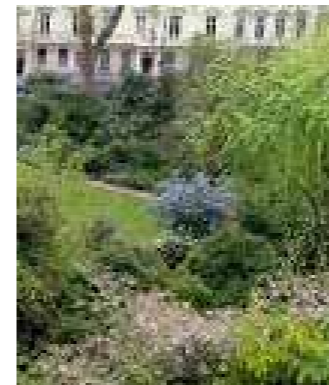
- General vehicle access
- Park maintenance / emergency vehicle only
- Access to residential core
- Access to private dwelling
- Primary pedestrian route
- Secondary pedestrian route
- Primary cycle route
- No vehicle access permitted
- Vehicle access permitted
- Primarily soft landscaped space
- Fence and buffer planting
- Soft planting to Park
- Soft planting to Gardens
- Planted swales
- Pedestrian circulation (min 2.0m)
- Development plot



Guidelines - Park Crescent Section



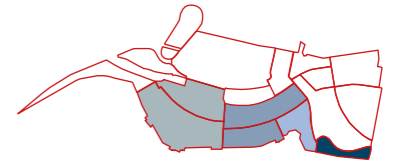
Guidelines - Park Walk Section



Dock Park Playground illustrative design precedent

3.14 Trade Gardens

Restful Recreation



The Trade Gardens are a collection of five riverside gardens which line the Thames and Lea riverfront in the middle of each riverside development plot in the Riverside Quarter and the Quays.

In the 19th Century, the Development site hosted a railway terminus serving the Royal Docks, taking goods transported by sea and river onto the railways for distribution, sale and use elsewhere throughout Britain.

The Trade Gardens are formally planted landscape beds set into hard landscape on the riverfront.

The Trade Gardens must be publicly accessible and not fenced off for private use.

Hard paving around the beds must be selected from the paving palette appropriate to the Character Area.

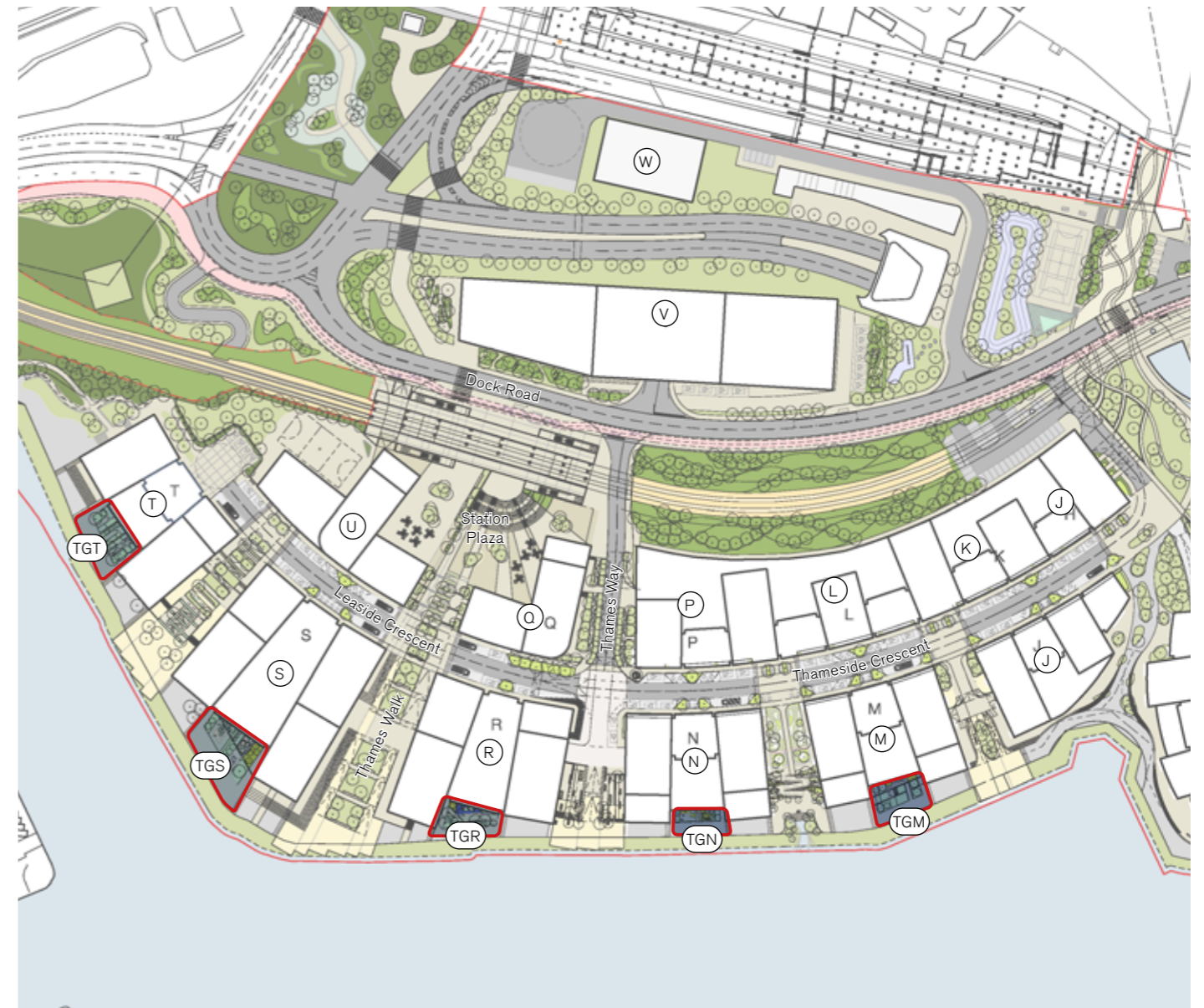
The Gardens are to be landscaped with plants selected from 'stowaway' species of ballast flora historically used as ballast for ships serving London's Docks, or species reflecting goods and countries which traded through London's Docks in the 19th Century.

Each Garden must have a different planting theme reflecting a region of the world

Text, graphic art and sculpture should be used alongside planting to enhance the narrative of each garden.

The five Trade Gardens should be themed to the five distant trading continents: Africa, Asia, North America, South America, Australasia.

Water should be used in pools, cascades and fountains to reference the trade over seas.



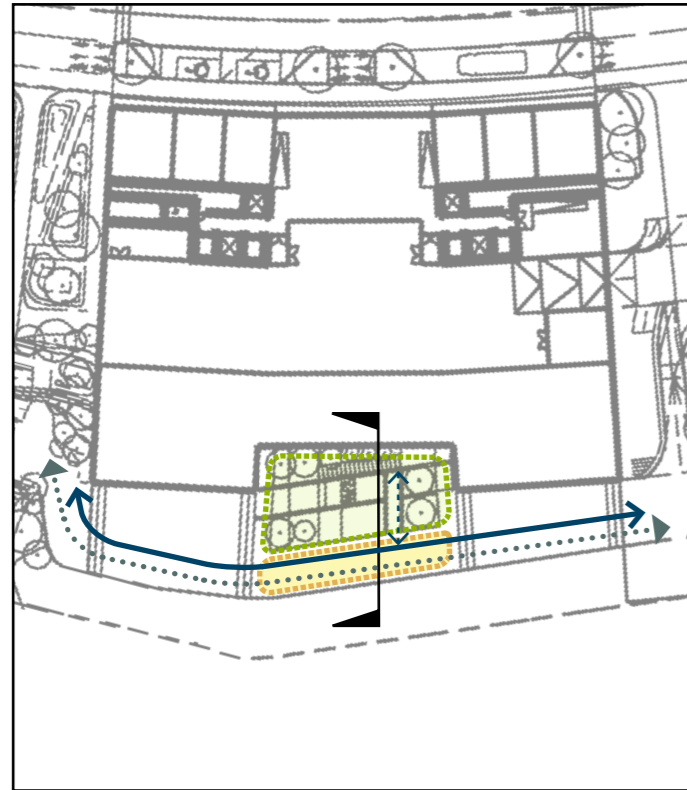
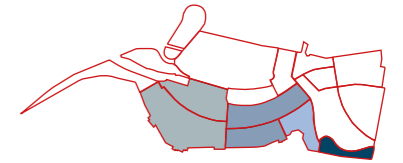
Trade Gardens character area

(A) Development plot

(TGR) Trade Garden reference:
eg [Trade Garden] **TG** [Plot R] **R**

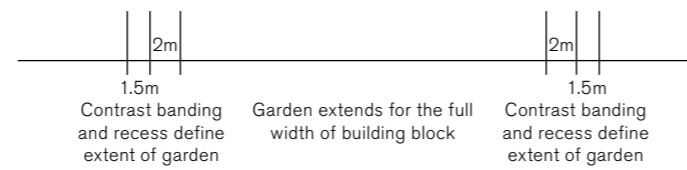
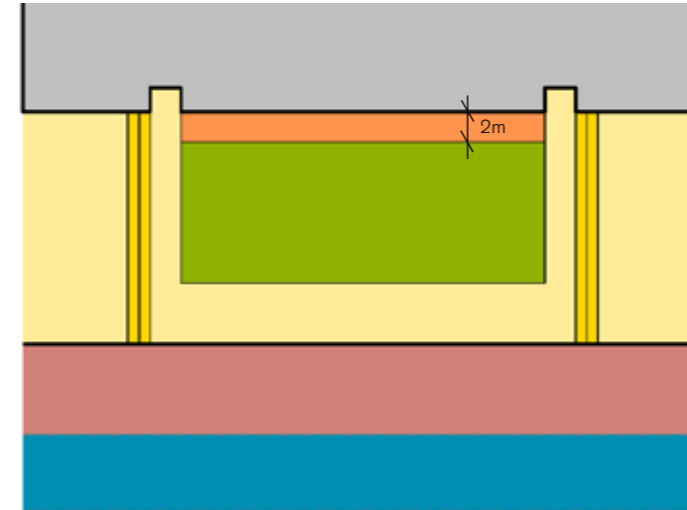
3.14 Trade Gardens

Restful Recreation

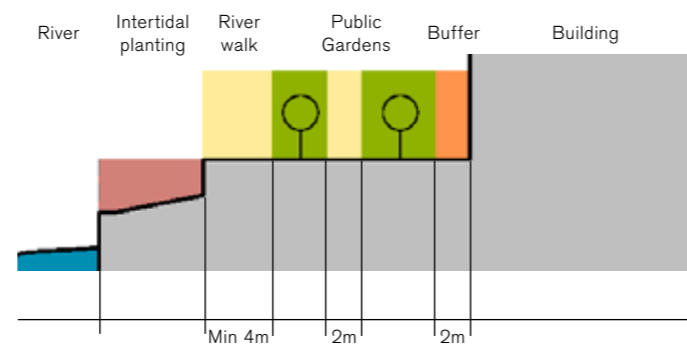


Typical Trade Garden guidelines

- Primarily soft landscaped space
- Primarily hard landscaped space
- Primary pedestrian route
- Secondary pedestrian route
- Maintenance / emergency vehicle access



Guidelines - Trade Garden plan



Guidelines - Trade Garden section

- Trade garden including tree planting and shrubs
- Pedestrian circulation corridor (min 2.0m)
- Maintenance buffer zone (min 2.0m)
- Intertidal planting
- River



Use of water



Small unit paving with smooth and rough textures for different users



Ballast flora 'Ficus Carica'



Waterfront promenade



Pockets of planting and seating



Linear planting beds between banded paving and seating



Embedded artwork with historical trade narrative



River's edge guardrail



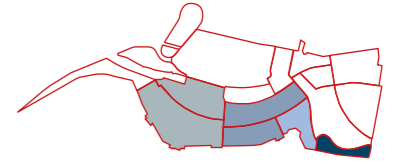
Ballast flora 'Momordica Elaterium'



Accent lighting to planting and seating

3.15 Dock Gardens

Restful Recreation



The Dock Gardens are a collection of four publicly accessible tapering gardens giving access to the river, residential cores and residential podium parking.

The Gardens are primarily hard landscaped, with tree and shrub planting in raised beds.

Dock Gardens must be publicly accessible and not fenced off for private use

Each Garden must have a pedestrian priority paved area which crosses a Neighbourhood Crescent road.

The Design for each Garden must be considered from the Neighbourhood Crescent to the River.

There must be at least one clear vista from the Neighbourhood Crescent with an uninterrupted view of the River, with a minimum width of 3.0m.

Step-free access must be provided between the Neighbourhood Crescents and the riverfront walkway, at a maximum gradient of 1:21.

The riverfront walkway must be set at a minimum level of +5.2m AOD and provide a unobstructed route a minimum 4m wide measured from the river wall.

Each Garden must have a unique character

Garden DG1 must provide a number of small seating areas with generous planting.

Garden DG2 must provide uncontrolled residential parking access and controlled maintenance and emergency vehicle access to the riverfront.

Garden DG3 must be generously planted and provide pedestrian stepped access down to the Thames waterline.

Garden DG4 must provide uncontrolled access to residential parking.

Tree planting must be provided in each Dock Garden and must follow the wider masterplan tree strategy.

There should be an uninterrupted clear maintenance access zone on the riverfront with a minimum of 4.5m width measured from the line of the river wall.

Rising or demountable bollards should be used to control vehicle access.

Landscape in front of blank façades with plant / parking should be densely planted.

Projecting jetties should not extend beyond the line of intertidal planting.



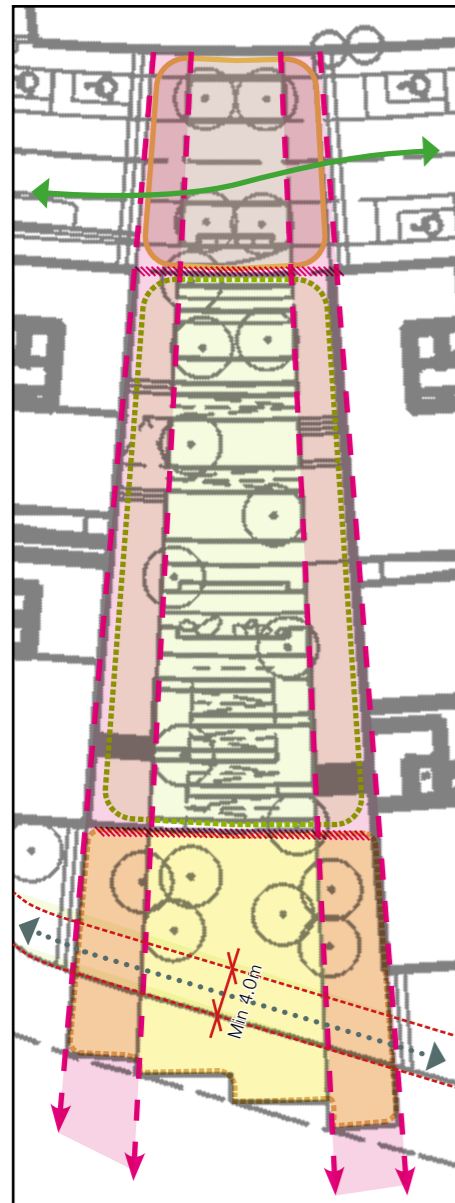
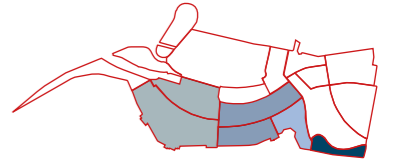
Dock Gardens character area

(A) Development plot

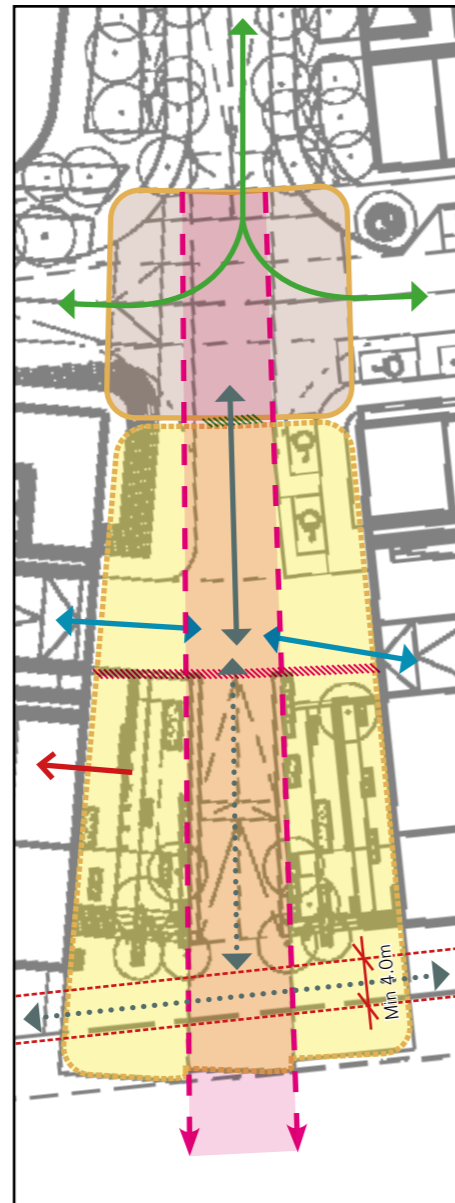
(DG1) Dock Garden reference:
eg [Dock Garden] DG [#] 1

3.15 Dock Gardens

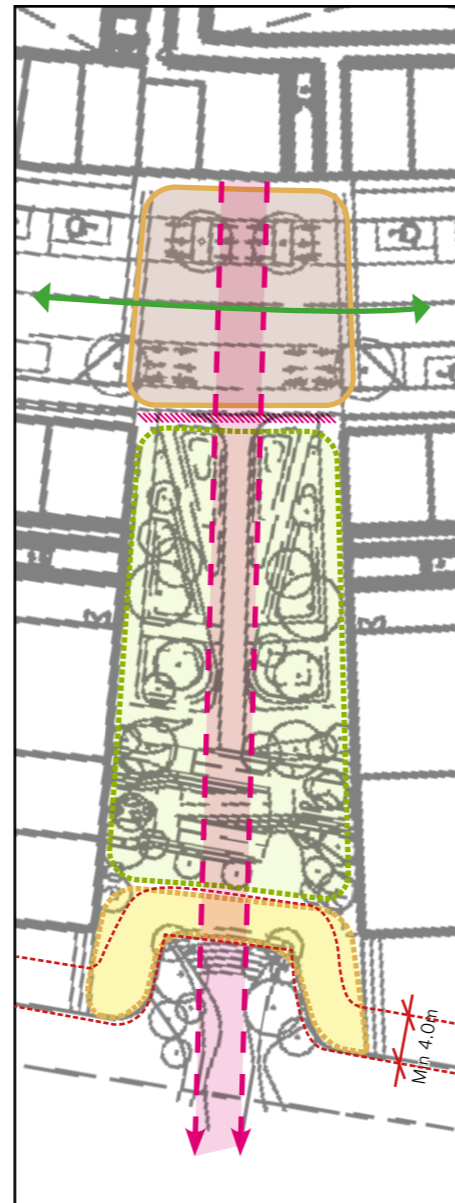
Restful Recreation



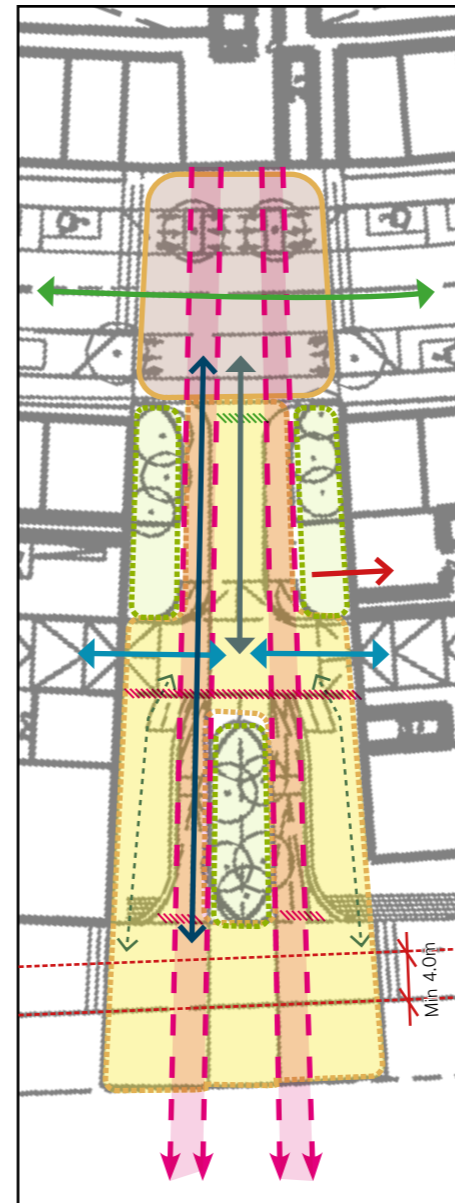
Dock Garden DG1 (zigzag) guidelines



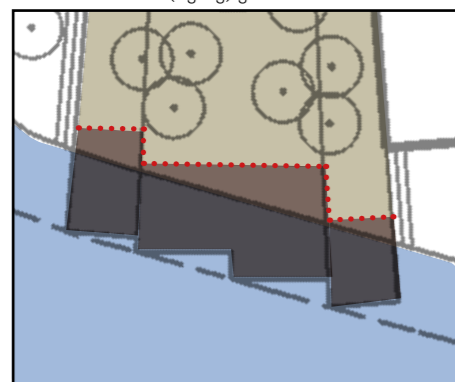
Dock Garden DG2 (access) guidelines



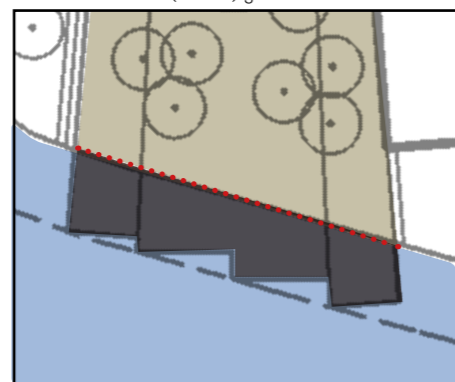
Dock Garden DG3 (inlet) guidelines



Dock Garden DG4 (barge) guidelines



Permitted:
stepping interface between jetty and paving



Not permitted:
straight interface between jetty and paving

- No vehicle access permitted
- Vehicle access permitted
- River vista corridor
- Pedestrian crossing
- Primary pedestrian route
- Secondary pedestrian route
- General vehicle access
- Residential vehicle access
- Maintenance / emergency only
- Access to podium parking
- Access to residential core
- Access to residential front door
- Primarily soft landscaped space
- Primarily hard landscaped space
- Key hard landscape road interface



Timber jetties extend the waterfront



Stepped / ramped level changes



Planted switchback ramps



Steps to the water



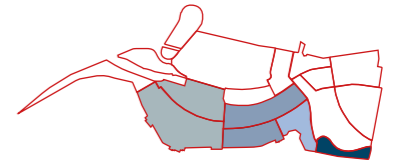
Embedded narrative artwork



Timber decked seating

3.16 Thames Walk

Retail / Leisure



Thames Walk is the largest of the Dock Gardens, extending from the Station Plaza down to the Thames at the mouth of the River Lea.

The space is divided in two by the Leaside Crescent. Thames Walk east is a ramping, stepped garden rising up to the Square. Primarily fronted by commercial uses, Thames Walk west is characterised by terraced landscape and commercial spill-out uses.

Thames Walk must be publicly accessible and not fenced off for private use.

Levels must address a 3.8m level change from the +5.2m AOD riverfront up to the +9.0m AOD Station Plaza, with a step free access option to include ramps no steeper than 1:21.

The riverfront walkway must be set at a minimum level of +5.2m AOD and provide a unobstructed route a minimum 4m wide measured from the river wall.

There must be at least one clear vista from the Station Plaza with an uninterrupted view of the River, with a minimum width of 3.0m. Tree planting must be provided and must follow the wider masterplan tree strategy.

Special lighting and sculptural elements should be included within Thames Walk to reflect its prominent position within the masterplan.

There should be an uninterrupted clear maintenance access zone on the riverfront with a minimum of 5m width measured from the line of the river wall.

Planting and seating to the central lawns should encourage small groups gathering to create an animated space.

Raised spill-out terraces should blend into the wider landscape with steps and informal seating to avoid a sudden change of level.

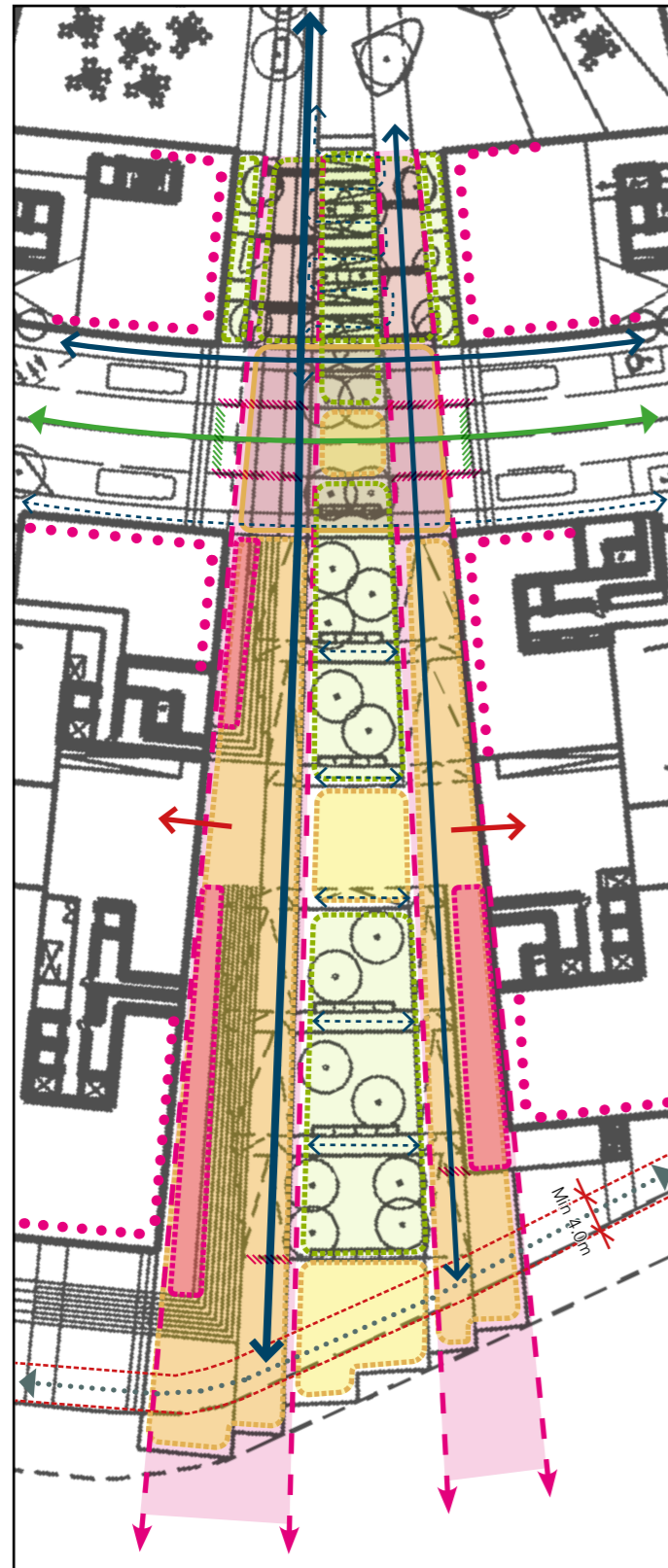
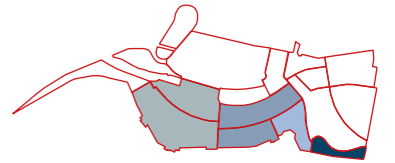


Thames Walk character area

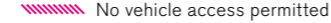
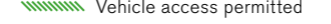
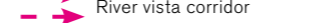
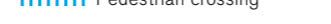
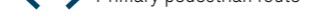




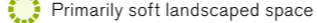
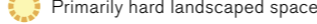
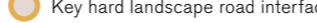
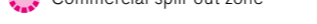
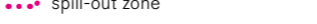
- (A) Development plot
- (DG1) Dock Garden reference:
eg [Dock Garden] **DG** [#1] **1**

3.16 Thames Walk

Retail / Leisure



Thames Walk guidelines

-  No vehicle access permitted
-  Vehicle access permitted
-  River vista corridor
-  Pedestrian crossing
-  Primary pedestrian route
-  Secondary pedestrian route
-  General vehicle access
-  Maintenance / emergency only
-  Access to residential core
-  Primarily soft landscaped space
-  Primarily hard landscaped space
-  Key hard landscape road interface
-  Commercial spill-out zone
-  Commercial frontage accessing spill-out zone



Circulation, seating and outdoor dining



Outdoor dining



Steps and terracing



Soft landscape blocks between restaurant spill-out terraces and circulation



Low shrub planting blended with hardscape



Lawns and informal seating



Linear paving



Decking to projecting jetties



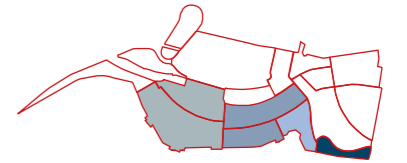
Informal seating among planters



Integrated steps and ramps

3.17 Station Plaza

Retail / Leisure



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.

The Plaza must be open and publicly accessible 24/7 to provide uninterrupted access for DLR Station operations.

The Plaza must provide step free level access to the DLR westbound platform from the upper level.

The Plaza must allow for pedestrian access to DLR stairs and lifts between the upper and lower levels, giving access to eastbound platforms.

The Plaza must allow for DLR ticketing machines and smartcard readers adjacent to the platform at upper level and stair cores at lower level.

Stepped seating must be provided between the upper and lower levels of the Plaza, forming an open air ¼ stadium shaped space.

Fixed seating must be provided to suit a range of accessibility needs, including some furniture with backs and armrests.

A clear area for permanent or temporary staging should be provided at the base of the seating with connections to electricity.

Lighting within the Station Plaza must be suitable to encourage safe occupation and pedestrian movement during the hours of darkness.

Resilient bollards or other street furniture must be provided between the DLR stair cores at lower level to prevent vehicle ingress into the staging area.

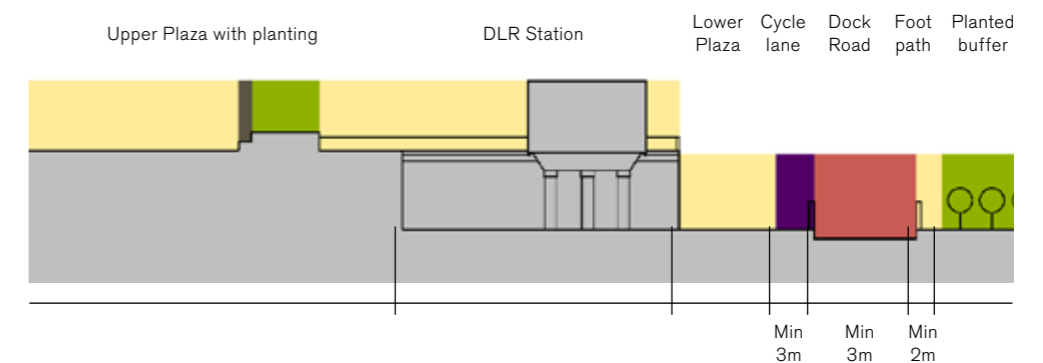
Surface materials, lighting and street furniture to must comply with the wider masterplan strategy.

Tree planting must be provided and must follow the wider masterplan tree strategy. Fixed planting must be in raised beds suitable for informal seating, and arranged to amplify and not obstruct the vista from the Plaza towards the River Thames and Greenwich Peninsula.



Station Plaza character area

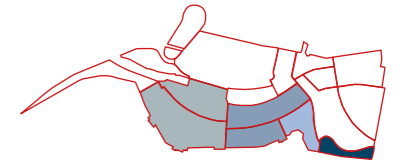
- (A) Development plot
- Pedestrian circulation (min 2.0m)
- Soft landscape in raised planter
- Segregated cycle lane (min 3.0m)
- Road / rail line



Guidelines - Station Plaza platform link section

3.17 Station Plaza

Retail / Leisure

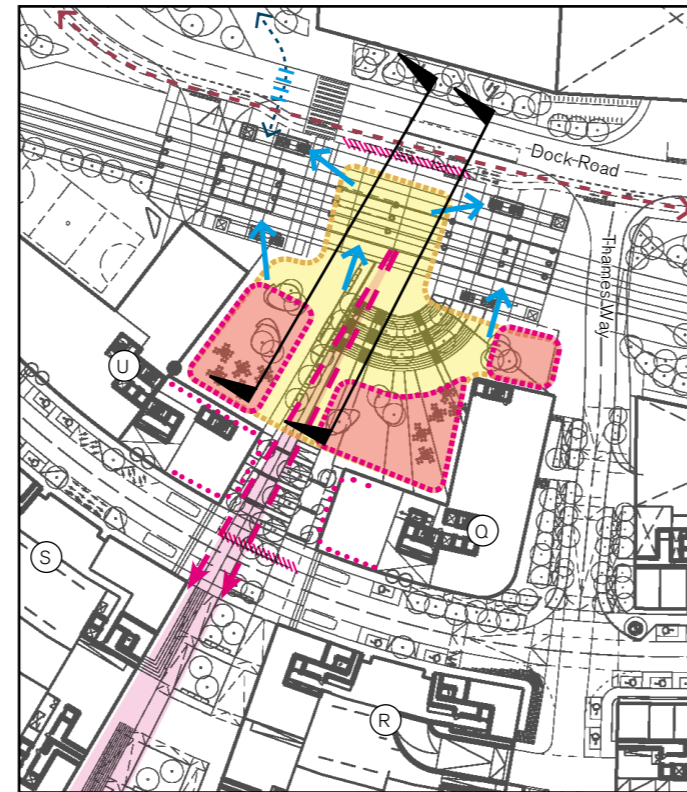


The Station building should feature a permanent or removable screen and P/A system for display of film screenings, sporting events and other televised public events.

The stepped open air seating should be curved and focused on the screen location.

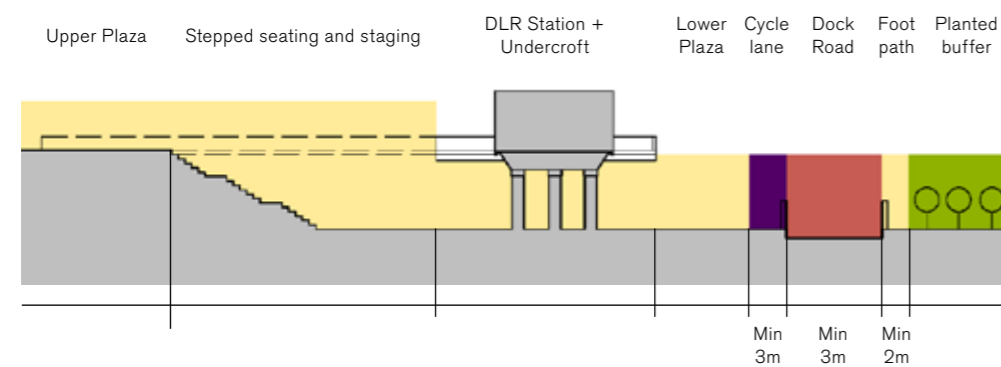
The staging area should be provided with connections to an integrated P/A system.

In-ground connections to water and power supplies should be provided to spill-out areas and the undercroft of the Station to allow for temporary events such as market stalls and seasonal events.



Station Plaza design guidelines

- No vehicle access permitted
- Primarily hard landscaped space
- River vista corridor
- Commercial spill-out zone
- Pedestrian crossing
- Commercial frontage accessing spill-out zone
- General vehicle access
- Primary pedestrian route
- Access to residential core
- Secondary pedestrian route
- Access to DLR platform / core



Guidelines - Station Plaza performance section

- Pedestrian circulation (min 2.0m)
- Soft landscape to industrial
- Segregated cycle lane (min 3.0m)
- Road / rail line

Min 3m Min 3m Min 2m



Outdoor dining



Pop-up servicing for temporary events



Open air curved seating



Seating to raised planters



Open air performance in station undercroft



Informal marketplace opportunities



Seasonal street food markets



Radial paving



Mix of seating surfaces



Curved planters



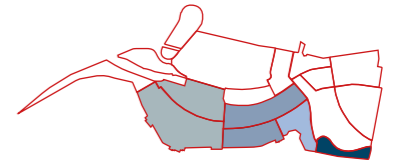
Temporary events



Outdoor screening

3.18 Victoria Wharf

Retail / Leisure



Victoria Wharf is second focal point in the masterplan; a local gathering space alongside the Park and located at the mouth of the historic canal which once linked the Thames through to Victoria Docks.

Step free access from the riverfront leads up towards the Park, past planting and retail and food & beverage terraces focused on the riverfront setting and evening activity.

Victoria Wharf must be publicly accessible and not fenced off for private use.

Levels must address a 1m level change from the +5.2m AOD riverfront up to the +6.2m AOD Neighbourhood Crescent, with a step free access option to include ramps no steeper than 1:21.

The riverfront walkway must be set at a minimum level of +5.2m AOD and provide a unobstructed route a minimum 4m wide measured from the river wall.

A sloping path must be provided at a minimum of 4m width to allow for emergency and maintenance vehicle access to the riverfront.

Guarding and defensible planting must be provided to the car park access road.

Lighting within Victoria Wharf must be suitable to encourage safe occupation and pedestrian movement during the hours of darkness.

Rising or demountable bollards must be provided at the junction with Thameside Crescent to control vehicle access.

Surface materials, lighting and street furniture to must comply with the wider masterplan strategy.

Tree planting must be provided and must follow the wider masterplan tree strategy.

Fixed planting must be in raised beds suitable for informal seating, and arranged to not obstruct views from terraces towards the River Thames, Greenwich Peninsula and Canary Wharf.

Special lighting and sculptural elements should be included within Victoria Wharf to reflect its prominent position within the masterplan.

Planting and seating to the terraces should encourage small groups gathering to create an animated space.

Raised spill-out terraces should blend into the wider landscape with steps and informal seating to avoid a sudden change of level.



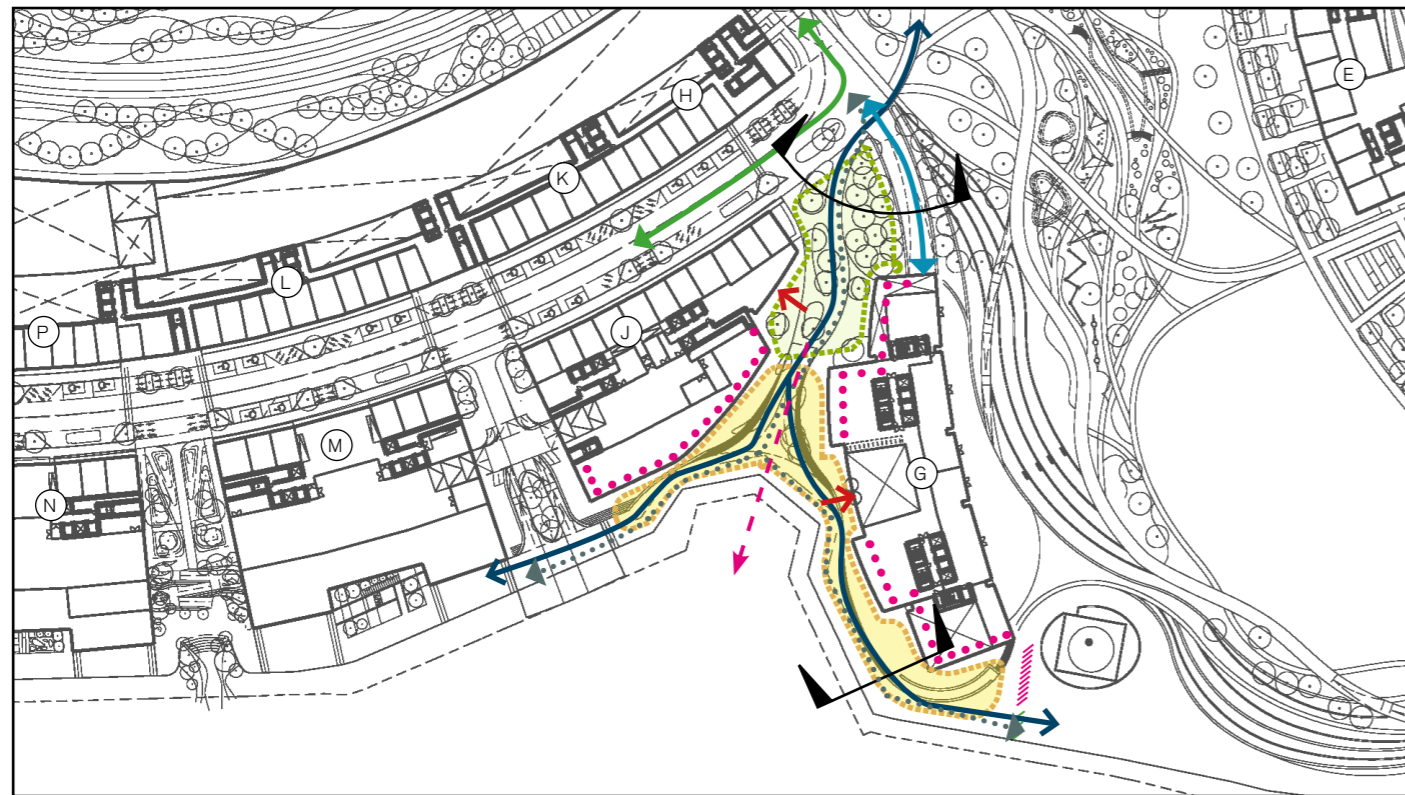
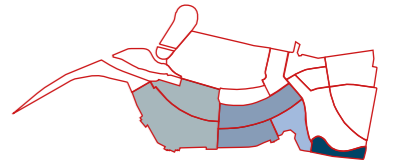
Victoria Wharf character area

(A) Development plot

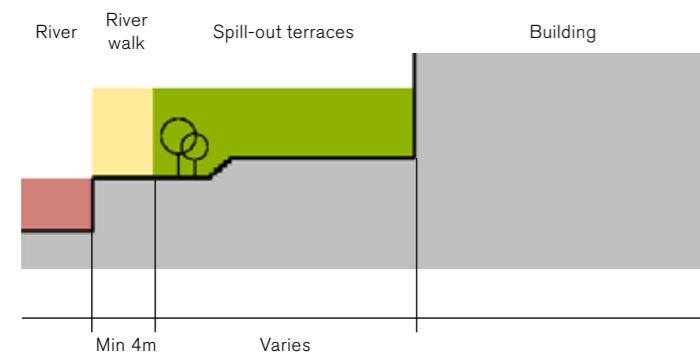
(DG1) Dock Garden reference:
eg [Dock Garden] DG [#1] 1

3.18 Victoria Wharf

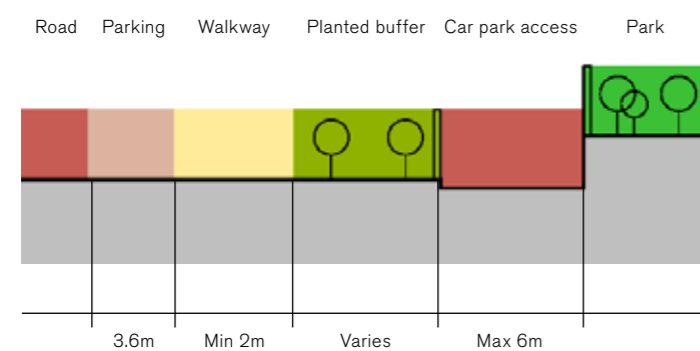
Retail / Leisure



Victoria Wharf Guidelines



Guidelines - Victoria Wharf riverside section



Guidelines - Victoria Wharf car park access section

- Access to residential core
- Primary pedestrian route
- Secondary pedestrian route
- Access to podium parking
- General vehicle access
- Maintenance / emergency only
- River vista
- No vehicle access permitted
- Vehicle access permitted
- Primarily soft landscaped space
- Primarily hard landscaped space
- Park planting
- Planted amenity area
- Pedestrian circulation (min 2.0m)
- River
- Car parking
- Roadway



Planters flowing down steps and ramps



Informal pebble seating



Curving steps and ramps



Planters flowing down steps



Animated water features



Natural organic planter forms



Planters between sloping landscape



Trees within hardscape



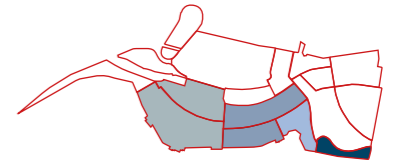
Outdoor waterfront dining



Illumination

3.19 Victoria Waterfront

Retail / Leisure



Lining the riverside of Dock Park and extending from Victoria Wharf, the Victoria Waterfront is a large paved area with sinuous stepped and planted terraces providing for informal gathering at the Thames.

Encircling the Emirates Airline pylon, the hard-paved waterfront is a flexible space for temporary activities such as exhibition and seasonal markets.

Victoria Waterfront must be publicly accessible and not fenced off for private use.

Levels must address a 1m level change from the +5.2m AOD riverfront up to the +9.0m AOD Parkside terrace with a step free access option to include ramps no steeper than 1:21.

The riverfront walkway must be set at a minimum level of +5.2m AOD and provide a unobstructed route a minimum 4m wide measured from the river wall.

A sloping path must be provided from Parkside Crescent at a minimum of 4m width to allow for emergency and maintenance vehicle access to the riverfront.

Rising or demountable bollards must be provided at the junction with Parkside Crescent to control vehicle access.

Surface materials, lighting and street furniture to must comply with the wider masterplan strategy.

The Cable Car pylon must be surrounded with dense planting to conceal the security fencing.

Tree planting is not permitted to hard paved areas except to the Pylon surround to ensure flexibility of the Waterfront space.

In-ground connections to water and power supplies should be provided to allow for temporary events such as market stalls and seasonal events.



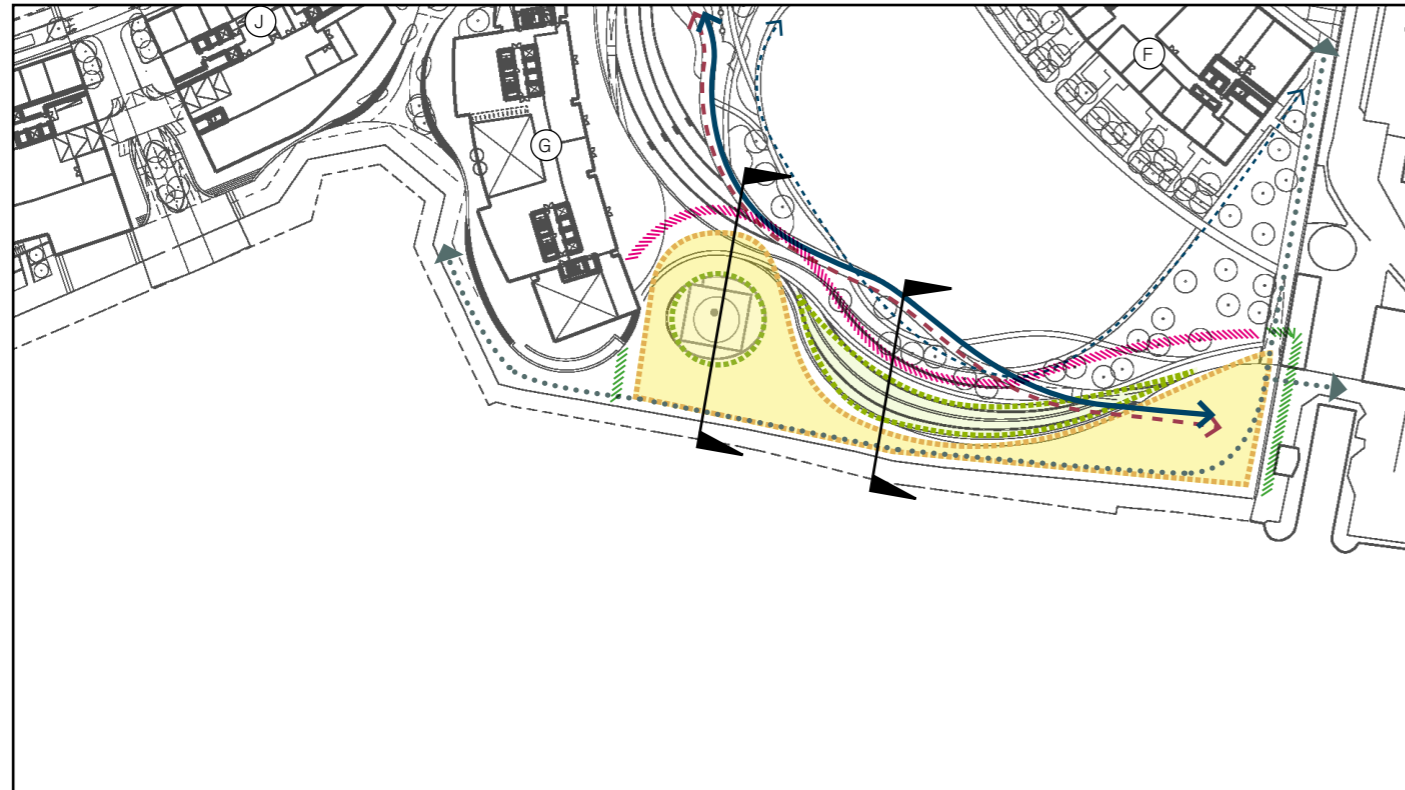
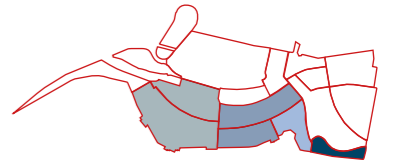
Victoria Waterfront character area

(A) Development plot

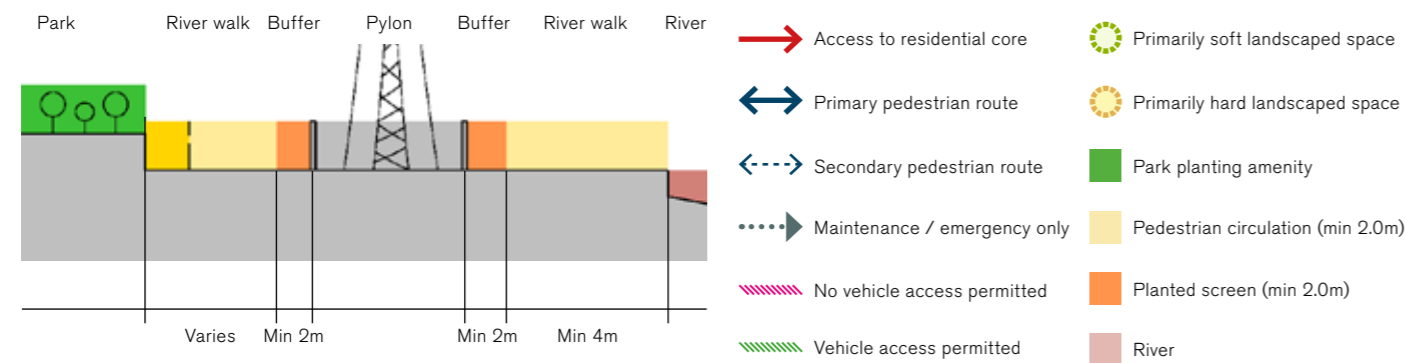
(DG1) Dock Garden reference:
eg [Dock Garden] DG [#1] 1

3.19 Victoria Waterfront

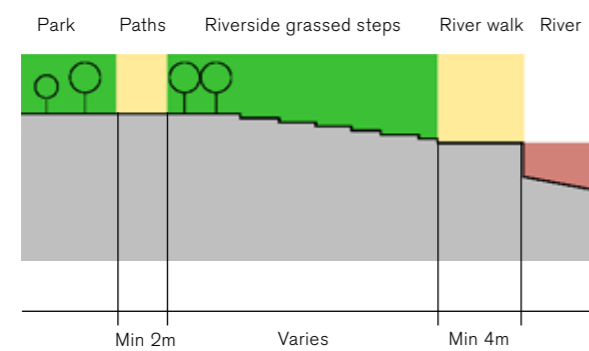
Retail / Leisure



Victoria Waterfront Guidelines



Guidelines - Victoria Wharf pylon surround section



Guidelines - Victoria Wharf seating 'steps'



Informal riverside gathering



Pop-up servicing for temporary events



Temporary market structures



Light installations



Temporary public activities



Splayed steps with small unit paving contained by edging



Flexible informal seating



Grassed seating contained by edging



Riverside entertainment



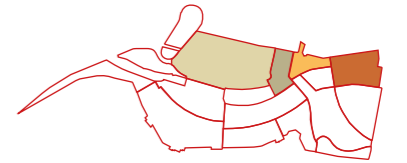
Linear seating



Cable car pylon

3.20 Thameside East

Softening the Industrial Setting



The public realm of Thameside East provides a landscaped pedestrian and cycle route through from Royal Victoria DLR via the Hoola Buildings into the Development, and a buffer to the Silvertown Tunnel and Strategic Industrial Land (SIL) site between Dock Road and Tunnel Approach.

Land immediately adjacent to the Tunnel Approach and roundabout is controlled by TfL and will be delivered as part of the infrastructure works. Guidance is included here to seek synergy between the design approach of the TfL land and the Development.

The public realm of Thameside East must be primarily soft landscaped with dense tree and shrub planting.

Footpaths must be provided at the kerbside with a minimum width of 2.0m.

There must be a dropped kerb and pedestrian edge protection to Dock Road.

Vehicle entrances from Dock Road must be located to the south of Thames Way and not create a crossroads over Dock Road.

There should be a dropped kerb and pedestrian edge protection to the roads and roundabout serving the Silvertown Tunnel.

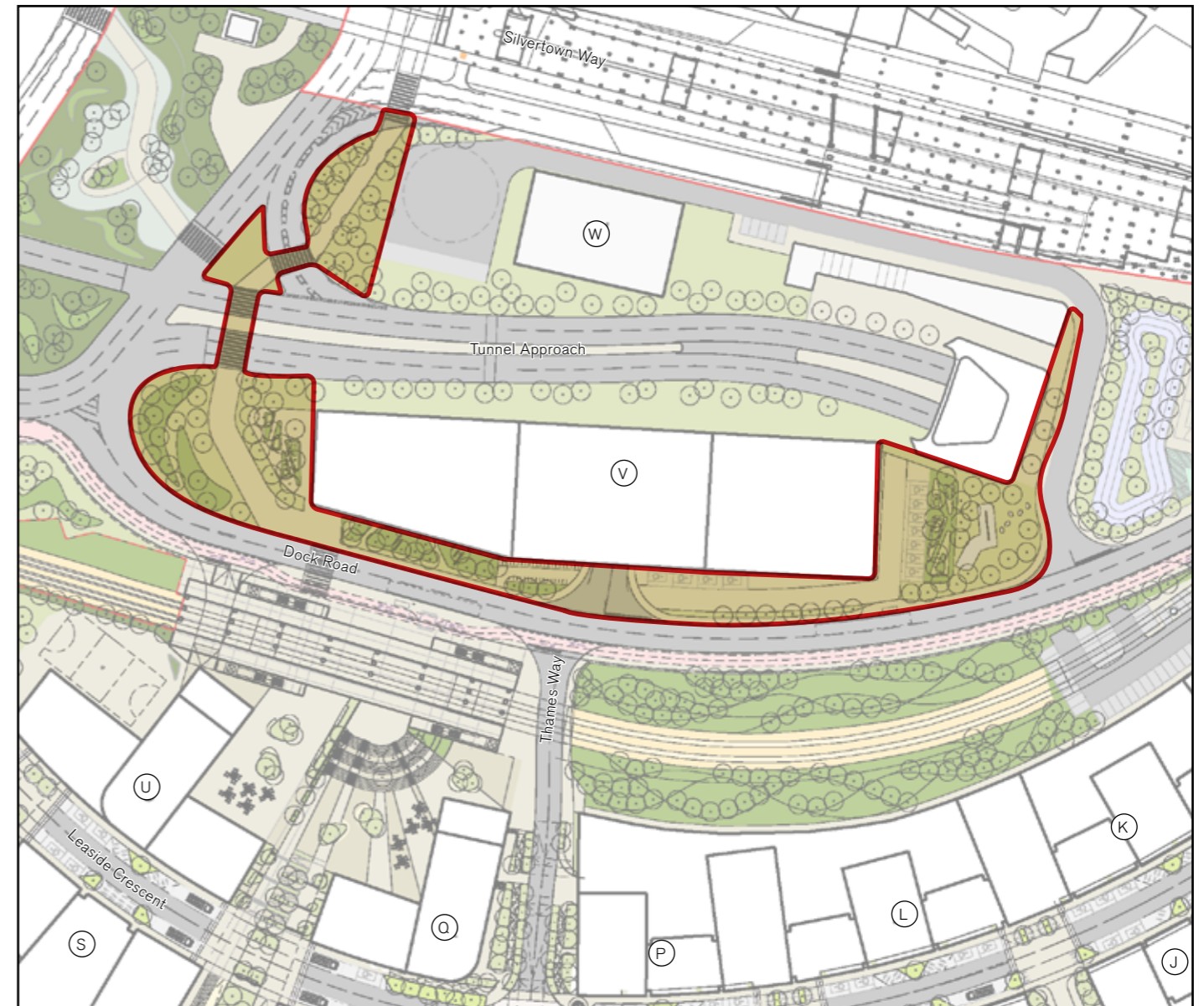
There should be controlled pedestrian crossings over the roads and roundabout serving the Silvertown Tunnel.

There should be a controlled pedestrian crossing over Dock Road at the Station Plaza

Paving and street furniture within TfL land should follow the palette established within the Development masterplan for the character area

Recycled and re-purposed materials should be used where possible in Thameside East

The south facing frontage to the industrial building should offer the Development an active sporting opportunity such as rock climbing.

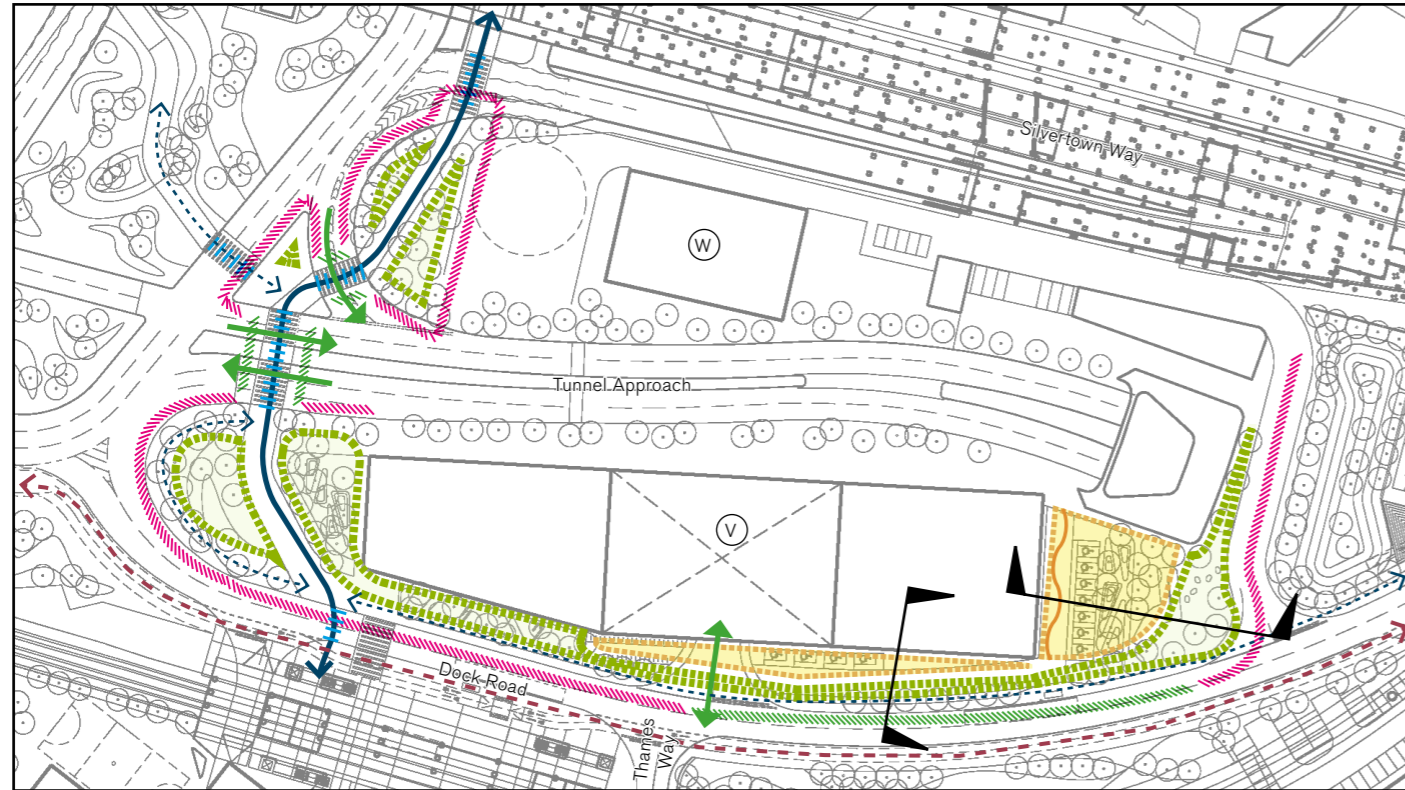
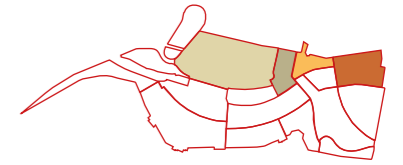


Thameside East public realm character area

(A) Development plot

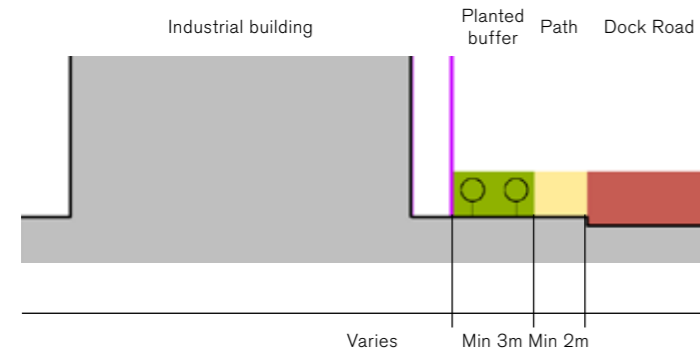
3.20 Thameside East

Softening the Industrial Setting

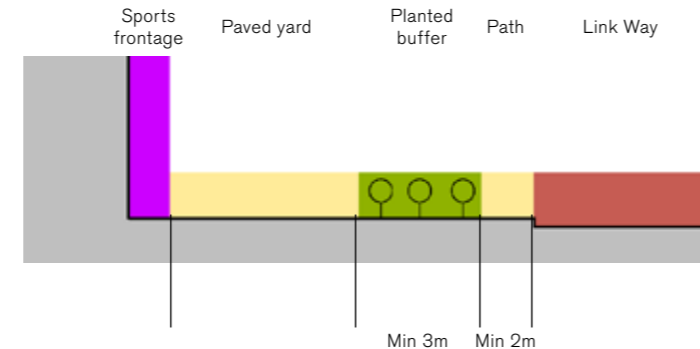


Thameside East public realm guidelines

- No vehicle access permitted
- Vehicle access permitted
- General vehicle access
- Maintenance / emergency vehicle access
- Active sports frontage
- Pedestrian crossing
- Primary pedestrian route
- Secondary pedestrian route
- Primary cycle route parallel to area
- Primarily soft landscaped space
- Primarily hard landscaped space
- Pedestrian circulation (min 2.0m)
- Planted street edge with parking
- Roadway
- Active sports



Guidelines - Thameside East industrial frontage section



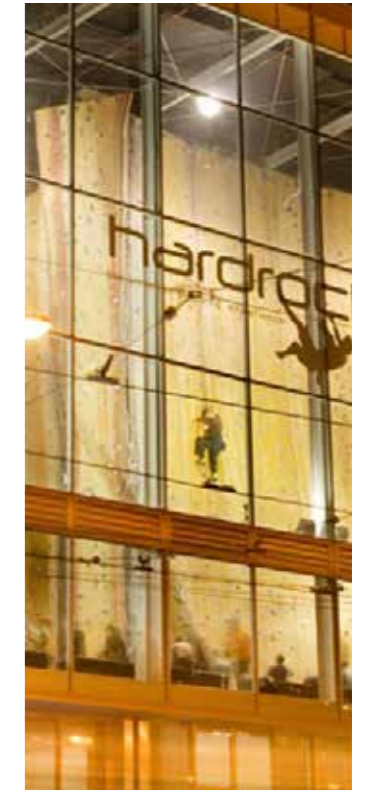
Guidelines - Thameside East active sports frontage section



Robust industrial paving within yards



Recycled concrete as feature



Indoor rock climbing facade



Natural planting



Climbers



Informal play 'boulders' to climbing area



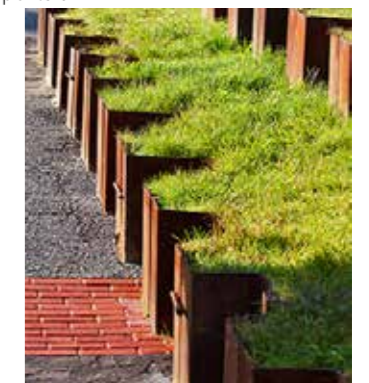
Recycled concrete slabs re-purposed as planters



Uncontrolled planting



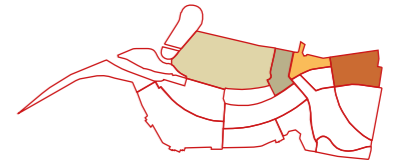
Pioneer species planting



Weathered steel planters

3.21 Silvertown Yard

Urban Sports



The public realm of Silvertown Yard provides a sport focused amenity area that builds upon success of Albert Docks swimming and wakeboarding. A BMX 'pump track' circuit and ball court MUGA compliment the Dock Gateway and Dock Park to provide a holistic park experience and use leftover land for optimum flexible amenity space.

The public realm will primarily be hard with integrated soft landscaping and dense tree planting.

Footpaths must be provided at the kerbside with a minimum width of 2.0m.

There must be a dropped kerb and pedestrian edge protection to Dock Road.

Significant buffer planting must be provided around sports facilities to shield from adjacent roads.

Consult with TfL/Tunnel contractor to ensure Link Way meets user requirements.

There should be a dropped kerb and pedestrian edge protection to the roads.

Paving and street furniture within TfL land should follow the palette established within the Development masterplan for the character area.

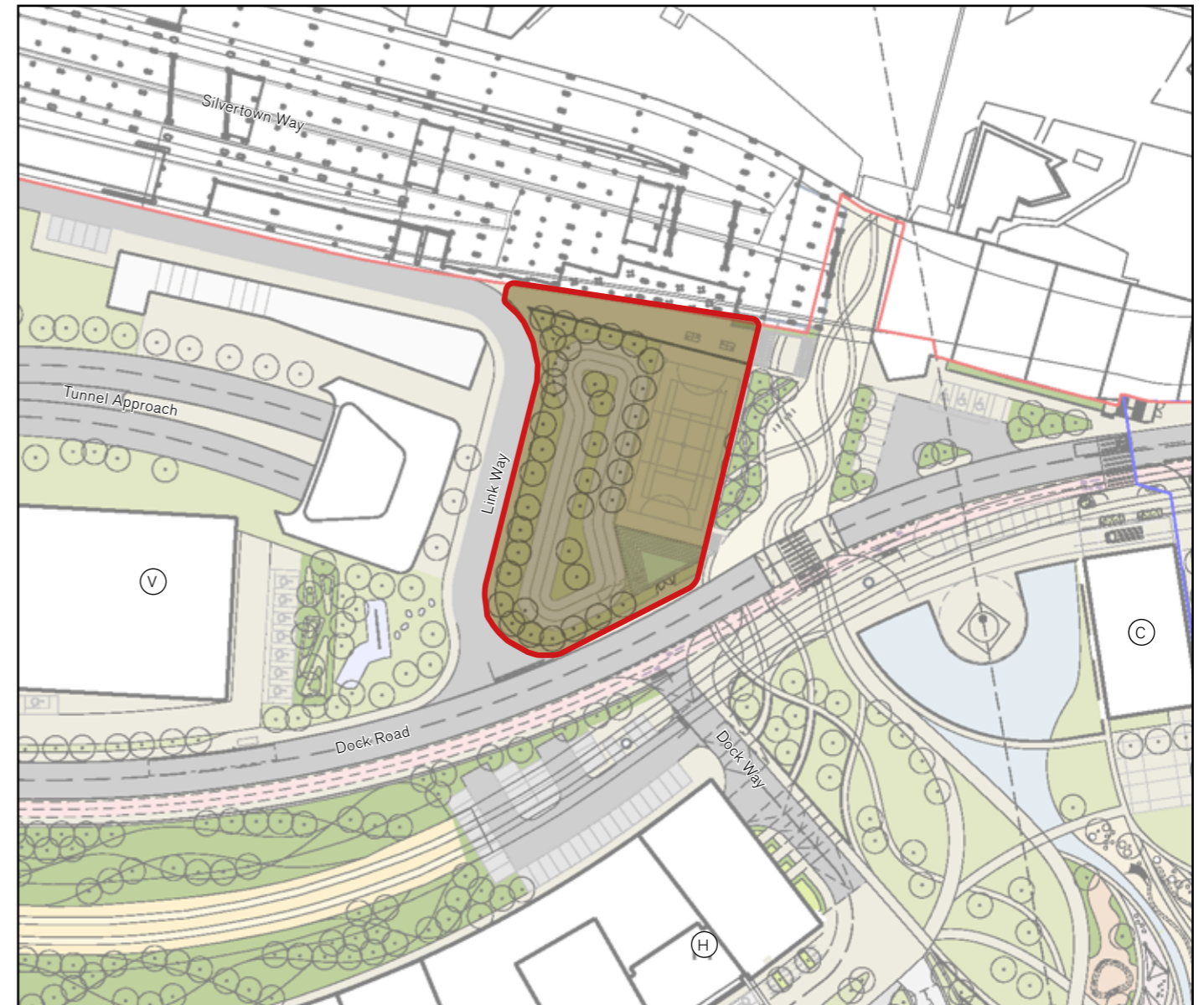
Consider potential meanwhile uses to promote future use of the space.

Consult with local authority and community groups on flexible sport space uses and need for shelter.

Promote tree and shrub planting to help with air quality and noise from Silvertown Way.

Consider hours of operation and lighting requirements for elongation of potential use.

Consult with Silvertown 'Flyunder' about future conversion of space and spill out amenity space requirements.

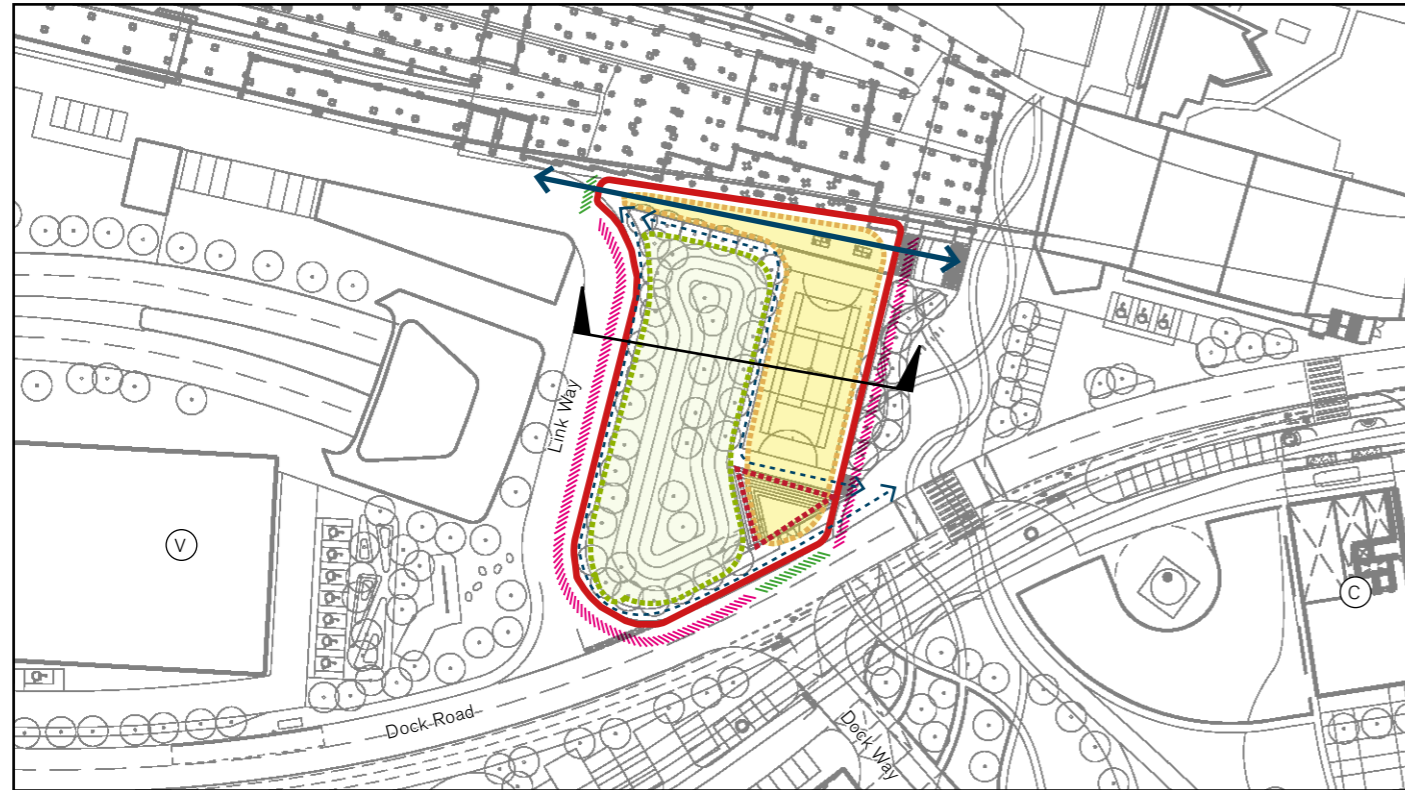
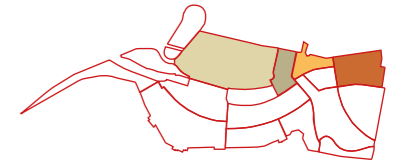


Silvertown Yard public realm character area

(A) Development plot

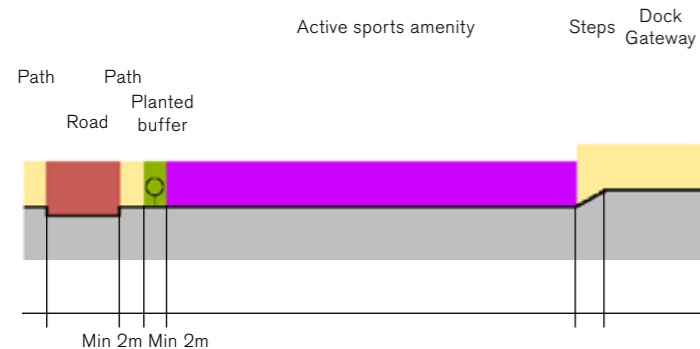
3.21 Silvertown Yard

Urban Sports



Silvertown Yard public realm guidelines

- No vehicle access permitted
- Pedestrian crossing
- Primarily soft landscaped space
- Vehicle access permitted
- Primary pedestrian route
- Primarily hard landscaped space
- General vehicle access
- Secondary pedestrian route
- Indicative location of pavilion building



Guidelines - Silvertown Yard active sports section

- Pedestrian circulation (min 2.0m)
- Planting band
- Roadway
- Roadside or offstreet parking
- Active sports



Patchwork of small unit paving



Team ball sports



Off street parking



Stick sports and climbing



Industrial palette



Ball court MUGA



BMX pump track



Stepped seating overlooking activities



Outdoor table tennis tables



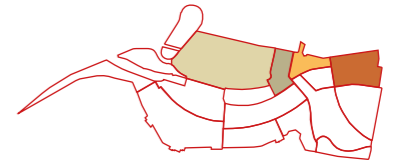
Flyunder spill-out



Playable pebble seating

3.22 Dock Gateway

Fitness and Waterside Recreation



The Dock Gateway is a key entrance into the Development site, marked by the eastern Cable Car pylon and flowing below both the Silvertown Way and the DLR viaducts.

A clear path for vehicle access must be maintained between Dock Road and the Silvertown Flyunder to permit maintenance and emergency access.

A clear path for vehicle access must be maintained between Dock Road and the Cable Car pylon compound

There must be a dropped kerb and pedestrian edge protection to Dock Road. Vehicle entrance from Dock Road must be controlled with pedestrian protection

A clear, obvious and matching paving pattern to direct visitors towards Dock Park.

Consult with TfL/Tunnel contractor on bringing phase forward to tie with Phase 1, allowing for quality pedestrian journey to 'The Landings'.

Consider potential meanwhile uses to promote future use of the space.

Future coordination with Silvertown 'Flyunder', Waterfront Studios and Royal Albert Docks on possible extension of design concept through viaduct and towards Crystal Building for continuity.

Promote tree and shrub planting to help with air quality and noise from Silvertown Way.

Consider creation of raised table 'super' crossing and use of same materials as park for crossing (not tarmac) with Zebra or Pelican crossing to ensure easy pedestrian and cycle crossing.

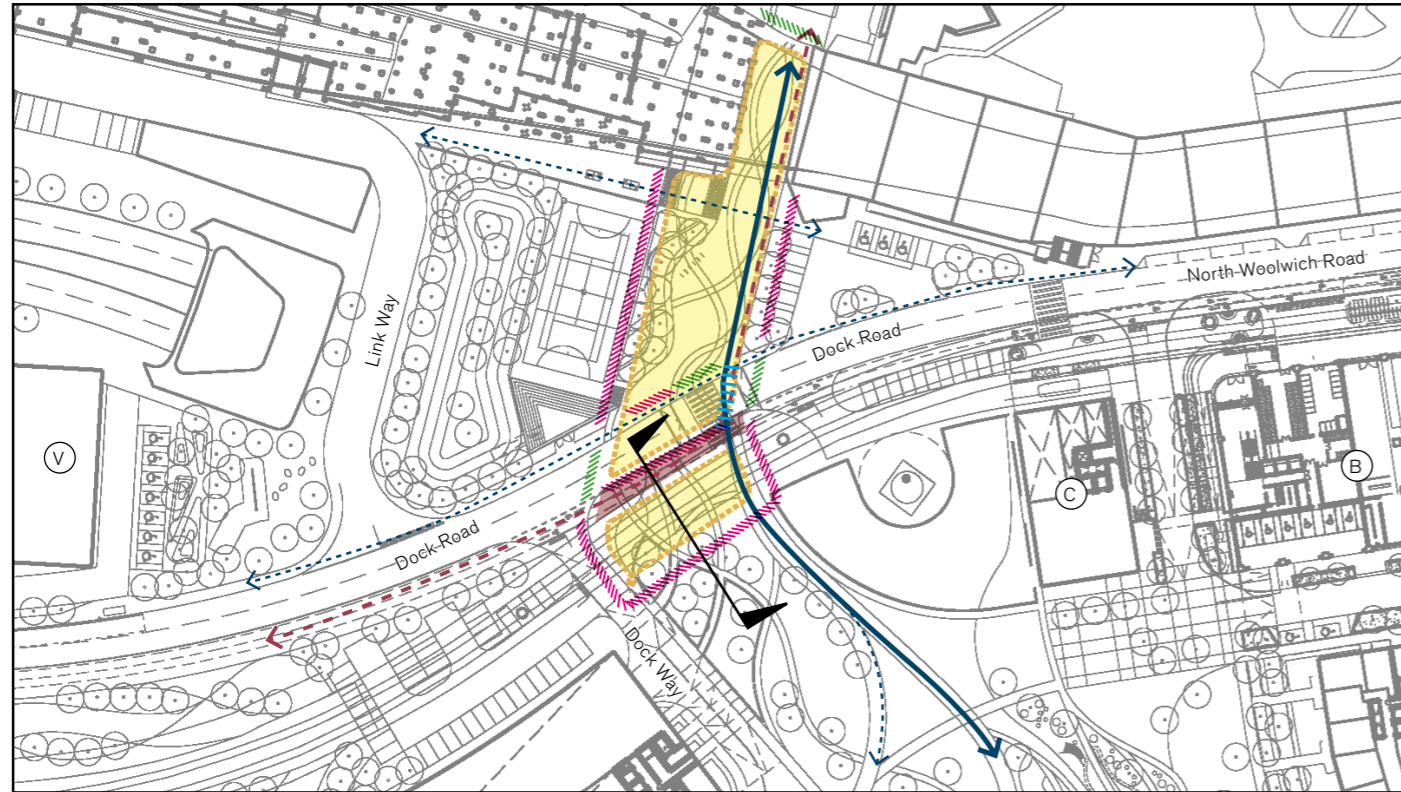
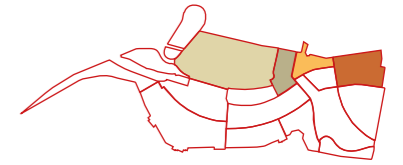


Dock Gateway character area

(A) Development plot

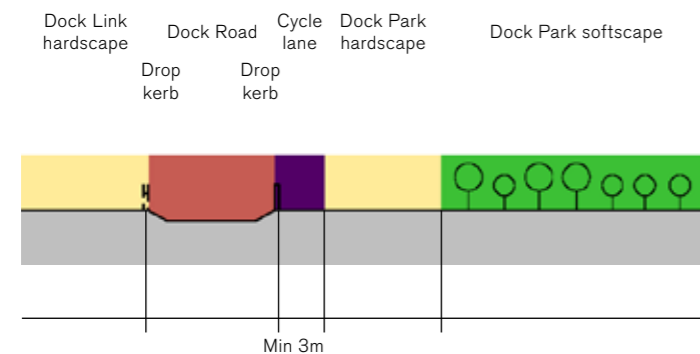
3.22 Dock Gateway

Fitness and Waterside Recreation



Dock Gateway public realm guidelines

- No vehicle access permitted
- Vehicle access permitted
- Pedestrian crossing
- Primary pedestrian route
- Secondary pedestrian route
- Primary cycle route
- Primarily soft landscaped space
- Primarily hard landscaped space



Guidelines - Dock Gateway interface with Dock Road section

- Pedestrian circulation (min 2.0m)
- Segregated cycle lane (min 3.0m)
- Roadway
- Roadside or offstreet parking
- Park planting



Segregated cycleway



Interface with the Crystal landscape



Outdoor fitness equipment



Textural variation for cycle and pedestrian traffic



Parcour opportunities



Fitness trail



Integration of trees, grilles and paving



Outdoor fitness equipment



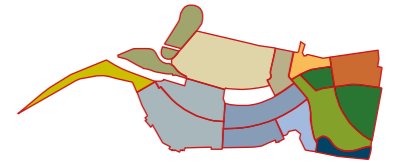
Landscape flowing below infrastructure



Inlaid lighting and metal accents

3.23 Circulation

3.23.1 Primary Through Road



Dock Road / North Woolwich Road is a primary through road to be delivered by TfL to adoptable standards. The setting is defined by a vehicle carriageway and hard landscaping.

It will cater to existing industry in the area and therefore be hard wearing most likely tarmac. This will be softened with quality softscape, tree planting and paving materials that give more emphasis to the pedestrian journey as well.

The road must provide access to parking and vehicle servicing areas located to either side.

The carriageway is to be a minimum of 7.2m to allow for all vehicles to pass

The road must have a pavement on both sides to a minimum 2.0m width.

Smaller roads and turnings off Dock Road / North Woolwich Road must be staggered and not form a crossroads.

Surface materials, lighting and street furniture to publicly accessible areas must comply with the wider masterplan strategy and be consistent within each character area.

No parallel parking spaces should be provided to Dock Road.

Road surfaces should demarcate vehicle priority with dropped kerbs from the pedestrian pavement.

Cycle lanes along Dock Road must have priority over vehicles and be separated from the pedestrian pavement and roadway with a tactile strip.

Bus stops and shelters must be provided to Dock Road in proximity to the new DLR Station.

Vehicle servicing to all buildings within the development must be provided off street and not require vehicles to stop in the carriageway.

Controlled pedestrian crossings should be provided adjacent to the DLR Station and at the Dock Gateway

Where controlled pedestrian crossings are provided, paving should demarcate pedestrian priority and provide level access from pavements.

Parking restrictions should be introduced to restrict parking on the carriageway.

Parallel parking spaces should be provided to North Woolwich Road to serve existing commercial uses.

Provision should be made for one or more Cycle Hire docks along the Primary Through Road, adjacent to the segregated cycle lane.

Surface materials, lighting and street furniture to private landscaped areas should be aligned with the wider masterplan strategy and be consistent within each character area.

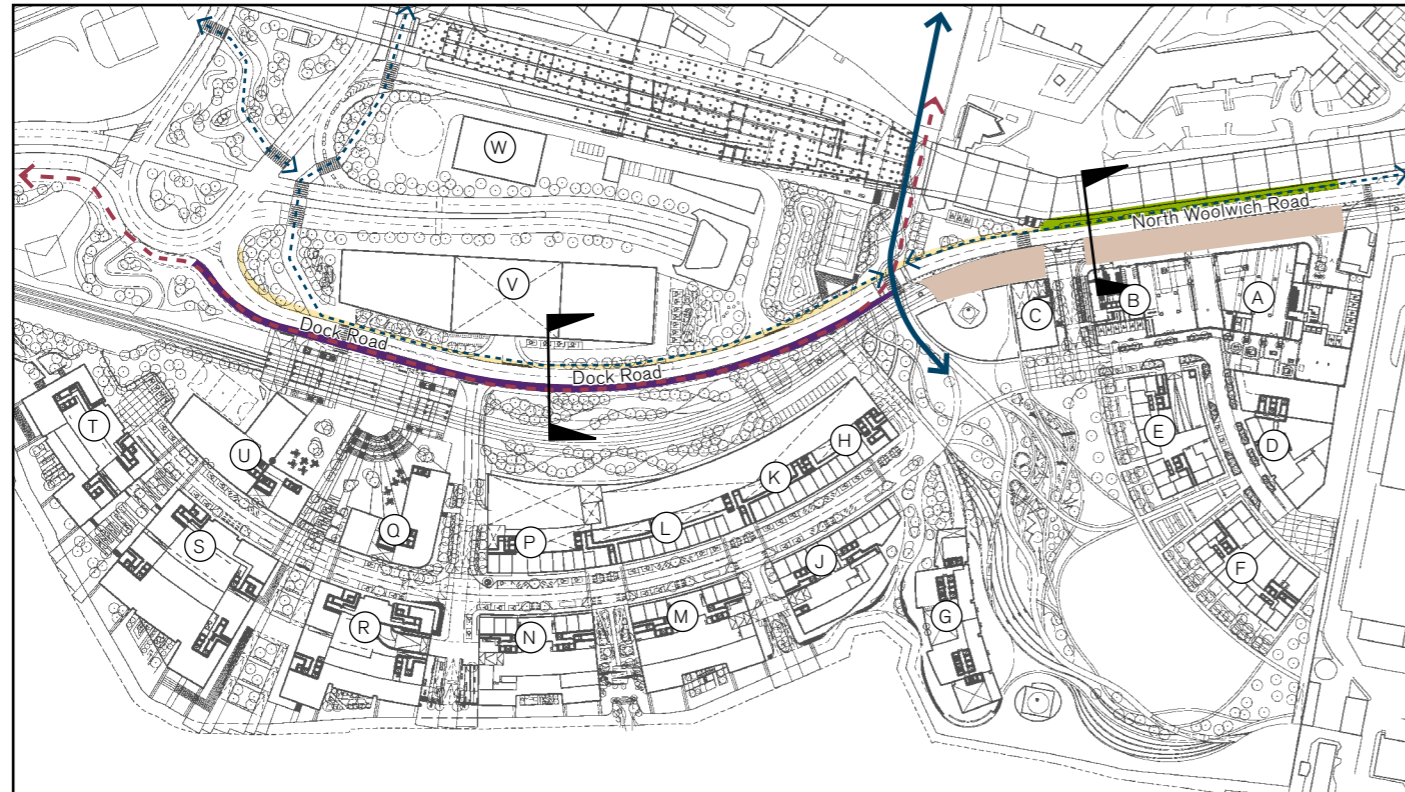
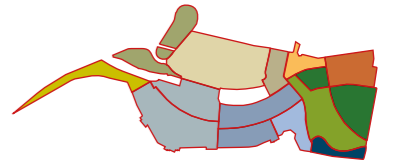


Primary through road

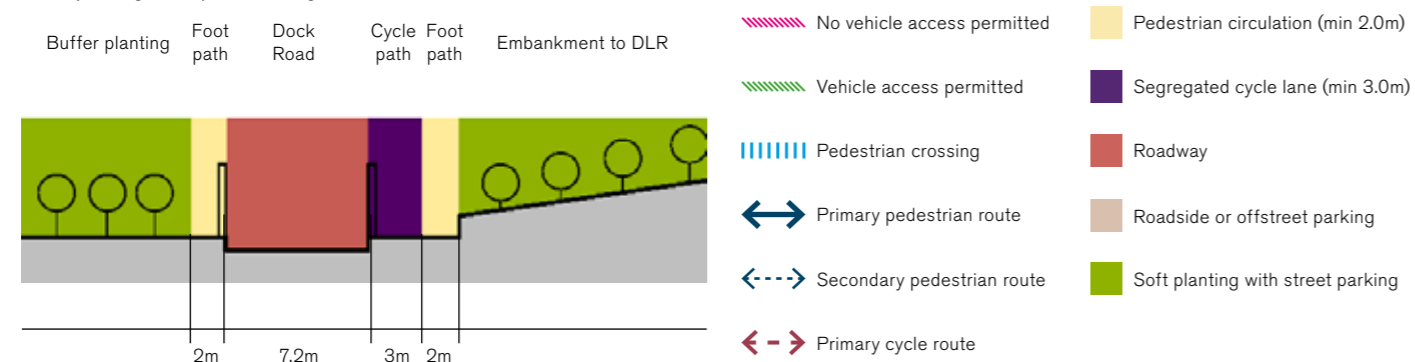
- | | | | |
|----------------------|-----------------------------------|-----------------|------------------|
| Leaway Park | Riverside Quarter + Station Plaza | Thameside East | Development plot |
| Eastern Ecology Park | Thameside Crescent + The Quays | Silvertown Yard | |
| Dock Park | Victoria Wharf | Dock Gateway | |
| Parkside | Victoria Waterfront | The Landings | |

3.23 Circulation

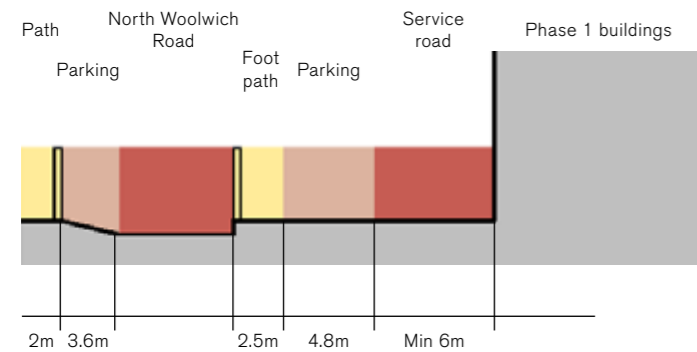
3.23.1 Primary Through Road



Primary through road public realm guidelines



Guidelines - Dock Road section



Guidelines - North Woolwich Road section



Primary cycle route



Segregation of cycle traffic



Street tree planting



Material change at crossings



Pedestrian crossings



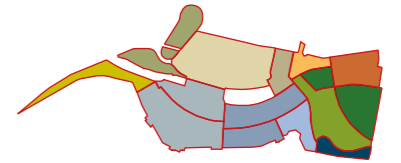
Drop kerbs and parking restrictions



Off street parking

3.23 Circulation

3.23.2 Connecting Streets



The Connecting Streets link between the primary through route and the Neighbourhood Crescents. They will be hard wearing to ensure durable access for servicing and maintenance vehicles.

The streets will likely be sloped and ramped in some places to gain rise up onto podiums. The pedestrian experience is enhanced with quality softscape and tree planters that help to define the ramps required in some locations.

The hand rails will be incorporated into these elements to provide appropriate disabled access.

The Connecting Streets must have a pavement on both sides to a minimum 2m width.

The vehicle accessible carriageway must be sized to allow for vehicles and cycles to safely share the roadway.

Tree planting must be provided to Park Way, Thames Way and Silver Street and must follow the wider masterplan tree strategy.

Surface materials, lighting and street furniture must comply with the wider masterplan strategy and be consistent within each character area.

At the interface with Thameside Crescent and Leaside Crescent, the road surface must be paved with setts in materials to match surrounding pedestrian footpaths.

Disabled ramps where required must be provided to deal with significant level changes of the streets up on to podiums, consultation with access consultant required.

Consultation with TfL to ensure appropriate level changes as the roads go under the existing elevated DLR track.

Surface materials, lighting and street furniture to private landscaped areas should be aligned with the wider masterplan strategy, sympathetic with adjacent public areas and be consistent within each character area.

SUDS may be incorporated into the softscape and tree planters to encourage sustainability.

Pedestrian crossovers at junctions to be considered for better road crossing experience and deter high speeds when turning off main road into the development.

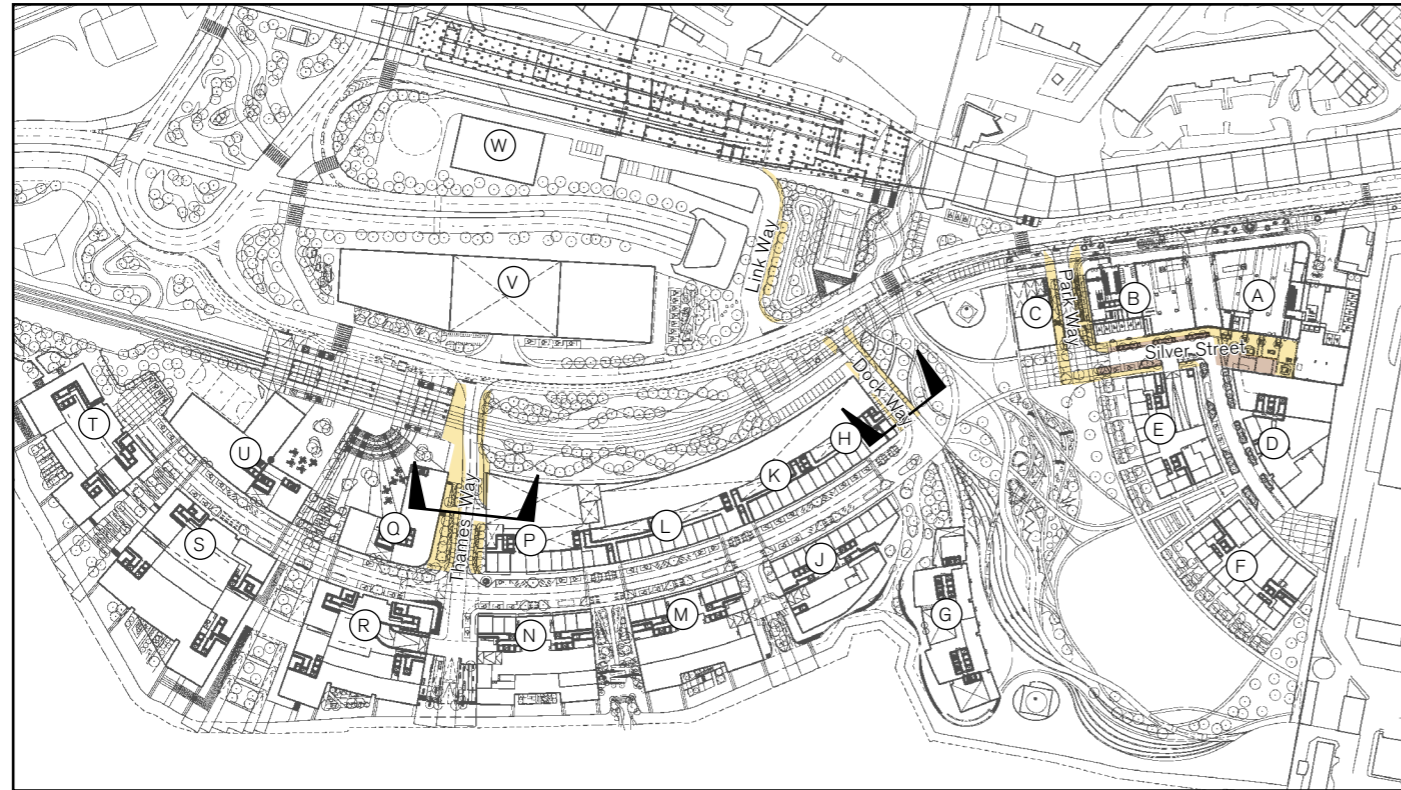
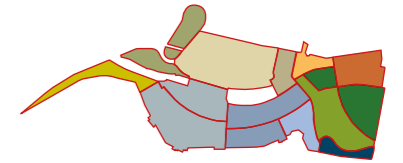


Connecting streets

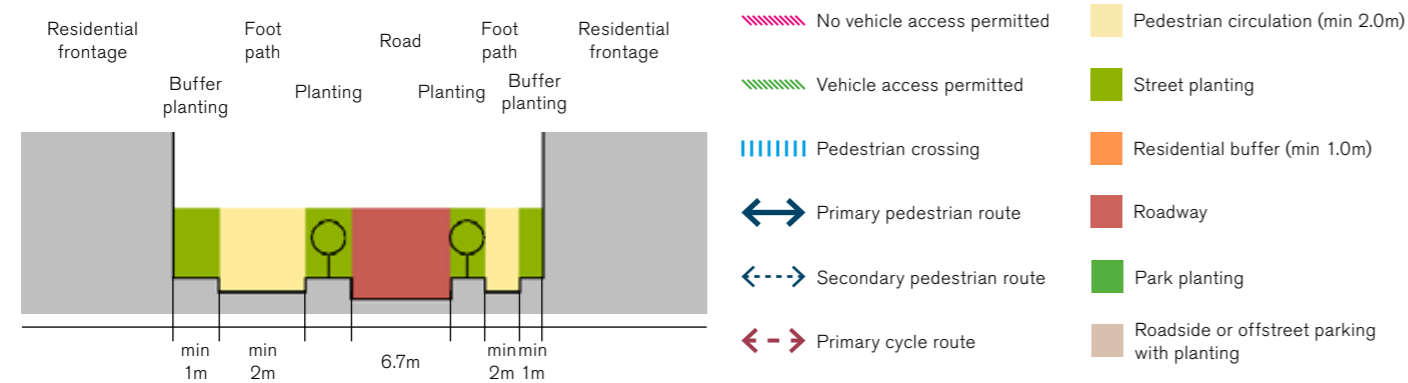
Leaway Park	Riverside Quarter + Station Plaza	Thameside East	Development plot
Eastern Ecology Park	Thameside Crescent + The Quays	Silvertown Yard	
Dock Park	Victoria Wharf	Dock Gateway	
Parkside	Victoria Waterfront	The Landings	

3.23 Circulation

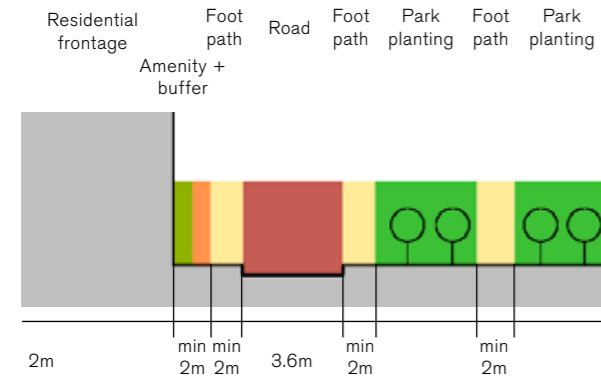
3.23.2 Connecting Streets



Connecting streets public realm guidelines



Guidelines - Thames Way / Park Way Section



Guidelines - Dock Way Section



Raised planters



Buffer planting with fences



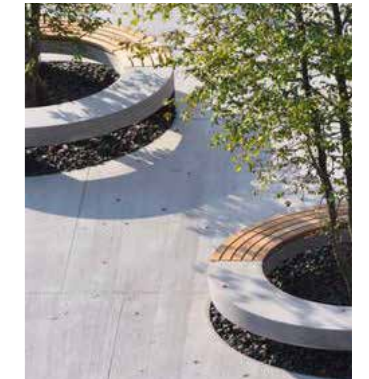
Planters define pavement



Parallel parking to Silver Street



Raised planters to Silver Street Yard



Seating to tree surrounds



Perpendicular parking to Dock Way



Cycle-friendly carriageway width

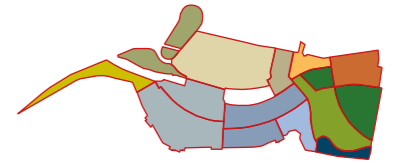


Material change and flush crossings



3.23 Circulation

3.23.3 Neighbourhood Crescents



The Neighbourhood Crescents run midway through each character area. The setting is defined by residential or community frontages, with a central roadway flanked by parking, tree planting and footpaths.

The Neighbourhood Crescents must have a pavement on both sides to a minimum 2.4m width.

The vehicle accessible carriageway must be sized to allow for vehicles and cycles to safely share the roadway.

The carriageway must be centred between the building plots to either side, with an equal distance to façades.

Parking along Neighbourhood Crescents must be parallel to the carriageway and wheelchair accessible. No perpendicular parking or standard parking can be provided.

Soft landscaped buffers must be provided between homes and publicly accessible footpaths.

Railings, gates and fences to landscaped buffers must be to a maximum height of 1100mm and be consistent within each character area.

Surface materials, lighting and street furniture must comply with the wider masterplan strategy and be consistent within each character area.

Planted SUDs must be employed to drain surface water from pavements.

Tree planting must be provided to a suitable density to provide structure and enclosure and must follow the wider masterplan tree strategy.

Where Neighbourhood Crescents overlap with Dock Gardens, the road surface must be pedestrian priority and provide level access to pavements. Tree planting in these areas must be evergreen and no parking is to be permitted.

The road surface to the carriageway and parallel parking spaces should demarcate vehicle priority.

Soft planters where provided must be raised up above grade level to provide informal street seating, adequate soil depth and protection to planting.

Residential buffers on the land side (east) of each crescent must feature black metal railings and evergreen planting.

The overall height of the boundary buffer is to be a 1100mm high composed of a 150mm high plinth and 950mm high railing of flat horizontals and flat verticals bars.

Residential buffers on the riverside (west) of each crescent should feature recessed planted rain gardens, with level bridges to access homes and lobbies.

Blue badge visitor bays, car club bays, commercial servicing bays, and residential drop-off points should be provided close to residential cores.

Street lighting should be catenary or building mounted to minimise visual clutter.

Tree planting should be columnar in form to give height, privacy and structure without excessive impact on daylighting.

Statutory street signage should be combined with other wayfinding information to minimise visual clutter.

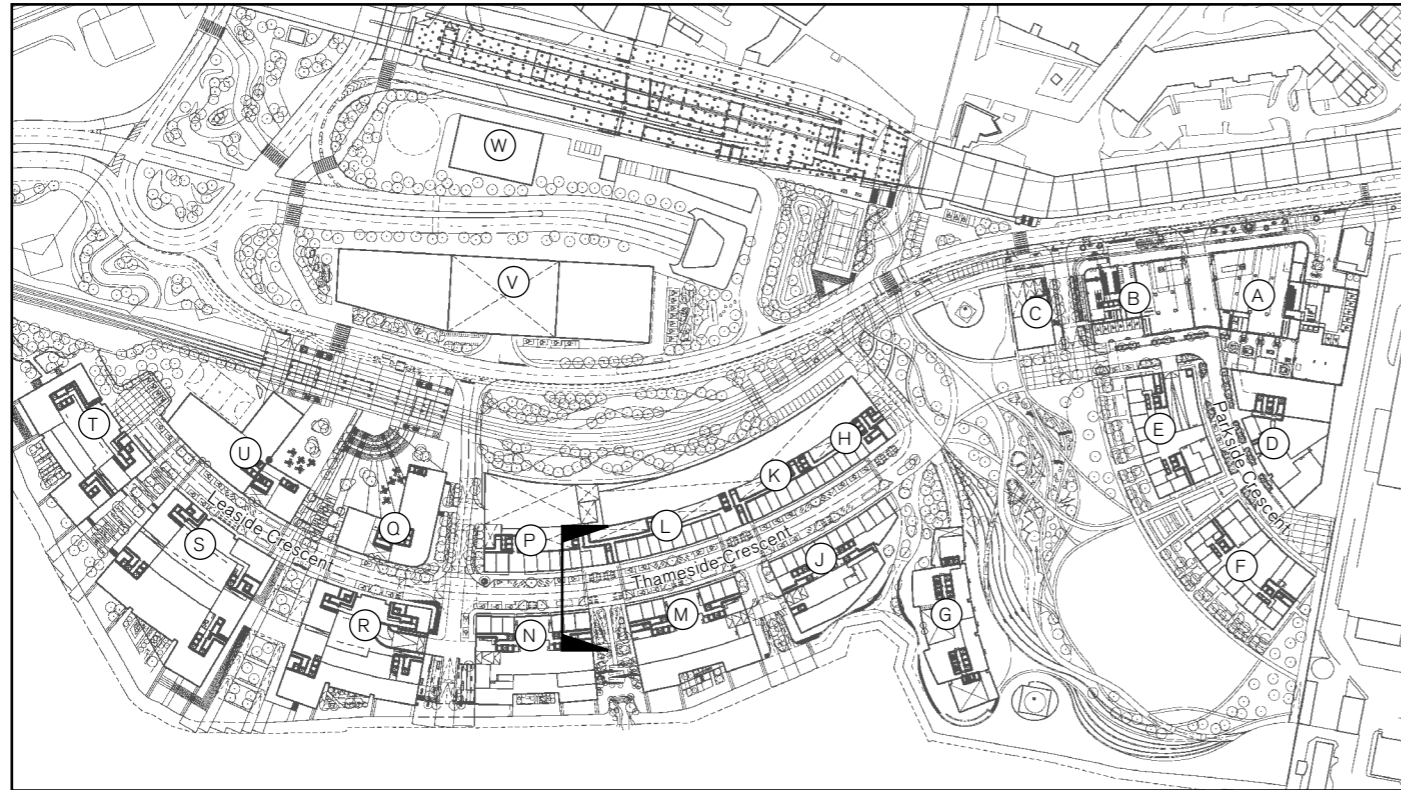
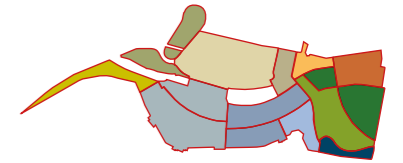


Neighbourhood Crescents

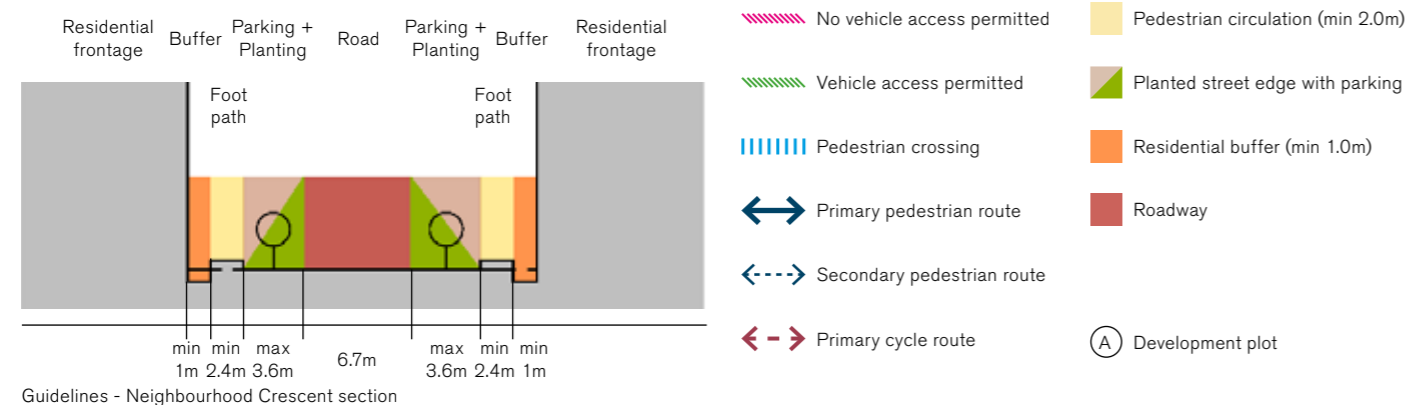
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3.23 Circulation

3.23.3 Neighbourhood Crescents



Neighbourhood Crescents public realm guidelines



Consistent residential buffer boundary fences with hedge planting



Railings



Parking between raised planters



Traditional avenue road layout with street trees to both sides



Paved junctions



Recessed SUDs buffer with bridges to residential entrances



Focal entrances



Rain gardens



Smooth surface for wheeled travel