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5.20 Thameside Crescent

Townscape Composition

Thameside Crescent is an area which is comprised of 4 Blocks - H, K, L and P and has a direct relationship with the Quays and Wharf

Residential lobbies and units activate the ground floor level towards the central spine road and residential avenues.

The adjacent park to the south provides amenities for the residents as well as connections to the rest of the borough beyond, directly linking to the nearby Royal Victoria Docks area.

The elevated residential elements are served by a large amenity space which also serves as a green buffer and separation from the adjacent DLR track.

Townscape Composition

1. Establish Primary Routes:

Thameside Crescent is defined by the main central spine road running through the masterplan and is limited by the new proposed Dock Park and the site's main vehicular entrance road, known as Thames Way. These entrance roads are defined by existing site levels driven by the DLR viaduct construction.

The geometry of this character area is therefore formulated to strengthen connectivity on the site and encourage and anchor a strong linear connection between the two ends of the masterplan.

Private access for residents into blocks P, L, K, and H, is provided directly from the Thameside Crescent road and residential car access is limited to the rear of Thameside Crescent via Dock Road only.

2. Building Setting and Hierarchy.

Thameside Crescent sits along the central spine, behind The Quays and forms the connection between Thames Way and Dock Park. Thameside Crescent's block design responds to the radial shape of the DLR track.

The Thameside Crescent buildings are a consolidated block which serves as a strong driver for the radial arrangement of The Quays across the street all driven by the site's linear geometry.

In response to the Quays the Thameside Crescent blocks are staggered in layout and scale to ensure views across to the Royal Docks and River Thames are promoted and are scaled in response to the setting of the Quays in front.

This strategy helps improve sunlight for Thameside Crescent road, as well as the Thameside Crescent building blocks. The staggered form of the buildings assists in maximising views from all units, towards the River Thames. Varying heights along this side of the crescent give the passage a regular familiar rhythm, adding a sense of enclosure and making it easily identifiable as a distinct region within the masterplan.

3. Public Open Space.

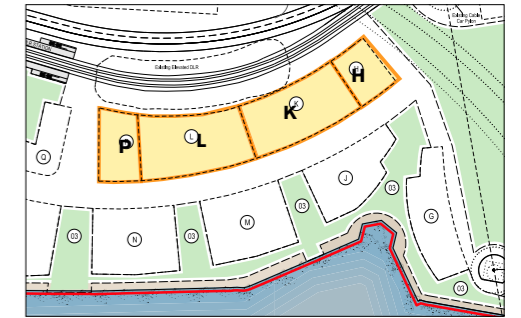
The Thameside Crescent block's continuity at street level strengthens the sense of character and offers a familiar and local neighbourhood character to this new residential street.

Both sides of the Thameside Crescent road have a distinct character. The Thameside Crescent buildings form a buffer to the DLR on the northern edge of the street, while The Quays buildings on the southern edge, are a more porous arrangement filtering users towards the river walk.

The continuous character of the Thameside Crescent road at street level, is enhanced by the entrances to the town houses which have front gardens with foliage, providing a strong sense of address and village street character.

Trees line Thameside Crescent road, making it a continuous corridor of biodiversity for the plant life in the area, which anchors Dock Park with Leaway Park and the other green spaces in the masterplan in between.

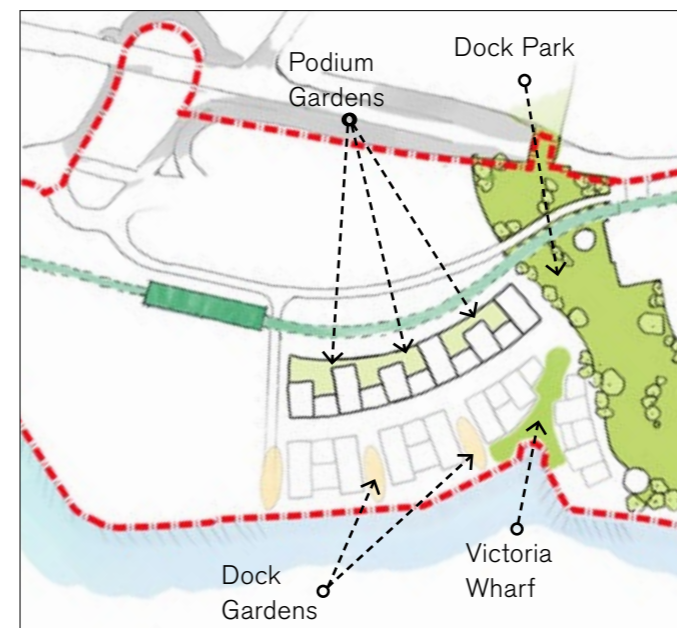
Much needed amenity space is provided to this urban block via the adjacent Dock Park and Dock Gateway. Offering active social infrastructure components to compliment local residential block. Additional outdoor amenity and play space is located at podium roof level offering unobstructed views to the Royal Docks and Newham beyond.



1. Establish Primary Routes.



2. Building Setting and Hierarchy



3. Public Open Spaces



4. Key Plan

5.21 Thameside Crescent

Ground Floor Uses

Key

- Residential
- Residential Entrances
- Residential Amenities
- Retail
- Back of House Areas



Lower Ground- L00



Upper Ground - L02



Ground Floor (L01)

Lower Ground and Ground Floor Uses.

The lower ground floor of the Thameside Crescent is set at +4.90m AOD and houses the central waste store and waste compaction units for all the Quays and the Thameside Crescent blocks. This is kept separate from residential parking area and is accessed from the Northern entrance. Residential car parks are accessed via the southern entrance.

Dedicated waste stores are also concealed within the podium of this urban block. At this level the scheme is able to house 10% parking provision, waste stores, waste compactors. Designated loading bays for deliveries are provided via Thameside Crescent road.

Residential duplexes are accessed from the ground floor level, with entrances set back from the residential street.

Gardens provide amenity spaces and act as buffers and privacy screens, separating the public and private realms. The street facade is then punctuated with a series of residential lobbies transporting residents to the flats above. This brings a constant level of animations and neighbourly surveillance to Thameside Crescent street, whilst enhancing the strength of a neighbourhood character. The solid wall to the north side of the podium shields views to the DLR berm beyond.

First Floor Uses

Generous cycles stores and MEP plant stores are located within the mezzanine of the podium to support all blocks within Thameside Crescent. The facade which sits adjacent to Thameside Crescent road houses the second floor of the residential duplexes.



5.22 Thameside Crescent

Building Typology

Building Typology

The Thameside Crescent building typology is a massing of several components in a long linear arrangement. Alternating taller and shorter components line the main vehicular and pedestrian boulevard (Thameside Crescent) that connects the masterplan. All tower components are then linked with a podium at the rear. These varying elements help to break the massing within the overall masterplan, creating increased daylight across the site.

The main entrances and lobbies are located on the ground floor with access to bicycle storage on the upper floor and allocated car park at the rear of the entrance level.

Residential Street Typology- P, L, K, H

The linear nature of residential street typology creates a consistent architectural language in the streetscape helping to create strong directionality along the masterplan whilst facilitating navigation of the site. The buildings act as the backdrop to the character area whilst providing a buffer from the various infrastructure lanes and industrial site's that sit behind it.

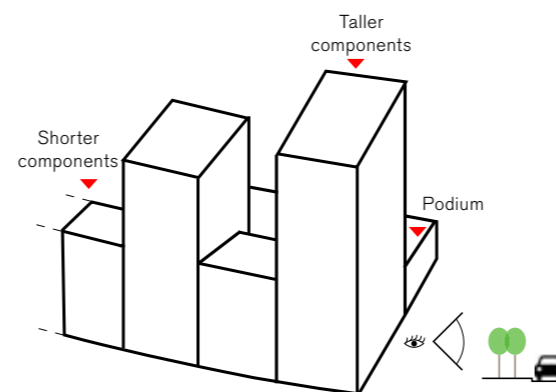
Building Entrances and Frontages

The main communal residential entrance should be located on the south facade facing onto Thameside Crescent facing the Dock Garden. All ground floor residential frontages should have a 2m privacy zone directly in front.

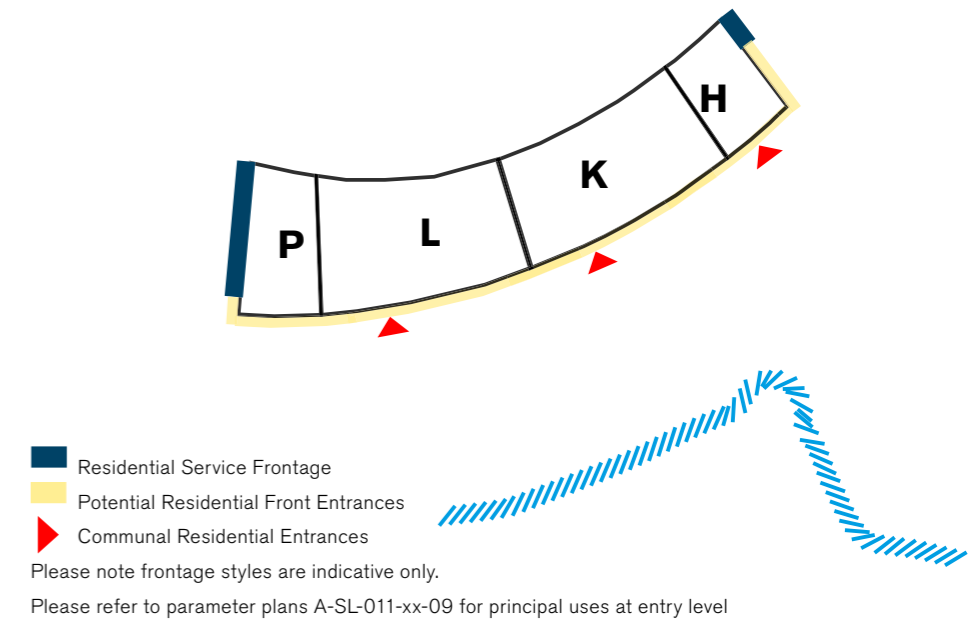
Vehicular access to the ground level parking is via the vehicle entrance on the east facade of Block H off of Dock Road. A designated cycle entrance should be located on the south facade directly accessible from the cycle thoroughfare along Thameside Crescent.

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

Overall Building Form - 3D View

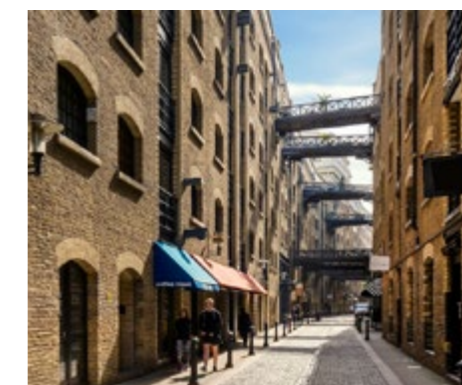


Residential Entrances and Frontage Typologies



Animated Residential Street

Residential Service Frontage



London Streetscape

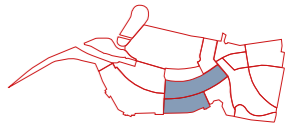
Residential Front Entrances

5.23 Thameside Crescent and The Quays

Public Realm

Thameside Crescent and the Quays is a residential neighbourhood at the heart of the site. Serviced by cars and light vehicles only, the public realm has a predominantly vehicle-free character, creating opportunities for restful recreation between the more active character areas to the north and south.



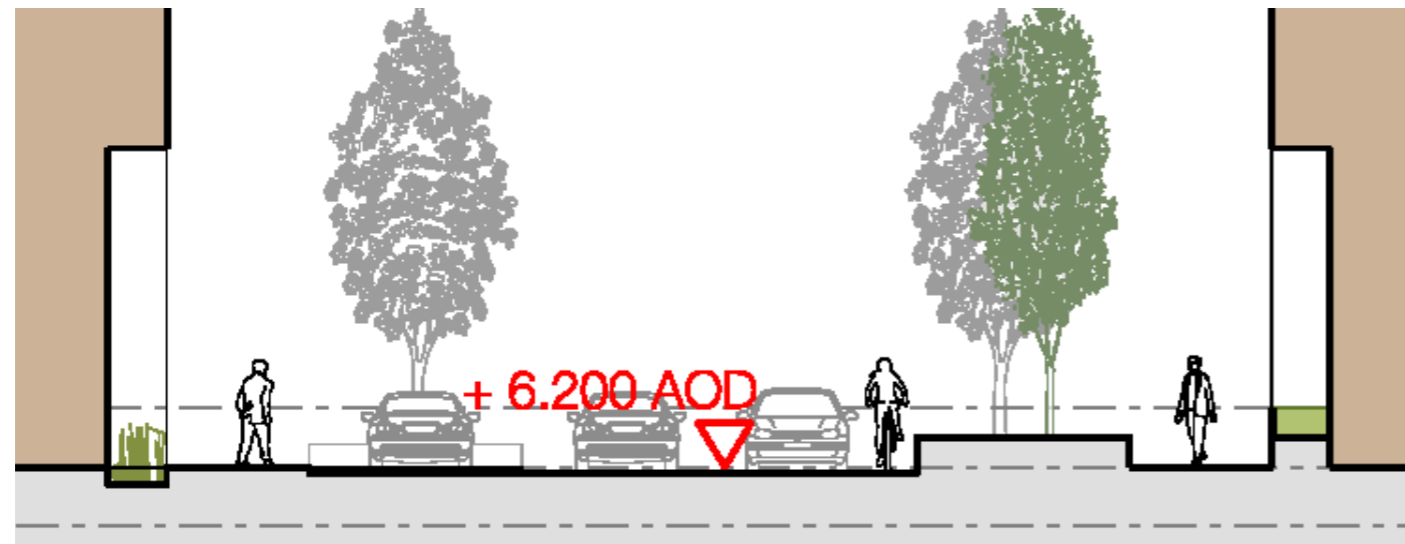
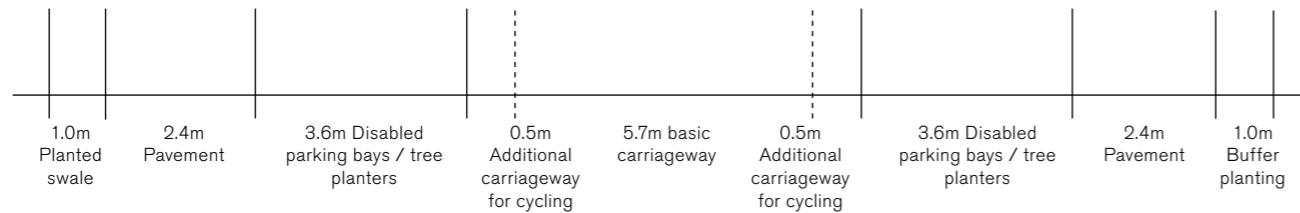


Thameside Crescent is a neighbourhood street lined with residential entrances both to private homes and common access lobbies. The street runs midway through the character area.

The character is defined by tree and low-level planting with car parking and footpaths to either side, and a two-way carriageway sized to allow for cars and cyclists to comfortably share the road.

To the east side of the street, private homes are lined with black metal fences and hedge planting in a traditional London grain.

To the west, river side of the street, a recessed rain garden swale provides a landscape buffer while collecting surface water as part of the sitewide SUDs strategy.



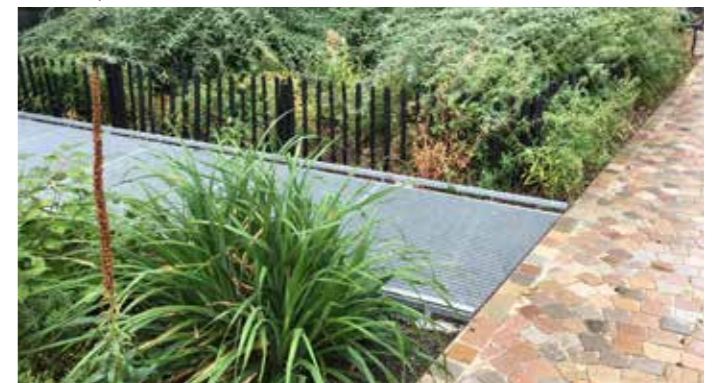
Streetscape



Streetscape



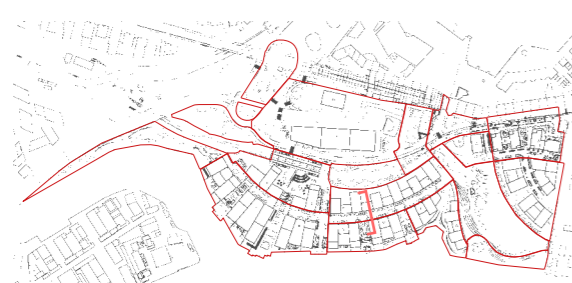
Consistent residential buffer boundary fences with hedge planting



SUDs front garden buffer



Rain gardens



Lawns and informal seating



Steps and terracing



Parking between raised planters

