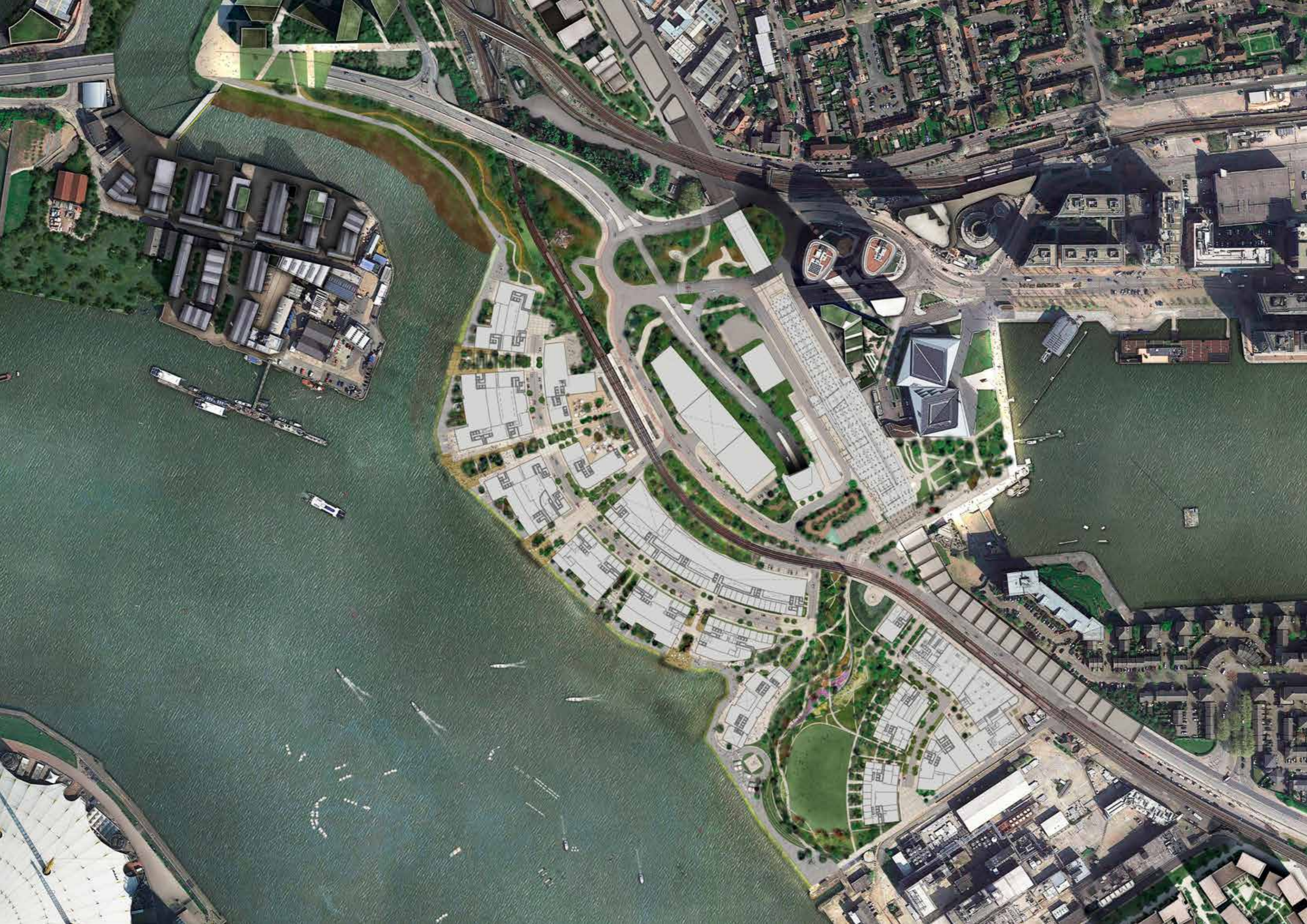


This chapter outlines the Landscape Guidelines set out for the Design Code of the Thameside West Outline Planning Application. A set of rules with a flexible range of interpretation helps to maintain a cohesive landscape language throughout the masterplan.



3.1 Overview

Overview

The positive relationship between the public realm as a support for the built form is a key driver within the proposed illustrative masterplan.

Within this symbiosis the buildings help to define the public realm through their typologies, façade treatments and means of inhabitation.

The public realm on the other hand defines specific character settings that support the various building typologies.

Scope

The Application is composed of detailed and outline components. The character areas described in the DAS and in this document include the Active Yards in which the detailed phase is located.

The landscape proposals being described within the detailed component of the Application will comply with the principles of the Design Guidelines and demonstrate how later Reserved Matters Applications for areas within the same character area might be brought forward.

Some strategies, such as lighting, play and arts are better developed with reference to the wider site rather than to specific character areas alone. This is to ensure that the character appear as part of a broader whole.

These strategies are described in this document after the character areas.

Character Area groups

The landscape character areas can be grouped into three categories reflecting their general setting. These groups relate to the primary relationship of the space:

- **Soft landscapes**

Primarily grassed or soft-planted car-free landscape for ecological benefit and amenity.

- **Waterfront Neighbourhoods**

Mixed hard/soft landscapes with visual connections to the River Thames. Vehicle, cycle and pedestrian connections and access to building cores and car parking.

- **Active Yards**

Primarily hard landscaped areas with local planting, reflecting a more urban setting with co-located industrial and residential uses.

Intent

For a development of this size, the public realm has to offer various spaces of different characters to support the needs and interests of the local and wider community.

These spaces also need to create a development with a rich variety of individual identity of place, forming a coherent whole.

The site is also located on the Rivers Thames and Lea, within the flight approach to City Airport, and proposals must consider technical requirements such as flood defence and aviation safety.

“It is beautiful, striking and very simple, but there’s a complexity within it which makes it very interesting to walk through. It sits beautifully in its site and it does a lot for the buildings and area that it’s in.”

Praise for Eastside City Park
RIBA Awards judging Panel

3.2 Arrangement of Character Areas

Spaces within the illustrative masterplan have been arranged according to a sequence of scale and use, related to the buildings, routes and activities contained within.

Building typology and massing significantly contribute to the scale and experience of the spaces.

The specific characteristics of spaces will be articulated together by the choice of materials, plant species, architectural features and street furniture.

Where similar landscape spaces (such as Trade Gardens, Dock Gardens or roads) sit within different character areas, they will share spatial guidelines, but have subtle differences in palette to reflect their wider surroundings.

The following pages describe Landscape Design Guidelines for the **Key open spaces** and **Key streets** within the masterplan.

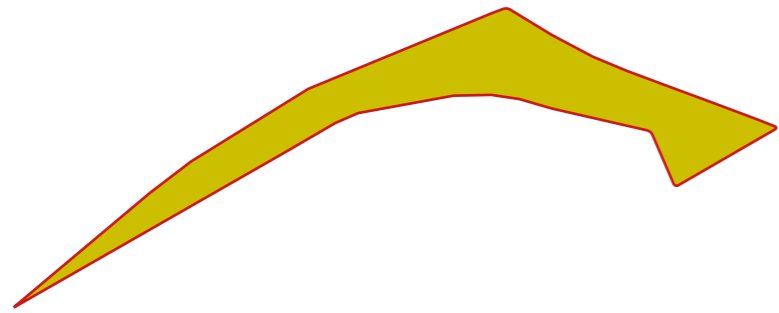


Key character areas

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

3.2 Arrangement of Character Areas

3.2.1 Soft Landscapes

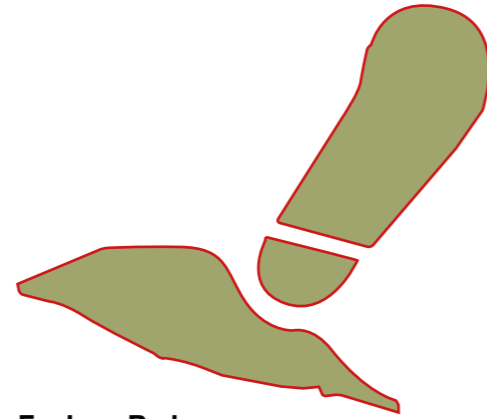


Leaway Park

An ecological area on the banks of the River Lea, characterised by winding paths and multi-level planting.

Leaway Park follows the bend of the River Lea, enhancing the tidal mudflat habitat with riverbank planting and ponds to emulate natural settings and encourage a range of native species.

The park is located next to the school, and encourages interactive learning and informal play.



Eastern Ecology Park

An ecological area set amid the new TfL road network serving the Silvertown Tunnel.

Design Codes included for the Eastern Ecology Park offer suggested guidance for TfL to deliver a habitat which compliments the Leaway Park as part of a wider natural environment enhancement.

The Eastern Ecology Park is exempt from Mandatory guidelines.

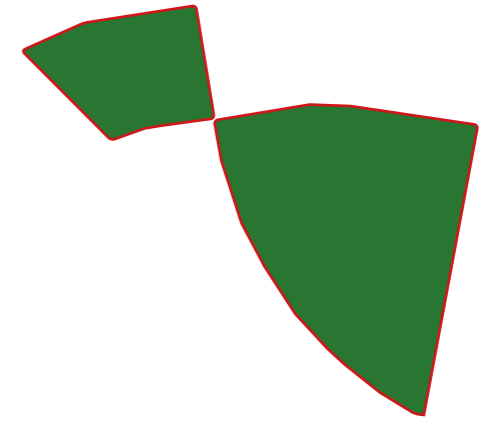


Dock Park

A significant publicly accessible open space with a sinuous linear park forming a connection between the Thames and Victoria Docks.

Dock Park features natural swales, fitness trails, sports and children's' play spaces as well as structured planting and flexible open terraces.

A large open lawn near the river is sized to allow for a range of informal team sports.



Parkside

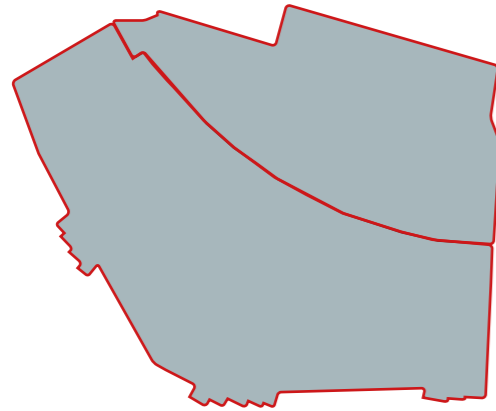
Formally planted gardens forming a semi-private buffer to the residential uses lining the south side of the Park.

Natural ponds surround and protect the Emirates Airline pylon, gathering surface water from within Dock Park and the Quays via swales and runoff channels through the play space in the Park.

A park side square provides a small gathering space at the entrance from the Landings.

3.2 Arrangement of Character Areas

3.2.2 Riverfront Neighbourhoods



Riverside Quarter + Station Plaza

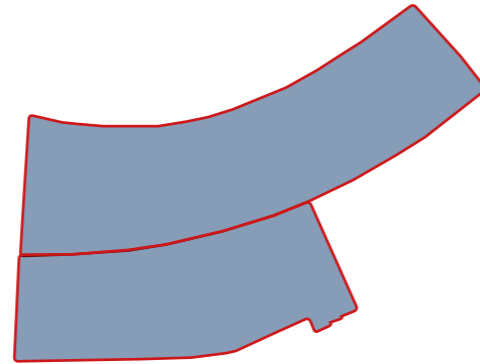
The primary public gathering spaces at the heart of the new neighbourhood, with space for commercial uses alongside the new DLR station and primary school.

The neighbourhood street Leaside Crescent runs through the centre of this neighbourhood, providing access to the school and Leaway Park to the North.

Thameside Walk leads into Station Plaza, concentrating the retail, food & beverage uses around the primary public riverfront access and public transport hub.

Two Dock Gardens flank the Riverside Quarter, with riverfront jetties and places for restful amenity.

Trade Gardens line the waterfront promenade.



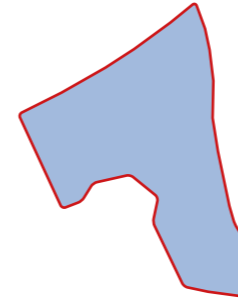
The Quays + Thameside Crescent

A residential area with the primary neighbourhood street connecting the Riverside Quarter through to the Park.

The neighbourhood street Thameside Crescent bisects the area, serving as the main distribution route across the site

Two Dock Gardens connect the street to the riverfront, with direct stepped access down to water level.

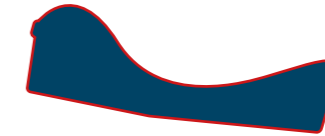
Trade Gardens line the waterfront promenade.



Victoria Wharf

A second local gathering space alongside the Park and located at the mouth of the historic canal linking the Thames through to Victoria Docks, Victoria Wharf opens up to the river providing a gathering space for evening activity.

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



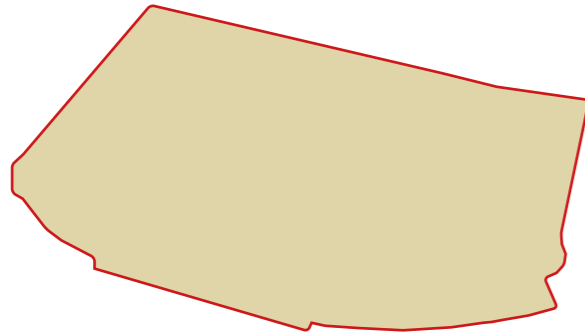
Victoria Waterfront

Lining the riverside of Dock Park, the 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.

3.2 Arrangement of Character Areas

3.2.3 Active Yards



Thameside East

Playing host to Strategic Industrial Land, Energy Centre and the Silvertown Tunnel Control Buildings, Thameside East provides access to the future Silvertown Way Flyunder workspace and flanks the tunnel access road.

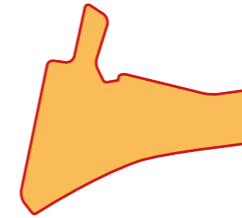
Primarily a functional working environment, the publicly fronting margins of Thameside East contain pedestrian and cycle links through the site and out to public transport connections in the wider area.



Silvertown Yard

A primarily active space, Silvertown Yard has an urban feel and links into the Dock watersports, urban beach and event spaces to the east of the adjoining Silvertown Way.

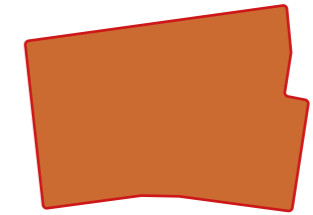
A BMX pump track, fitness trail, urban climbing and ball sports court sit alongside the future Silvertown Way Flyunder workspace, and provides relocated parking for the Waterfront Studios on North Woolwich Road.



Dock Gateway

The Dock Gateway is a key junction at the south east of the site, connecting the Thameside West masterplan through to the Victoria Docks and out to the north and south via Dock Road and North Woolwich Road.

Primarily hard landscaped with tree planting, the Gateway hosts an outdoor fitness trail as well as providing maintenance and emergency vehicle access below the Silvertown Flyunder and parking for the Waterfront Studios.



The Landings

A hard landscaped public realm at grade level serves key functional needs of the light industrial space below Development Plots A and B, and the adjoining Waterfront Studios below the Silvertown Way.

The Landings are entirely contained within the detailed phase and landscape proposals are described within the **DAS: Volume 2**.

3.3 Key Open Spaces

Within the character areas, there are a number of key open spaces offering a range of environments and opportunities for different activities:

Active recreation

- Dock Gateway
- Silvertown Yard
- Dock Park playspace
- Dock Park fields

Restful recreation

- Dock Gardens
- Trade Gardens
- Parkside Gardens
- Dock Park terraces
- Courtyard gardens

Retail / leisure

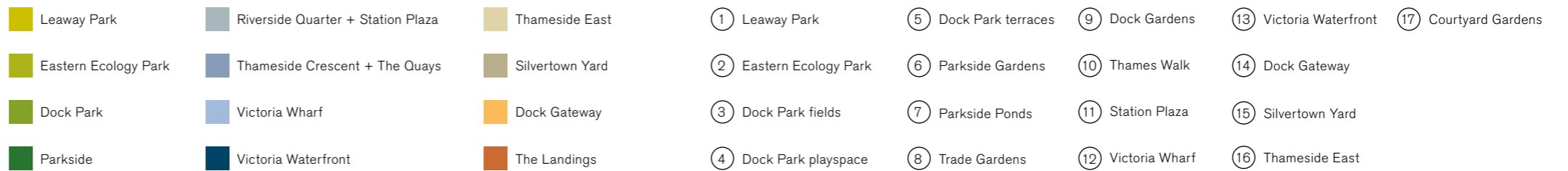
- Station Plaza
- Thames Walk
- Victoria Wharf
- Victoria Waterfront

Biodiversity

- Leaway Park
- Eastern Ecology Park



Key open spaces



3.4 Key Streets

Within the masterplan, vehicle access will be controlled to a core network of publicly accessible, privately maintained streets and highways built to adoptable standards:

Adopted / adoptable highways

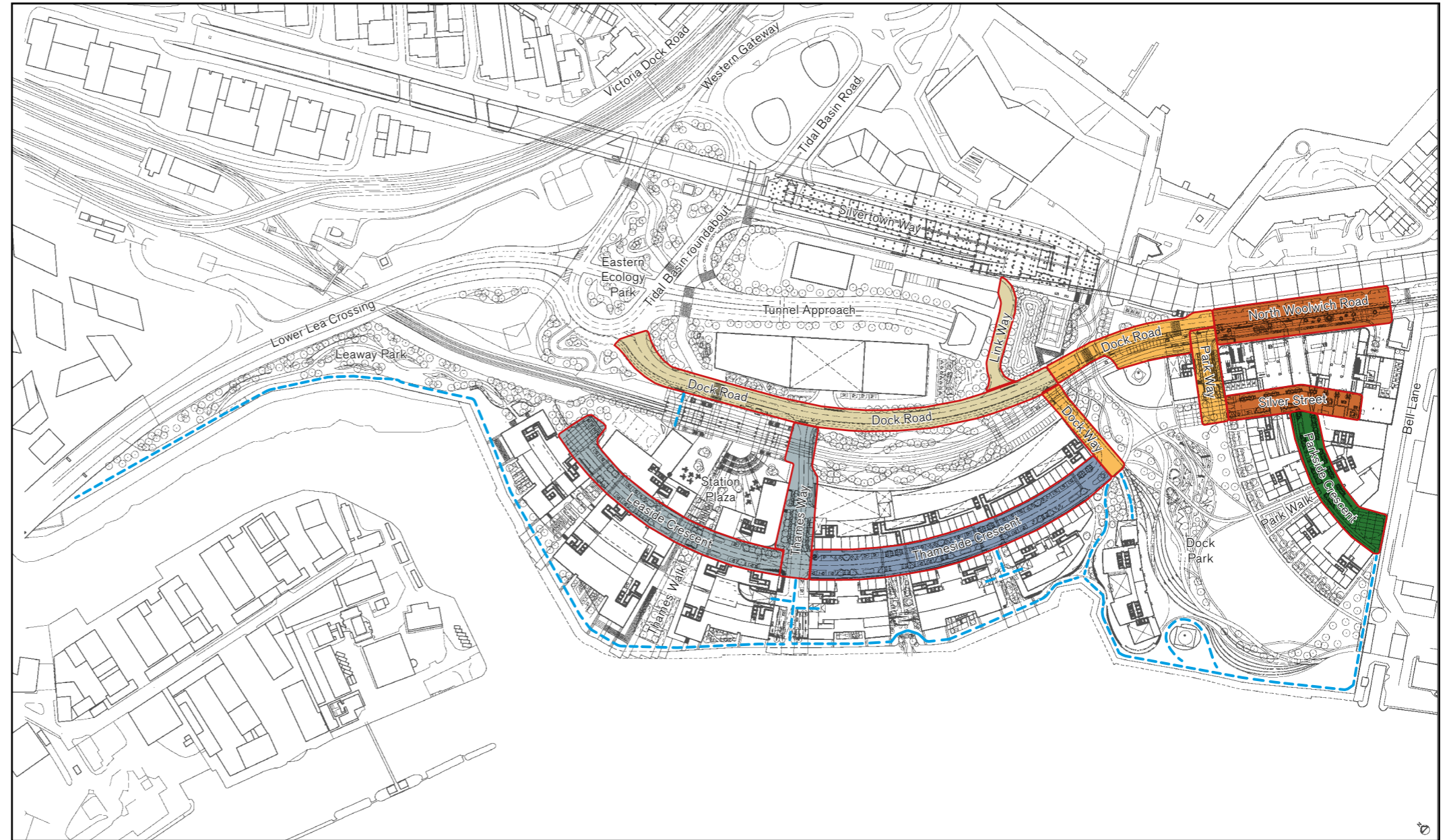
- Dock Road
- North Woolwich Road
- Dock Way
- Park Way
- Link Way
- Silver Street

Privately maintained streets

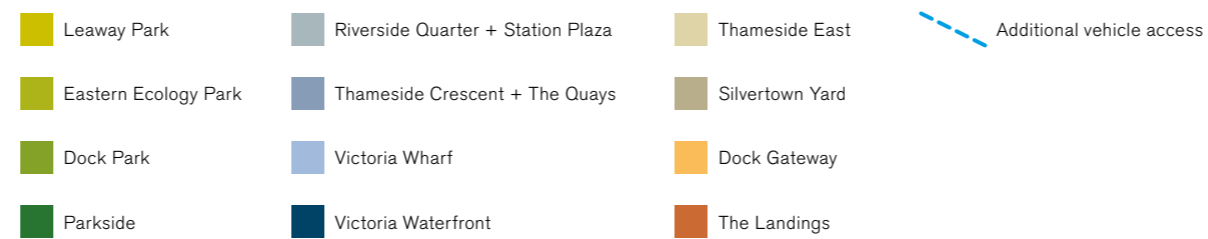
- Leaside Crescent
- Thameside Crescent
- Parkside Crescent

Additional access for emergency and maintenance vehicles will be possible at key riverside links and along the waterfront.

Access to undercroft parking areas will be provided off the road network and via the Dock Gardens.

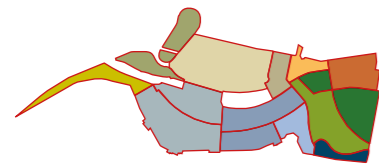


Key vehicle access streets



3.5 Sitewide Strategies

3.5.1 Lighting



Sitewide
General guidance

A well designed lighting scheme will enhance the resident and visitor experience, making a safe and pleasant night time environment. It will also reinforce the way finding and circulation strategies, giving emphasis to the primary circulation routes and highlighting special features.

Lighting design must be consistent within each character area regardless of construction phasing.

The first construction phase within each character area will define the quality and design for the whole character area.

Light colour temperature and height of fittings must be consistent across the masterplan.

High shine metal or brightly coloured paint finishes will not be permitted.

Contrast, colour, scale, character, glare and prevention of dark spots should be considered to create a lighting scheme that gives the users a perception of safety whilst meeting the other lighting objectives.

Light pollution and its affect on local fauna should be considered by designers. In particular the ecology areas to the north of the site.

Catenary or façade mounted lighting up to a height of 2 storeys is encouraged to minimise street clutter.

Lighting should be predominately used on paths, roads, entrances and public gathering spaces.

In-ground lighting should be used to support wayfinding.

Flood lighting within Soft Landscaped character areas should be directional fittings mounted on timber poles.

Lighting to Active Yard hard landscaped character areas should have a blackened metal or Corten finish.

Lighting to Waterfront character areas should have a blackened metal finish and be of a consistent design and spacing between the Victoria Waterfront and Riverside Quarter.

Technical considerations including lux levels, colour rendering, glare factor, and uniformity should be based on the External Lighting Assessment included within the DAS: Volume 1.

For guidance on lighting, refer to the precedent imagery and illustrative lighting strategy plan opposite.



Contemporary low energy fittings



Accent lighting to special retail spaces



Sculptural pole lighting



Timber pole lamp-posts to soft areas



Wire-hung catenary lighting



Low level lighting to footpaths



Ground lighting to planters



Façade mounted street lighting



In-ground wayfinding lighting



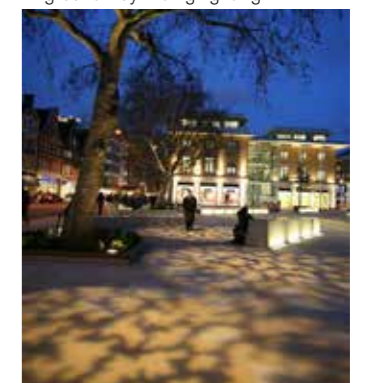
Accent lighting to water features



Artistic waterfront lighting



Multi-head directional flood lighting



Tree-mounted 'moon' lighting

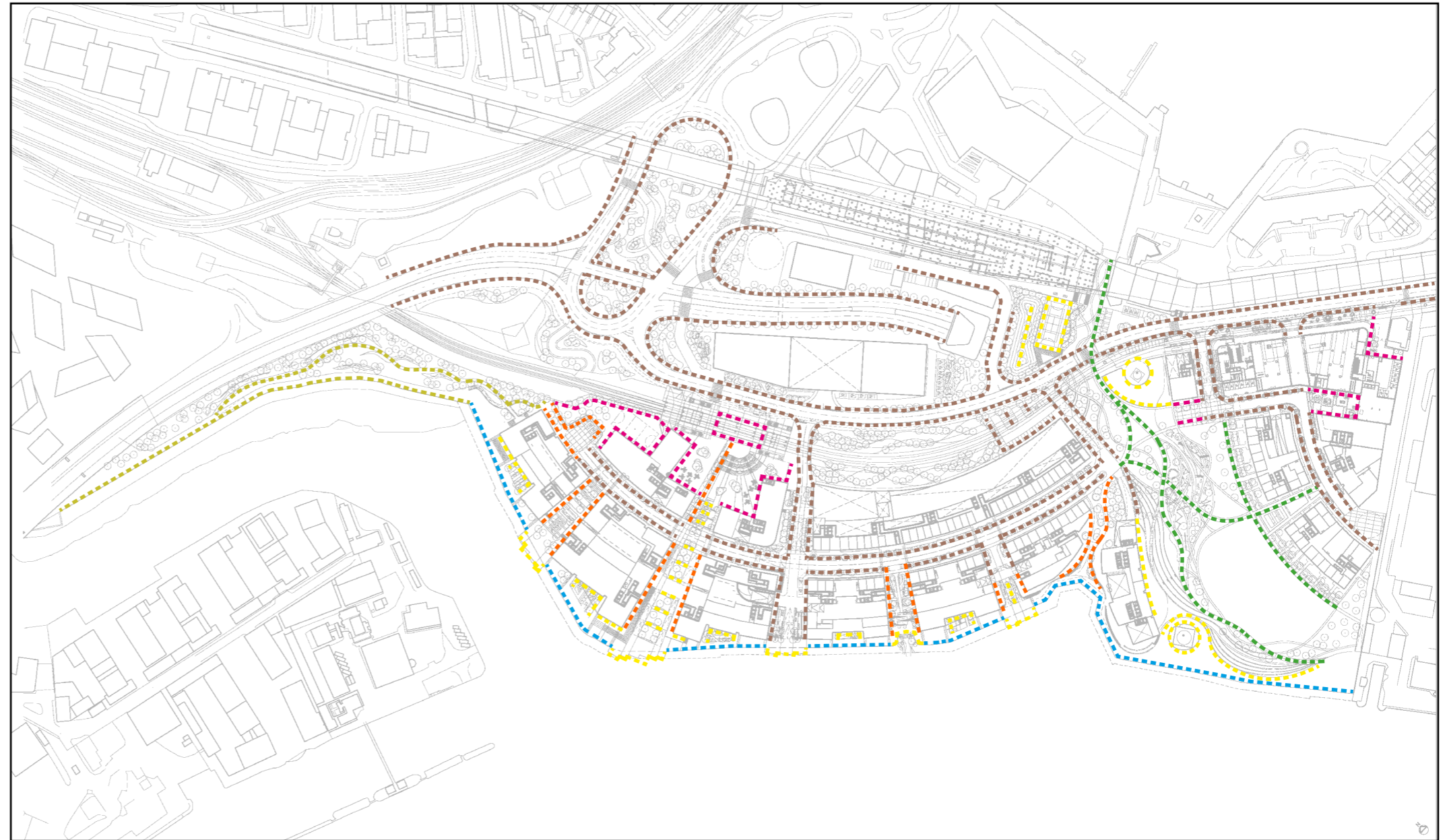
3.5 Sitewide Strategies

3.5.1 Lighting








Selection notes

While no specific fittings or manufacturers are controlled by these Guidelines, designers should select from suppliers with a reasonable expectation to be able to supply lighting consistently across the phased delivery of the masterplan.

Unique, 'fashion statement' light fittings can be used, but should only be specified in discrete localised areas as accent, and not used for multi-phase settings such as roads or the riverfront.

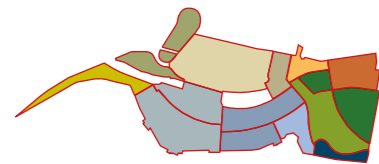


Lighting strategy

- | | |
|---|--|
|  Lighting - vehicle |  Lighting - waterfront promenade |
|  Lighting - pedestrian and cycle |  Lighting - low lux habitat sensitive |
|  Lighting - feature |  Lighting - park |
|  Lighting - courtyard | |

3.5 Sitewide Strategies

3.5.2 Paving and Street Furniture



Sitewide

General guidance for the whole masterplan

Paving materials and street furniture are to be selected for their appearance and durability.

Paving and street furniture design must be consistent within each character area regardless of construction phasing.

The first construction phase within each character area will define the quality and design for the whole character area.

Adjoining phases in each character area must be similar, consistent with the design and material type within each character area and across the whole illustrative masterplan.

The palette established in the Detailed component will act as a quality benchmark for the Outline component.

High shine metal or brightly coloured paint finishes will not be permitted.

Waste bins must be well provided and specified with bird-proof lids to discourage birds scavenging discarded food waste.

Spaces delivered across multiple construction phases must use consistent specification.

Setting out of routes between adjacent areas must allow for consistent pavement lines and kerbs.

Paving detailing between adjacent areas must avoid stepped thresholds to enable inclusive accessible movement.

Dropped kerbs and tactile paving must be provided at the vehicular entrance of the car parking areas and vehicular crossovers.

The predominant paving types are natural stone and permeable paving. A combination of these materials could be used for pavements, roads and pedestrian priority areas.

Seating with backrests and armrests should be included at minimum intervals of 50m in accordance with DfT guidance on Inclusive Mobility

Street furniture should be selected to minimise bird perching opportunities to reduce the risk to airport safety.

The following images provide references for the desired design quality throughout the illustrative masterplan.



Railing



Seating



Hooded waste bins



Sculpture trail



Rising bollard



Black metalwork



Integrated planter and seating



Pocket bollard



Integrated lighting and sculpture



Linear paving



Cycle stands

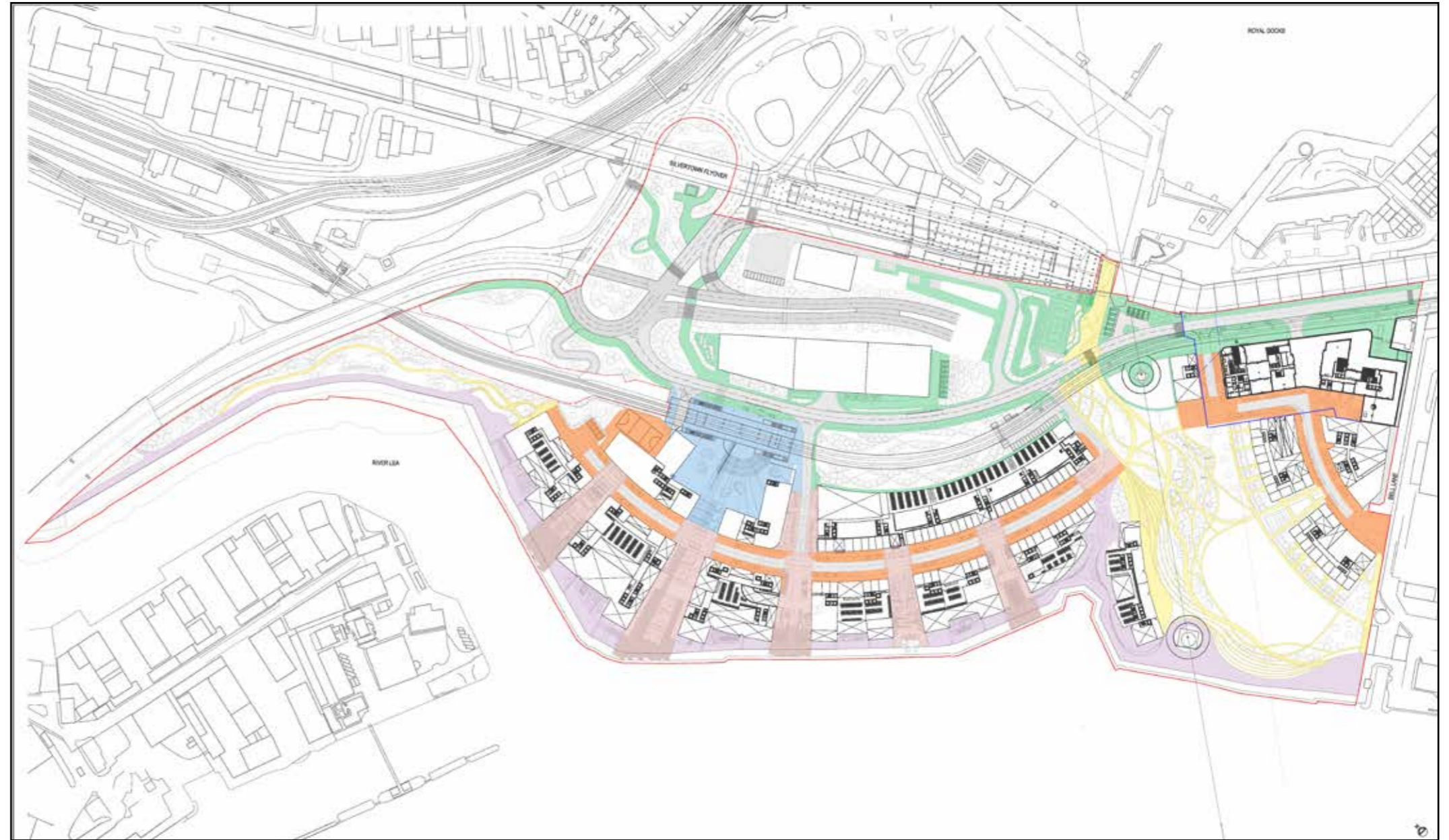
3.5 Sitewide Strategies

3.5.2 Paving and Street Furniture

Selection notes

While no specific fittings or manufacturers are controlled by these Guidelines, designers should select from suppliers with a reasonable expectation to be able to supply street furniture consistently across the phased delivery of the masterplan.

Unique, 'fashion statement' elements can be used, but should only be specified in discrete localised areas as accent, and not used for multi-phase settings such as roads or the riverfront.

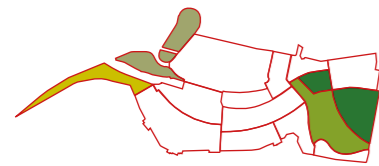


Sitewide paving strategy

- Waterfront walkways
- Dock gardens
- Neighbourhood streets and yards
- Urban streets and yards
- Park and nature pathways
- Station Plaza

3.5 Sitewide Strategies

3.5.2 Paving and Street Furniture



Soft landscapes

Leaway Park, Eastern Ecology Park, Dock Park, Parkside

The soft landscapes cover two types of park character; ecology and recreational amenity.

While each will be realised with a different approach, there are common factors which should be carried through all soft landscapes to give unity to the masterplan.

Paving to Soft landscapes must have a warm colour palette.

Natural or composite timber decking must be used for board walks in the ecology areas.

Seating must be provided with a range of options to suit inclusive design needs and must include appropriate provision of seat backs and armrests.

Outdoor fitness equipment, where provided, must be specified to suit an inclusive range of mobility needs.

Street furniture must have a softened aesthetic with no sharp angular forms permitted.

Paving materials should be appropriate to their setting, with decking and gravels preferred to ecology area

The prevailing palette should be natural stone in flags, setts and gravel.

Appropriate artificial paving can be used where it compliments the natural stone.

Non-vertical poles should be used to create a more natural, sculptural lighting design.

York stone paving is suggested as a tonal and quality benchmark for paving in the soft landscapes.

Variation in seating should be distinguishable between ecology and recreation areas, with more generous provision to Dock Park.



Natural stone paving



Integrated timber benches



Seating with backs



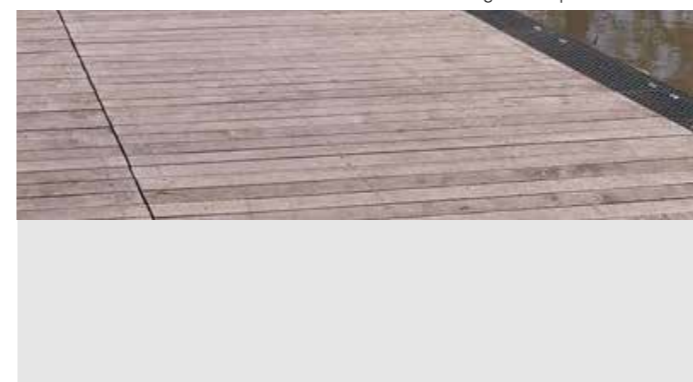
Warm toned concrete paviors



Resin bound gravel to paths



Curving forms following paths and planting



Floating timber board walks



Inclusive fitness trail



Softened forms



'Reed' lighting features



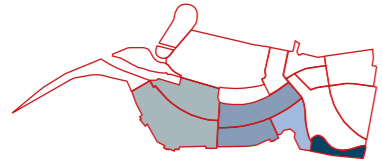
Pole mounted lighting



Soft play surface and natural play elements

3.5 Sitewide Strategies

3.5.2 Paving and Street Furniture



Waterfront neighbourhoods

Riverside Quarter + Station Plaza, The Quays + Thameside Crescent, Victoria Wharf, Victoria Waterfront

The Waterfront neighbourhoods should read as a series of consistent promenades to the river and Neighbourhood Crescents, with variation in character between the individual gathering spaces and gardens at intervals along the routes.

Blocks of paving and bands must be arranged to align with buildings on the radial masterplan grid.

Paving within Dock Gardens must be linear and arranged to align with the radial masterplan grid. Jetties projecting beyond the river wall must be decked and water permeable to allow surface water to drain directly into the river.

The interface between projecting decking and solid ground must be staggered to break up the line of the river wall.

Privacy buffer zones with planting must be provided to all homes with a ground floor frontage to publicly accessible areas.

Privacy buffer zones with planting must be provided to all homes with a podium-level frontage to semi-private areas.

Paving materials and street furniture should be sympathetic with treatment to the Royal Docks and Royal Wharf.

Granite paving is suggested as a tonal and quality benchmark for paving in the Waterfront neighbourhoods.

Water features are encouraged within Gardens. Variation in paving and street furniture should be distinguishable between streets and the waterfront, with more generous provision and higher grade finishes to the riverside.

Variation in paving and street furniture should be distinguishable between the 'Riverside Quarter + Station Plaza' and 'The Quays + Thameside Crescent' to reinforce the change in character areas.

Paving to the riverfront should be arranged in blocks divided by contrasting bands.



Linear paving with contrasting bands



Street paving in differing block sizes



Grid pattern at junctions



Small unit paving divided by smooth bands



Linear paving to Dock Gardens



Sculptural night-time interest



Text trail in paving



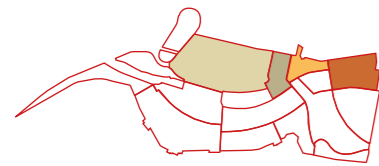
Timber boardwalk jetties



Sculptural lighting to waterfront

3.5 Sitewide Strategies

3.5.2 Paving and Street Furniture



Active Yards

Thameside East, Silvertown Yard, Dock Gateway, The Landings

The Active Yards cover three types of hard landscaped characters; industrial, sporting and residential. All three should read as a blended neighbourhood, reinforcing the co-location of different uses with no stark contrast.

While each type of space will be realised with a different approach, there are common factors which should be carried through all areas landscapes to give unity to the masterplan.

Paving and street furniture must be of a consistent palette to adjacent publicly accessible landscape across the character area.

The palette around the Detailed component Phase 1 will set the benchmark for materiality and quality in subsequent phases.

Robust Industrial materials should be used

A mixed patchwork of flags and small unit paving should be used in large blocks of the same size element

Corten steel street furniture should be used

Recycled and reclaimed paving materials should be used

Paving and street furniture to non-publicly accessible and less visible landscape areas within Thameside East can be functional to suit the industrial character.



Reclaimed materials



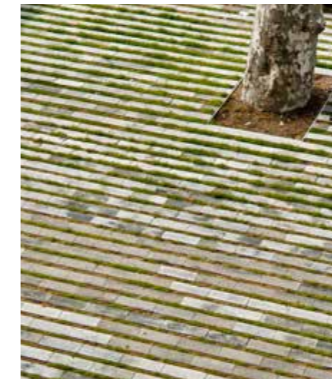
Corten street furniture



Corten street furniture



Concrete street furniture



Integrated hard/soft landscape



Corten street furniture



Blocks of different size paving



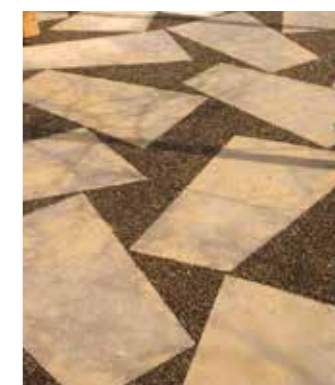
Urban palette



Industrial materials



Reclaimed up-cycled elements



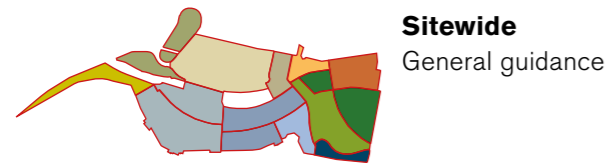
Reclaimed up-cycled elements



Corten street furniture

3.5 Sitewide Strategies

3.5.3 Soft Planting



Soft planting strategies are to be developed by designers to complement the wider character areas.

The planting strategy is described in the **DAS volume 1: Outline**, and illustrated on the adjacent figure.

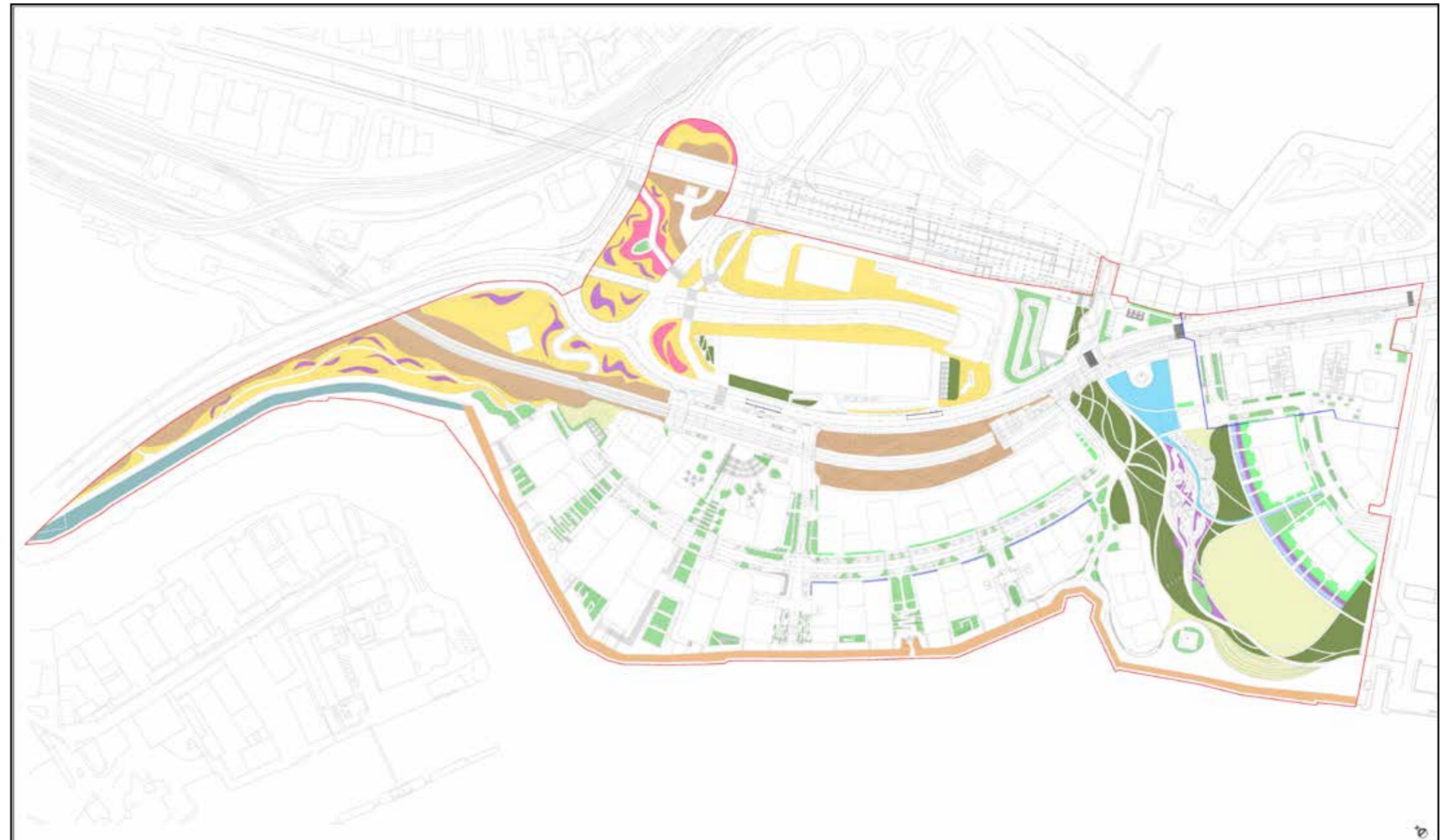
Soft planting proposals must take reasonable measures to not present an elevated safeguarding issue for City Airport.

Ecology areas must prioritise native species
Planting to Trade Gardens must reflect the narrative of the character area.

A mix of planting must be selected to provide both year-round foliage and seasonal variety

Planting should reaffirm the structure of the proposed public realm and define its identity and distinctiveness.

Planting throughout the site should promote local biodiversity by increasing the overall population of native species and attracting the local fauna offering ecological niche and refuge.

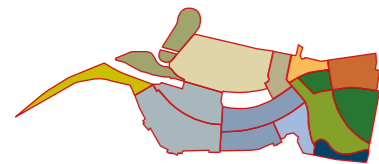


Sitewide soft planting strategy

- | | | |
|---|--|--|
| ● Amenity lawn | ● Tall perennials | ● Buffer planting - privacy frontage |
| ● Grassland meadow | ● Wetland and marginal planting | ● Buffer planting - infrastructure frontage |
| ● Wildflower meadow | ● Dry SUDS channel - Dock Park | ● Intertidal river planting |
| ● Ground cover and ornamental planting | ● Dry SUDS channel - privacy frontage | |

3.5 Sitewide Strategies

3.5.4 Tree Planting



Sitewide
General guidance

Tree planting proposals must take reasonable measures to not present an elevated safeguarding issue for City Airport.

The tree planting strategy is demarcated by different character areas, to provide cohesion and consistency throughout all phases of the illustrative masterplan.

Subsequent phases must be similar, consistent with the design and tree type within each character area.

Tree species and sizes must be consistent within each character area regardless of construction phasing.

The tree planting strategy should be designed to reaffirm the structure of the proposed public realm and define its identity and distinctiveness.

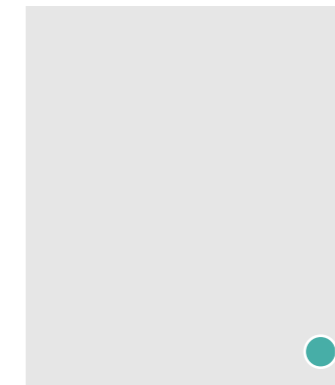
The tree strategy is to be divided in different groups of a single or multiple species in order to maximize its particular qualities.



Amelanchier lamarckii



Metasequoia glyptostroboides



Betula pendula



Cornus controversa



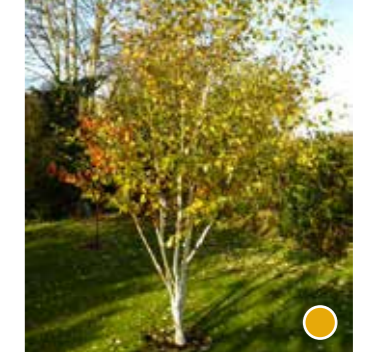
Pinus pinea umbrella form



Pinus mugo 'Columnaris'



Quercus robur 'Fastigiata'



Betula utilis 'Jacquemontii'



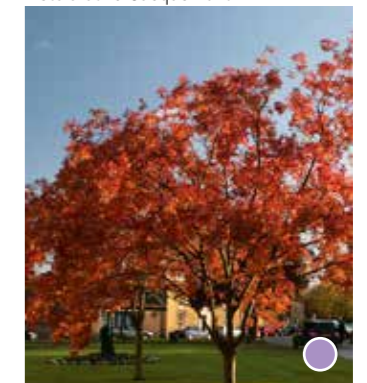
Prunus cerasifera



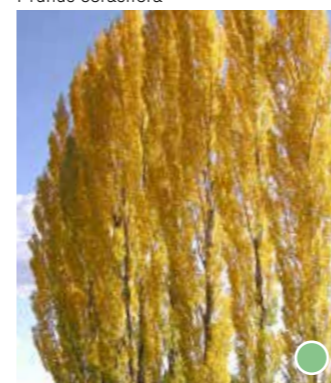
Prunus serrulata



Cornus sanguinea



Sorbus aucuparia



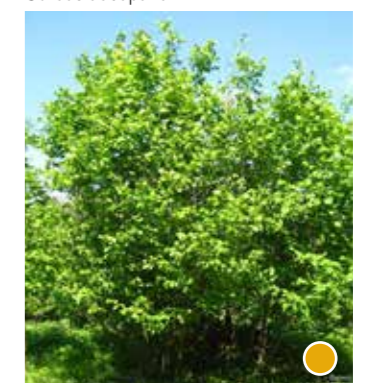
Populus alba



Populus nigra 'Italica'



Magnolia grandiflora



Corylus avellana

3.5 Sitewide Strategies

3.5.4 Tree Planting

Selection notes

The tree species should be selected accordingly with the following criteria:

Ensure a long term durability, by selecting robust species capable to resist and adapt to the possible consequences of climate change.

Offer human comfort, providing shaded areas and a strong structure with the capacity to mitigate the negative effects of high temperatures and strong wind.

Provide seasonal visual amenity during the whole year with attractive ornamental qualities.

Promote local biodiversity by increasing the overall population of native species.

Trees with dense canopies should be robustly managed to minimise roosting and nesting presenting an elevated risk to airport safety.

Tree selection throughout the whole illustrative masterplan should consider requirements for planting near railway lines.

Reference images for tree species can be found within the **DAS volume 1: Outline.**

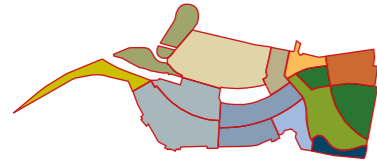


Tree planting strategy

- | | |
|--|--|
| ● Evergreen | ● Woodlands |
| ● Deciduous with structural interest during winter | ● Specimen contrasting with character area |
| ● Broadleaved parkland | ● Wetlands and habitats, native species dominant |
| ● Broadleaved with colour interest during autumn | |

3.5 Sitewide Strategies

3.5.5 Play



Sitewide
General guidance

Thameside West will deliver a range of play opportunities for young and older children as well as sports and fitness for adults.

Distributed across the masterplan, play space will be provided to meet or exceed the London Plan spatial targets of 10sqm per child.

Planning policy requires that three types of play spaces are provided, Local Areas for Play (LAP), Local Equipped Areas for Play (LEAP) and Neighbourhood Equipped area for play (NEAP).

LAP spaces within the public realm must be enclosed with fences for the safety of very young children and to avoid the play spaces being mistaken for general amenity areas by adults.

Play spaces must not be segregated by tenure.

Play space must be designed inclusively to cater for a range of users.

Play spaces should be well integrated with the wider landscape strategy.

The play strategy should be developed with reference to the London Plan Policies and associated guidance for play, informal recreation and sports.

Outside of the primary playspace, emphasis should be given to a 'playable landscape' rather than separate, dedicated play spaces, where landscape features such as street furniture can become multi-use items.

Designers should specify natural materials and equipment which is sympathetic with the park and waterfront settings for play.

Naturalised features in the landscape which encourage imaginative and adventurous play should form part of the play environment, and topography should vary.

The provision of treated water features also contributes to the playable landscape, and provide a different play experience.

Sensory gardens should be provided as part of an inclusive designed play space strategy



Play illustrative design precedent

3.5 Sitewide Strategies

3.5.5 Play

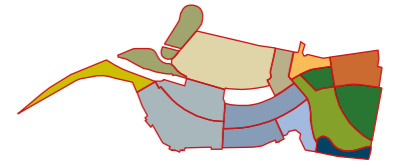


Play strategy

- | | | | |
|--|---|--|------------------------------------|
| Informal play (LEAP and NEAP) 0-11yrs | 100m radius around informal LEAP / NEAP | ① MUGA ball court | ⑥ Dock Park formal playground |
| Formal play (LEAP and NEAP) 0-11yrs | 100m radius around formal LEAP / NEAP | ② BMX pump track | ⑦ Dock Park informal playground |
| Formal podium play (LAP) 0-5yrs | 100m radius around LAP | ③ Stepped seating / equipment pavilion | ⑧ Lawn sized to 2 5-a-side pitches |
| | | ④ Climbing features | ⑨ Leaway Park |
| | | ⑤ Dock Park fitness trail | ⑩ School MUGA |

3.6 Courtyard Gardens

Semi Private Amenity



The Courtyard Gardens are elevated green spaces with a mix of shared semi-private amenity and private amenity accessed by the residents of the building plots.

The Courtyard Garden settings are defined by a central green space and pedestrian edges with front gardens.

Any home that faces directly onto a Courtyard Garden must have at least a 2.0m zone of private amenity space that is accessed from the dwelling.

The boundary between the private amenity space and the Court is to be marked by a consistent railing of a maximum of 1100mm high.

The hard surface between the central green space and the private amenity space is to be a minimum of 2.0m wide.

The extent of the hard surface defines the limits of the soft landscaping zone in the Court.

No fence or vertical boundary is to be included between the soft landscape garden and hard landscape areas in the common parts.

Courtyard Gardens must be at least 60% soft landscaping by floor area

Trees must be included in the Courtyard Gardens and should follow the masterplan..

The Courtyard Gardens should provide quiet spaces for residents with plenty of small scale seating areas.

The Courtyard Gardens should contain an area of doorstep play for under-5s.

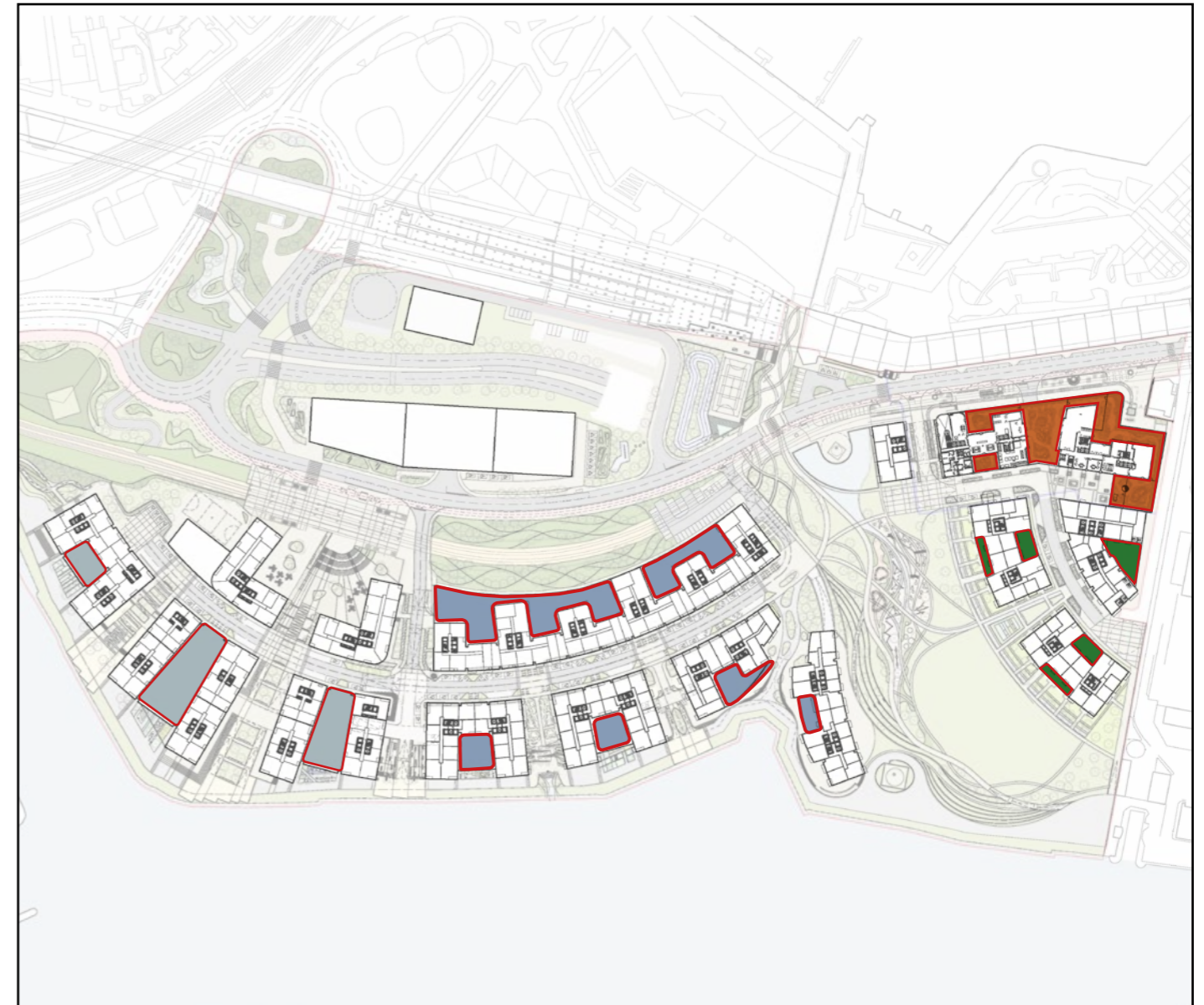
Designers should reference the design of the publicly accessible spaces in the relevant character area, but Courtyard Gardens can use soft and hard landscape to create a variety of different unique spaces adding to the richness of the masterplan.

Street furniture in the Courtyard Gardens should echo street furniture in the public realm.

A mixture of evergreen and deciduous and flowering planting should be used to create structure and seasonal interest.

Blossoming trees are encouraged

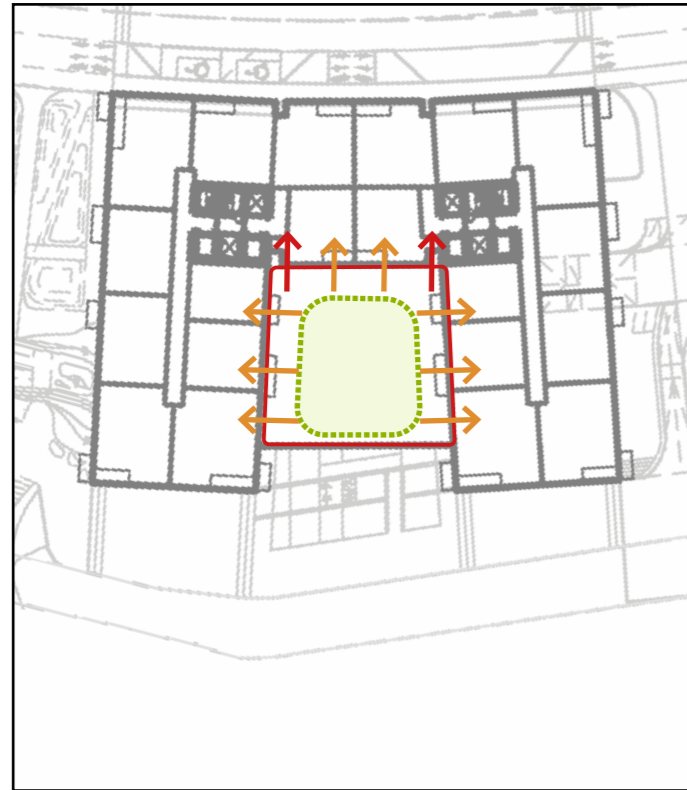
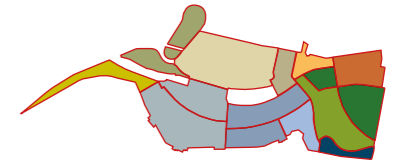
There should be a degree of enclosure created by both building mass and soft landscape.



Courtyard Gardens

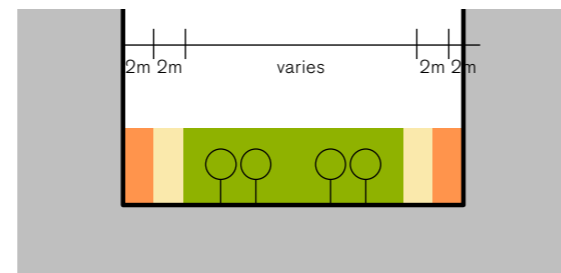
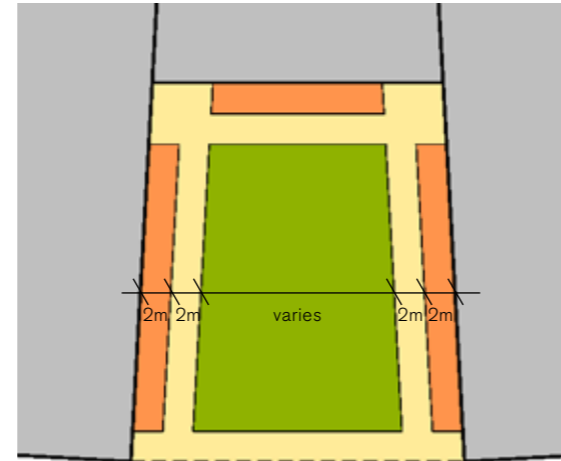
3.6 Courtyard Gardens

Semi Private Amenity



Typical Courtyard Garden guidelines

- ↔ Access to residential core
- ↔ Access to private dwelling
- Primarily soft landscaped space
- Primarily hard landscaped space



Typical Courtyard Garden spatial guidelines

- Central garden area to include lawns and planting
- Pedestrian circulation corridor (min 2.0m)
- Private amenity zone (min 2.0m)



Raised planters within hardscape



Informal pockets of seating for small groups



Informal seating benches



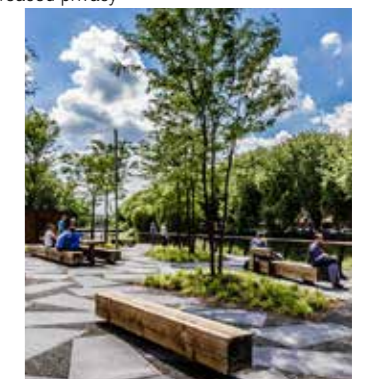
Visual screening through planting for increased privacy



Mounding and tree planting



Margin of private gardens and central shared landscape



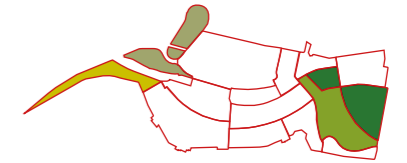
Seating within blended hard/soft areas



Under 5s play spaces

3.7 Leaway Park

Biodiversity



The banks of the River Lea / Bow Creek are characterised by a mud flat which emerges at low tide. The river wall treatment will allow for the retention and enhancement of this bank, with a nature conservation area extending for a 365m length of the riverfront, and stitching in with the nearby Limmo Peninsula ecology park.

Leaway Park is a Site of Importance for Nature Conservation (SINC) and must be focused on habitat creation and education, with no other uses permitted.

The riverfront walkway must be set at a minimum level of +5.2m AOD, hard-paved in common Material Palette A and provide a unobstructed route a minimum 4m wide measured from the river wall. All other land within the Park must be soft landscaped.

The riverfront walkway must allow for vehicle, pedestrian and cycle connections below the viaduct to adjoining future development sites.

The land must grade up gently to a minimum of +6.2m AOD to provide a consistent flood defence line to TE2100 levels.

Grasses must be kept long (>200mm) not mown.

A retaining structure must be provided along the boundary with the DLR, with a climb-resistant treatment at a minimum height of 1.8m along the length of the boundary. Adjacent landowners must be consulted on maintenance / inspection.

A second pedestrian route must be provided through the centre of the Leaway Park with a minimum width of 2m.

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

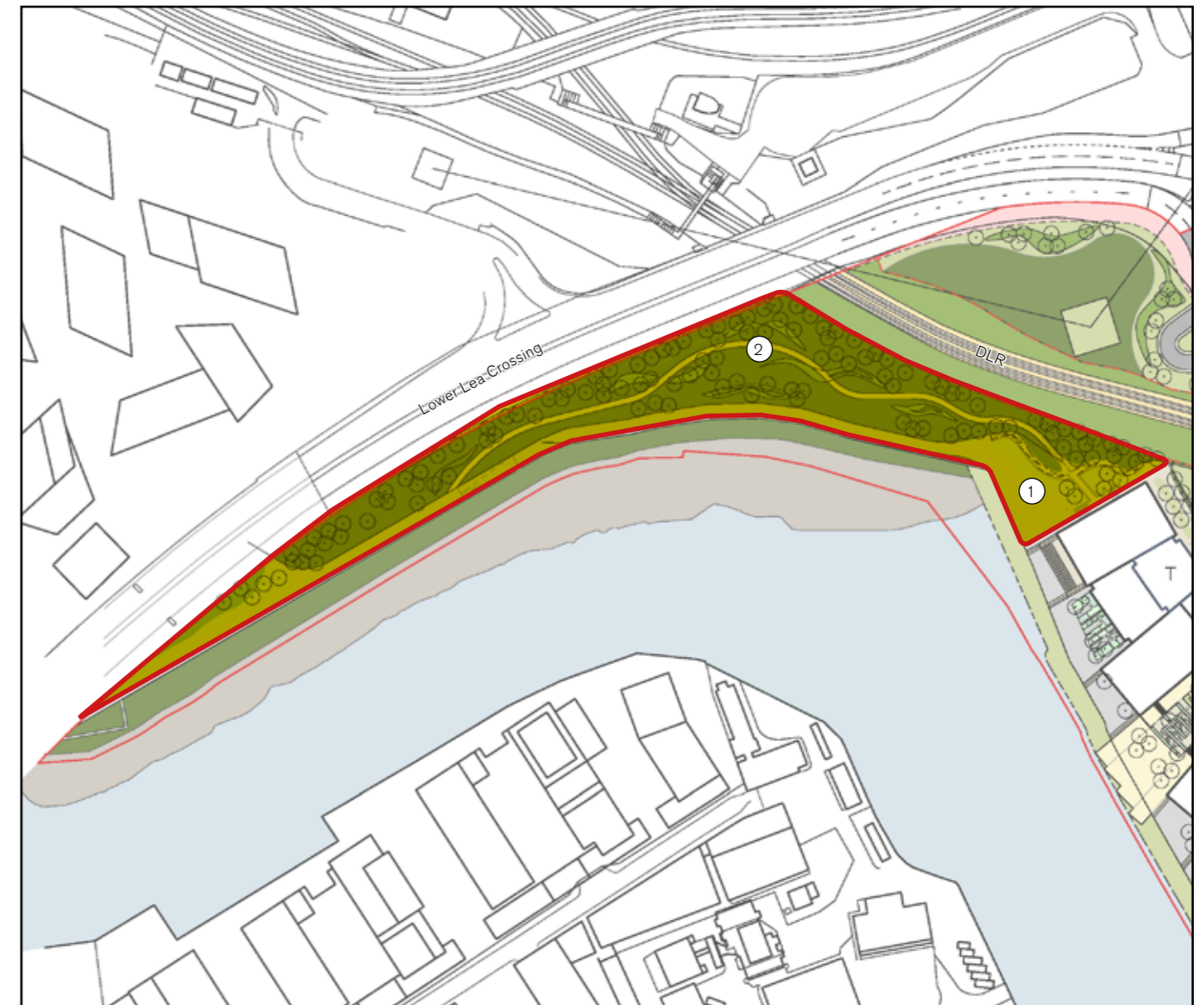
Planting must be dominated by native species suitable for riverside habitat enhancement.

Wet swales must be provided.

Natural materials and soft, flowing details suitable for a child-friendly space are encouraged, with timber to board walks and educational play features.

The Park should be focused on the River Lea, with dense planting to conceal the infrastructure of the DLR and the Lower Lea Crossing viaduct.

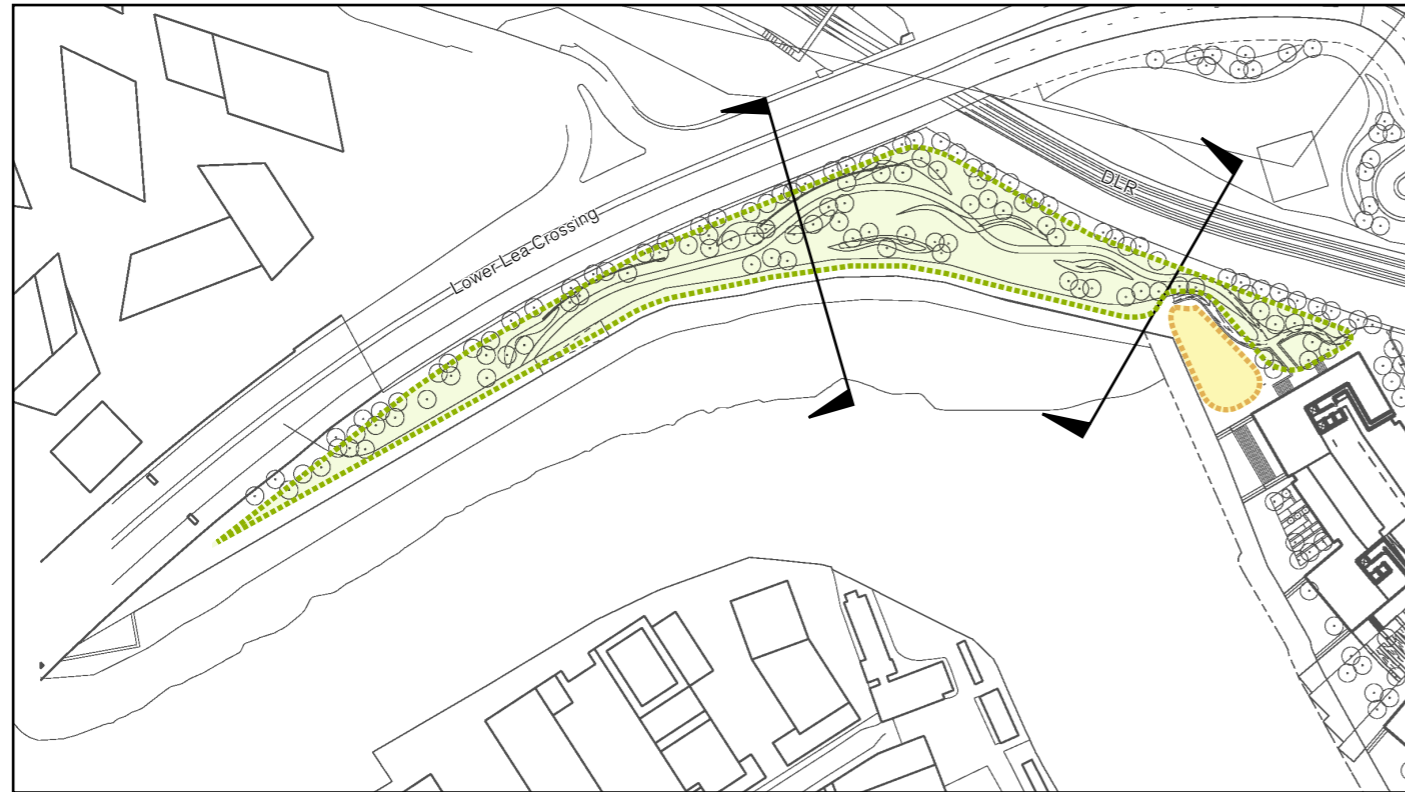
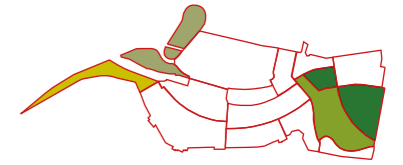
Designers should develop an ecological and planting management strategy to encourage native species in keeping with the local environment.



Leaway Park character area

- ① Leaway Square
- ② Meandering path

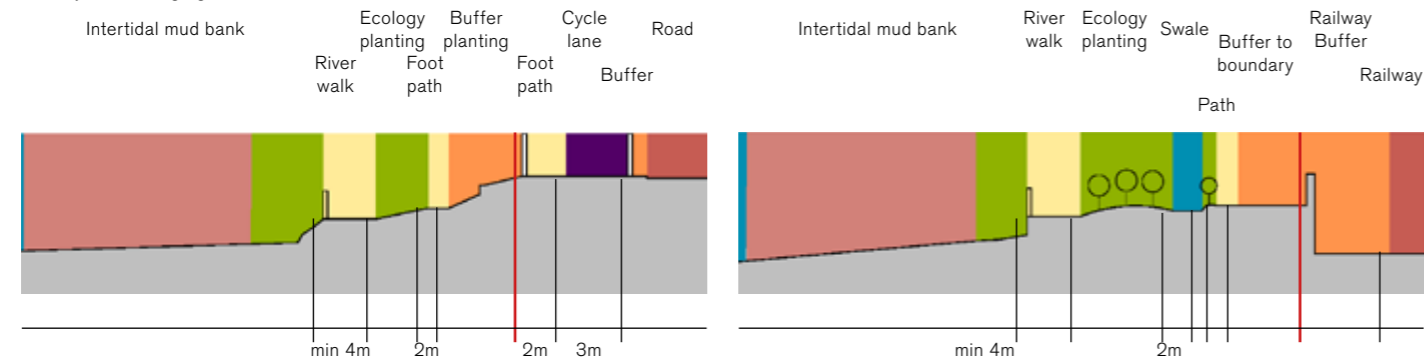
3.7 Leaway Park Biodiversity



Playable features in the landscape



Leaway Park Design guidelines



Leaway Park Design guidelines - Section through the Lower Lea Crossing

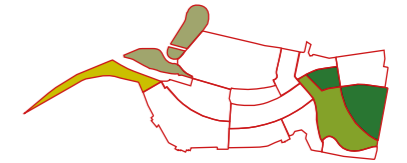
Leaway Park Design guidelines - Section through the DLR

- Access to residential core
- Primarily soft landscaped space
- Primarily hard landscaped space
- Pedestrian circulation (min 2.0m)
- Soft planting ecology band
- Swales / ponds band
- Intertidal habitat
- Infrastructure buffer planting
- Road / rail link
- Segregated cycle lane (min 3.0m)



3.8 Eastern Ecology Park

Biodiversity



The Eastern Ecology Park is proposed as an extension to the Leaway Park SINC.

Characterised by areas of natural planting between significant road and rail infrastructure, the Park will be delivered by TfL as part of their highway and tunnel works associated with the Tidal Basin roundabout, Silvertown Tunnel and improvements to Dock Road.

Landscape proposals within the TfL application describe a mixture of:

- 'Enriched Amenity Grassland'
- 'Semi-Improved Formal Grassland / Wildflower Meadow'

The Park is included in this document as guidance for designers developing the outline strategy for TfL land, with the Applicant and Borough's shared desire to create a large natural conservation area to the north of Thameside West.

The Eastern Ecology Park is exempt from Mandatory Guidelines

Designers should consult with the Applicant on proposals for the Eastern Ecology Park. Natural forms and soft, flowing details are encouraged.

The paving, planting and street furniture palette should reference the Leaway Park SINC.

Guardrails, physical screening and dense barrier planting are encouraged to the periphery of the roundabout to provide an 'inner world' nature conservation area.

Designers should consider the journey from adjoining developments and Public Transport interchange at Royal Victoria DLR and Airline.

Wayfinding and pedestrian crossings should be designed to promote a positive pedestrian and cycle experience.

Grasses should be kept long (>200mm) not mown to minimise attraction of grazing waterfowl

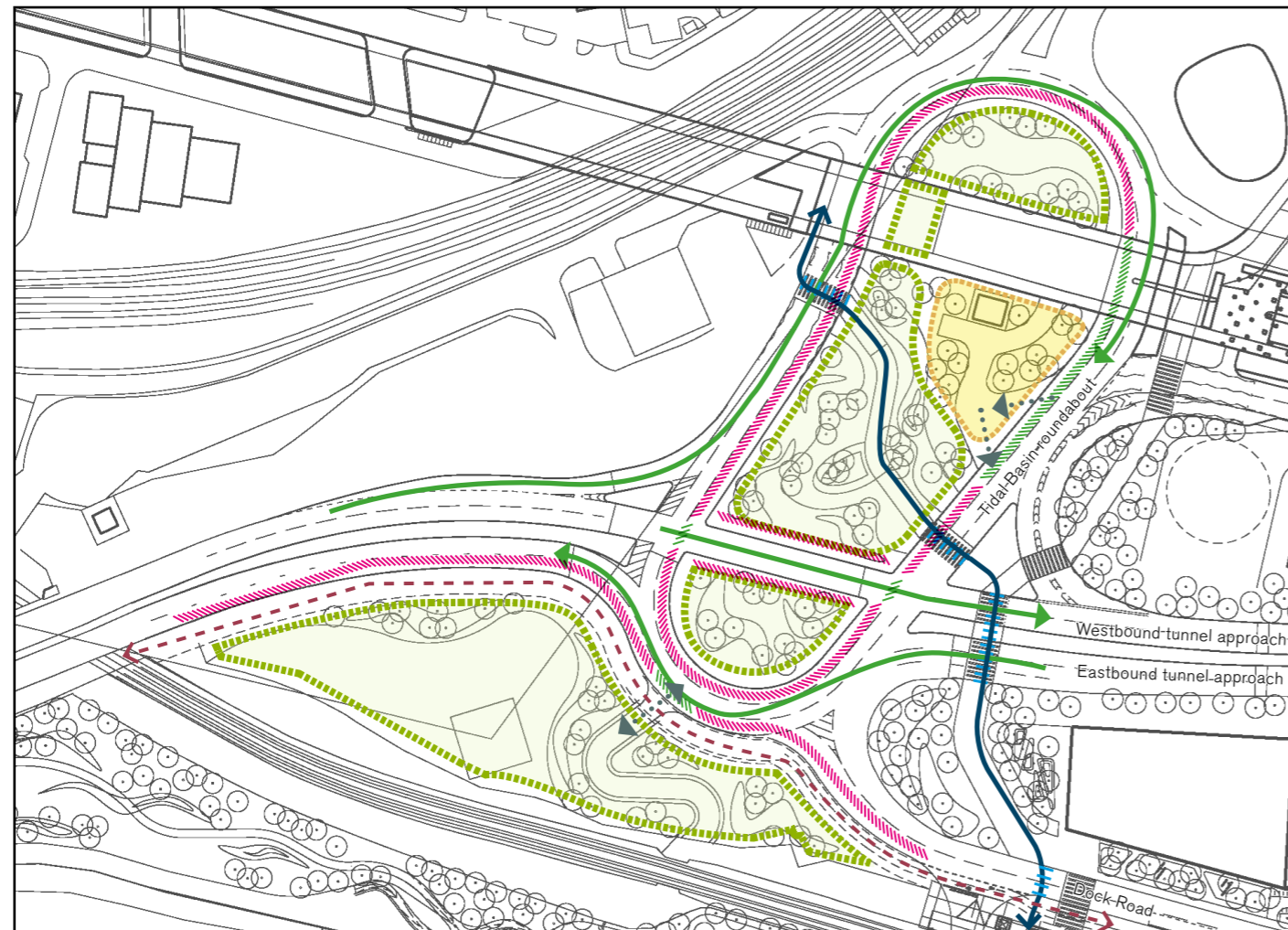
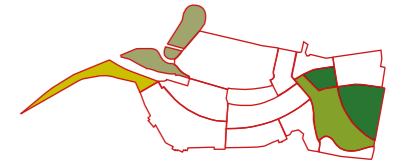


Eastern Ecology Park character area

- | | |
|-----------------------------|--|
| ① Electricity pylon | ⑤ Cycle route |
| ② Maintenance access to DLR | ⑥ Maintenance access to infrastructure |
| ③ Inaccessible nature area | ⑦ Building below Silvertown Way |
| ④ Accessible nature area | |

3.8 Eastern Ecology Park

Biodiversity



Eastern Ecology Park character area

- | | | |
|--|----------------------------|---------------------------------|
| 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 | |
| Maintenance / emergency vehicle access | Primary cycle route | |



Eastern Ecology Park illustrative design precedents