



# Thames Wharf

## Industry Education Innovation

August 2023

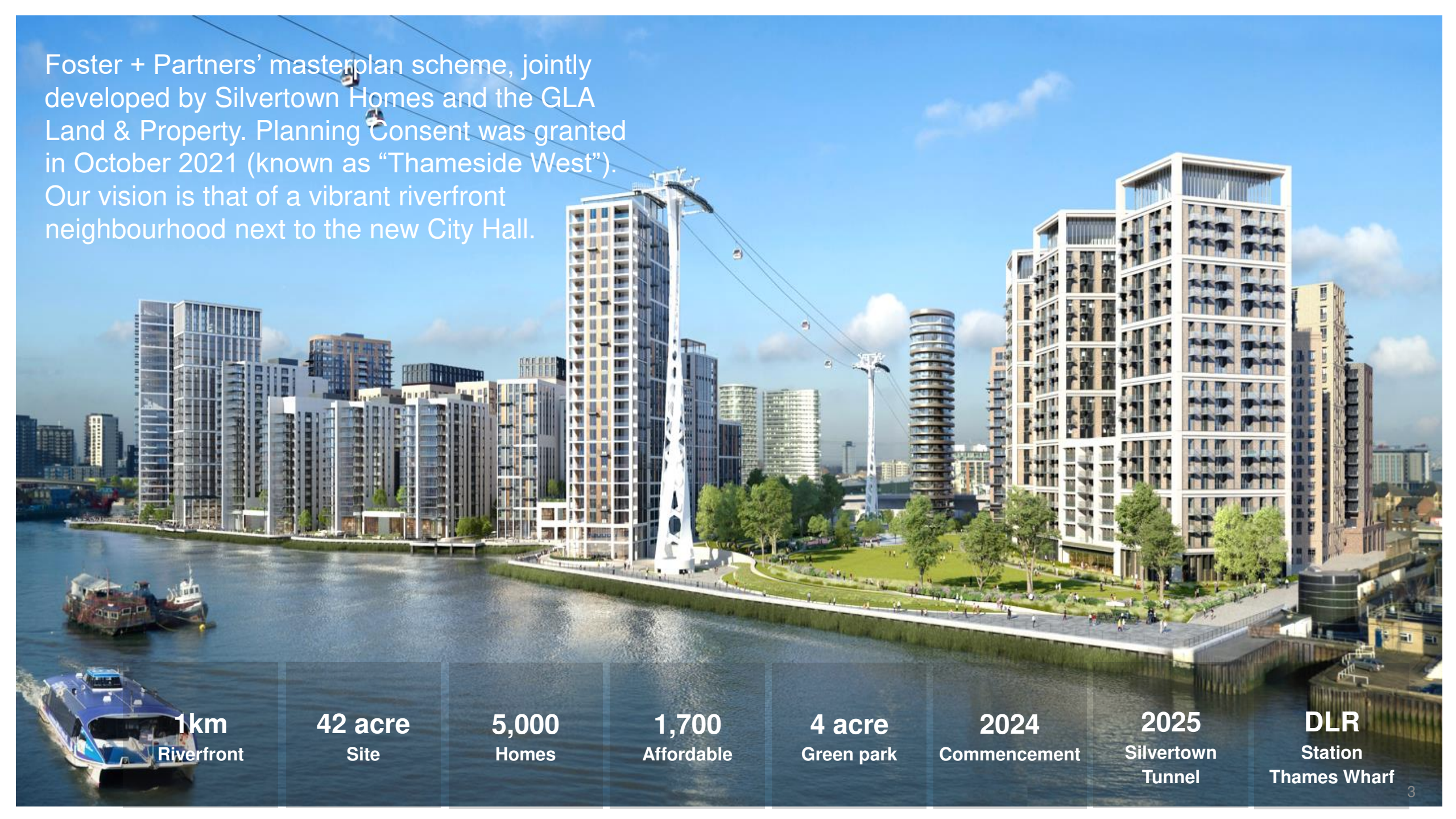


# London is moving East





Foster + Partners' masterplan scheme, jointly developed by Silvertown Homes and the GLA Land & Property. Planning Consent was granted in October 2021 (known as "Thameside West"). Our vision is that of a vibrant riverfront neighbourhood next to the new City Hall.



**1km**  
Riverfront

**42 acre**  
Site

**5,000**  
Homes

**1,700**  
Affordable

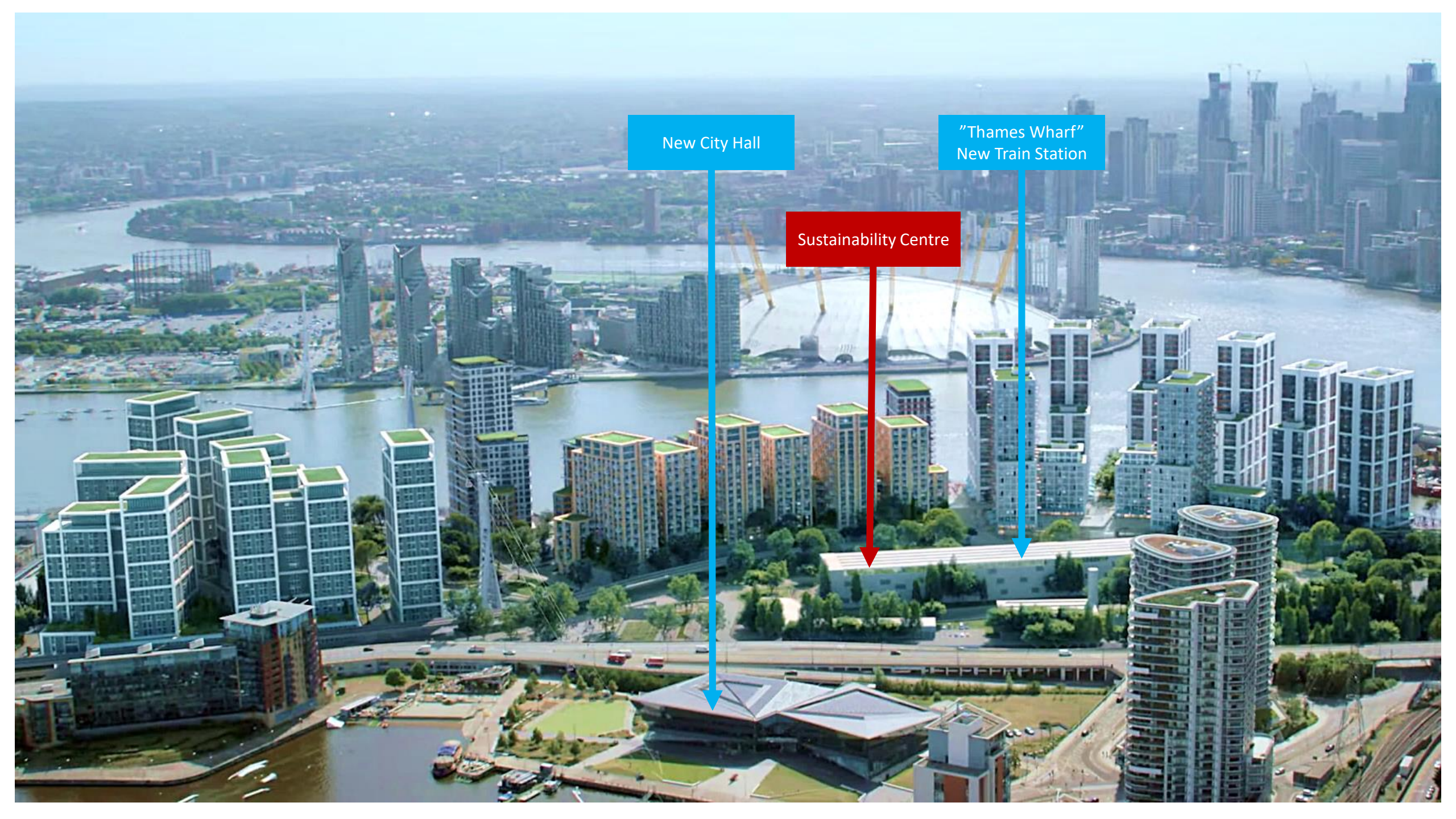
**4 acre**  
Green park

**2024**  
Commencement

**2025**  
Silvertown  
Tunnel

**DLR**  
Station  
Thames Wharf





New City Hall

"Thames Wharf"  
New Train Station

Sustainability Centre

## Industry Education Innovation

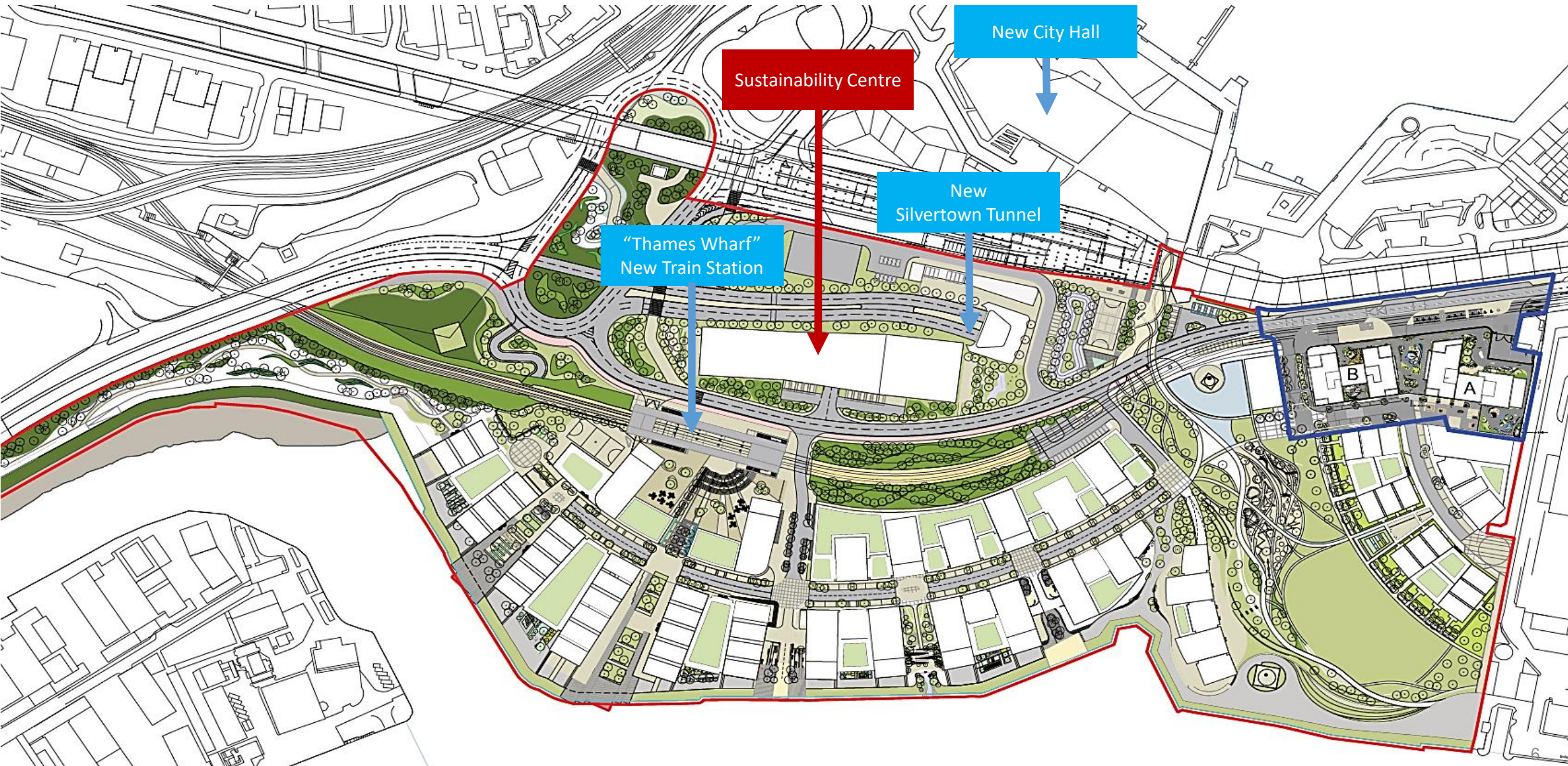
The location adjacent to the new City Hall presents an ideal place to establish a sustainability centre, to **show-case** a ground-breaking concept turning into scalable reality.

This proposed venue will **host** and facilitate initiatives aimed at the betterment of society. Visitors from far and wide will be drawn to the heart of London's Royal Docks.

The mission is to **promote** public awareness for sustainable practices and effect policy across a variety of industries.



# Masterplan consent Oct 2021 / 5'000 residential units





# Impact and visibility

**“Thames Wharf” DLR station**  
120 million DLR passengers  
per year across London

**Sustainability Centre**  
1 million visitors (target),  
50 events per year

**Cable Car**  
1.5 million visitors per year  
Sponsorship available in 2  
years

**ExCeL Exhibition Centre**  
4 million visitors per year  
Currently 400 events per year

**O2 Arena**  
4 million visitors,  
200 events per year

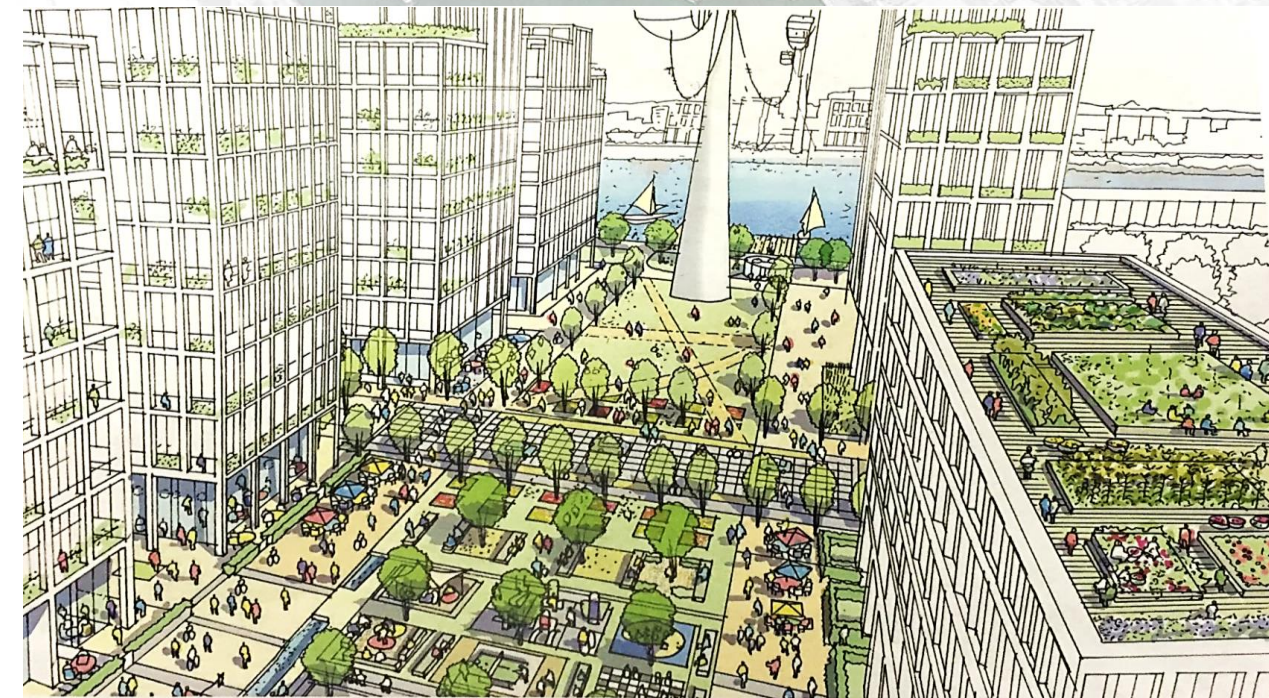
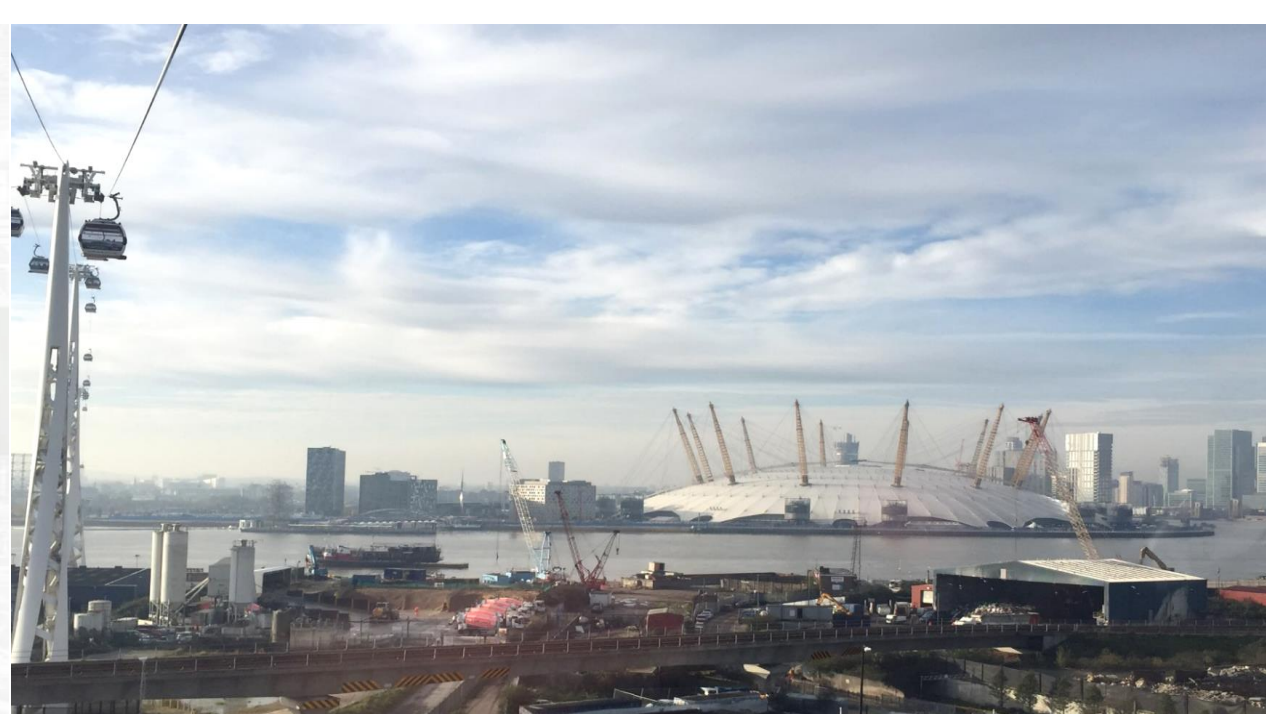
**Thames Clipper Boats**  
4 million passengers per year

**City Airport**  
5 million passengers per year

**E-Formula One circuit**  
2 million visitors per year  
Planning approved

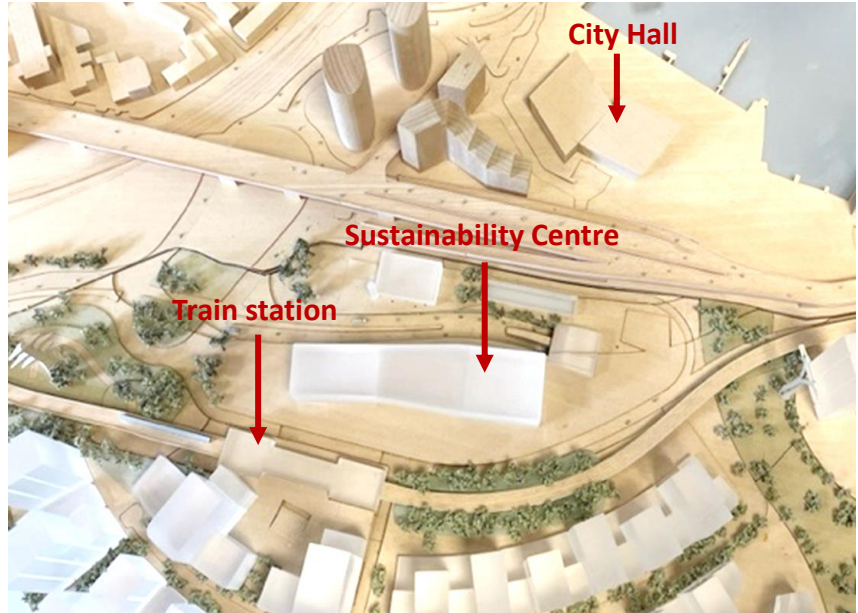
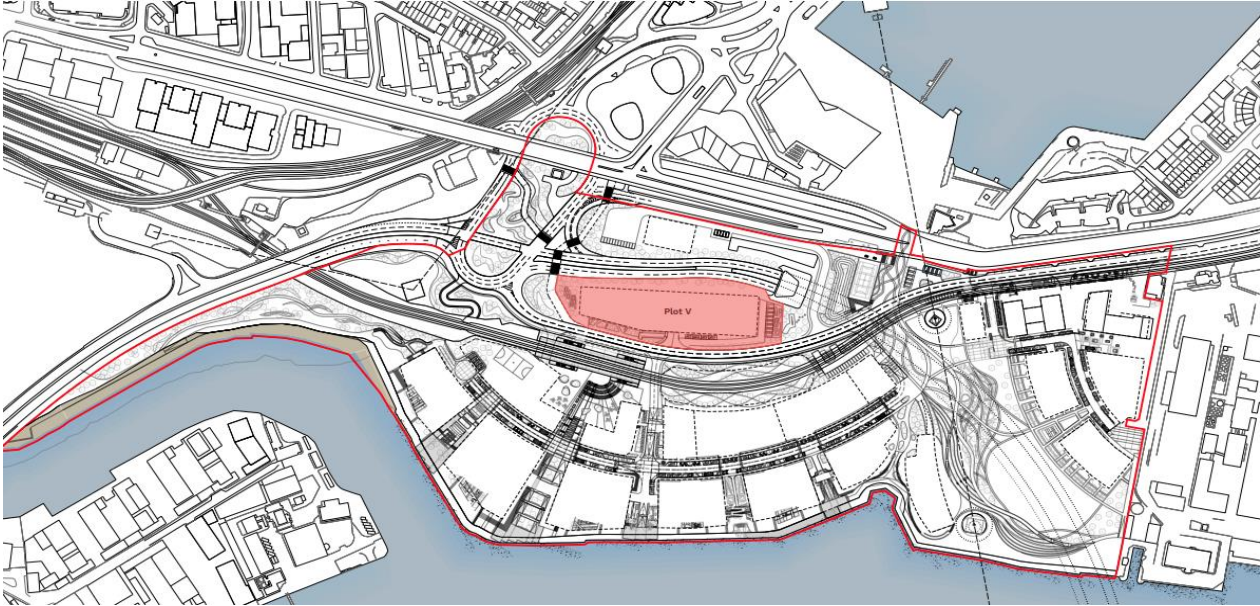








# Site plans





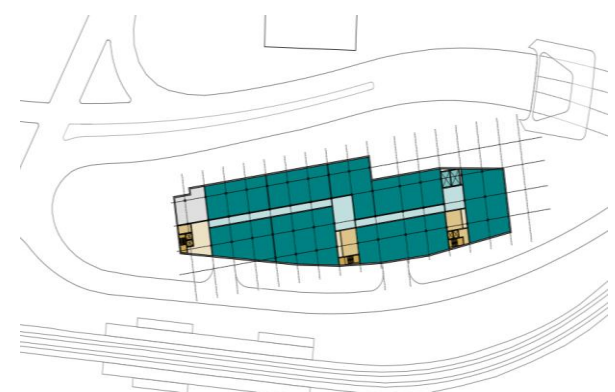
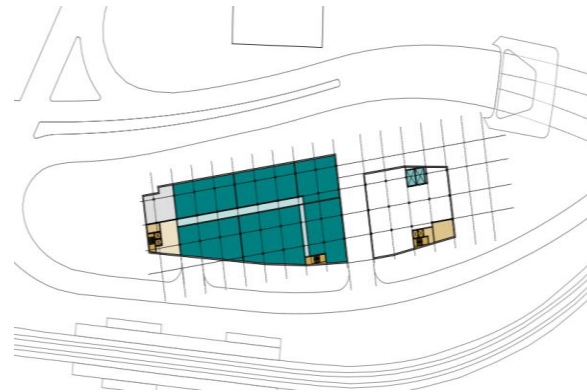
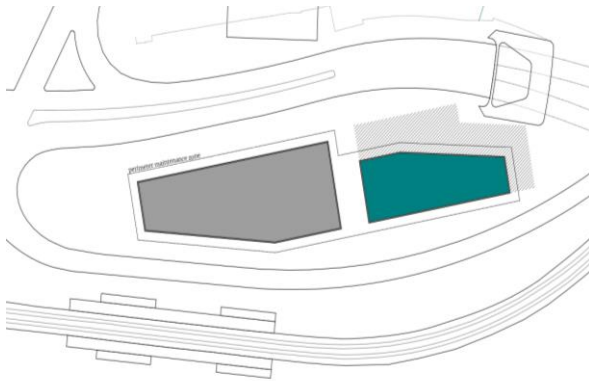
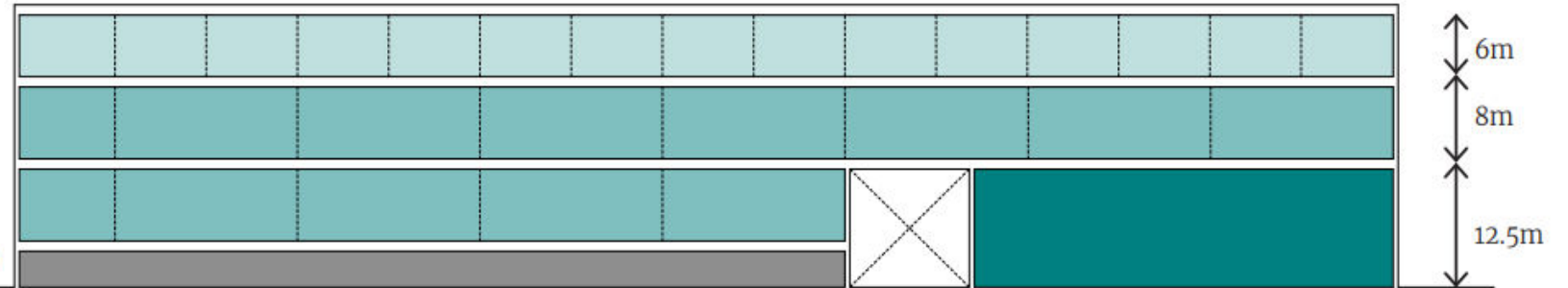
# Floor plans

GEA		
	sqm	sqft
GF	3786	40752
Mezz	2721	29289
FF	4334	46647
SF	4334	46647
<b>Total</b>	<b>15174</b>	<b>163334</b>

- Heavy Industrial
- Medium Industrial
- Light Industrial/Workshops
- Parking
- / Potential Grade Car Parking

+33.000AOD

+3.500AOD





## Overview

Thameside East is an area of the Illustrative Masterplan which houses a heavy industrial unit as well as the Energy Centre. It is cut off from the residential portion of the site by Dock Road on one side and the future Silvertown Tunnel on the other. The Silvertown Flyover creates the furthestmost boundary and the limit of the site in the direction of the Royal Docks.

Block V is a heavy industrial unit which will provide loading areas and access from the main thoroughfares in the area.

Block W is the Energy Centre which will assist in providing infrastructure to the nearby portions of the masterplan.



Location of the Thameside East Character Area Plots



3D View of the Thameside East Character Area on the Illustrative Masterplan

## Building Typology

These buildings can be of various levels of functional architectural expression. In principle they are simple box elements which focus on the function that occurs on the site.

Please refer to Chapter 5 for further information on the individual building blocks.



Repetitive columns emphasizing verticality



Metal and concrete emphasizes an industrial look and feel

## Façade Treatment

Facades can be dealt with in a range of manners, utilising solid and glazed materials to provide a level of protection from the outside yet bring in enough daylight to assist in the internal functions.

Windows are to be of regular shapes and patterns. The same applies to solid elements in these buildings where they may occupy a large portion of facade. Coloured or plastic glass is not permitted.

Shown on this page are some examples of buildings that employ various solid and transparent elements in a somewhat utilised system which creates a building with architectural interest whilst maintaining a level of simplicity.



Utilising metal mesh as a facade screening component



Utilising metal mesh as a facade screening component

## Materiality

Materiality for these industrial and infrastructure buildings can include a range of solid and transparent materials which are regular in pattern and expression.

Examples shown on this page range from dark metals and copper screens to light metals and fully transparent glass. Solid elements are shown occupying large proportions of facade.

Further specifications are to be reviewed in future detailed applications.



Large span structure allowing daylight through various solid and transparent panels



Large span structure allowing daylight through various solid and transparent panels





UNITED NATIONS

SIDE  
RIAL



# Potential endorsements

## Authorities

- **Mayor of London**
- **Lord Mayor of the City of London**
- **United Nations**

**MAYOR OF LONDON**



## Education

- **Cambridge University**
- **Oxford University**



## Industry

- **Google (Innovation)**
- **Emirates (Development)**







The Royal Docks has had an interesting history, growing and adapting to the changing demands and times.

Understanding the site's varied history as it has adapted has played an important role in developing the Masterplan and in forming its next phase in history.

#### 1800-1856

In the 1800's, the British Empire was expanding, steam power had arrived bringing with it an increase in trade. The Port of London identified that the increase in traffic on the Thames meant there was a desperate need for more docks with wider and deeper shores. First to be built were the East and West India Docks which helped, but it was a short term fix and the growing city needed a radical solution.

Plans were made to build docks that could ensure London could be supplied for a century or more. These docks were to be dug out of the marshland, known as 'Lands End', in what is now the Victoria Docks.

In 1855 Victoria Dock was opened, 13 metres deep and serviced by a giant ship lock, enabling it to handle multiple numbers of the new large ironclad steamships that were servicing the empire.

At the same time, the demand for land for factories had also increased and by the 1880's, the docks were one of London's biggest bases for the cargo industry.

#### 1880

No sooner was Victoria Dock opened that it became clear that more wharf space was required and plans for another dock were developed. Longer than Victoria dock, these new docks were served by railway lines that went straight to the dock edge. Albert Dock, a new addition was opened in 1880.



#### 1880-1920

Now linked to the new and expanding railway network and capable of accommodating the largest iron and steam ships, Victoria and Albert Docks became London's main docks. Hundreds of thousands of cargoes of grain, tobacco, meat, fruit, vegetables were unloaded onto the quayside and stored in the giant granaries and refrigerated warehouses. Passenger ships arrived in their hundreds. As a result, employment opportunities increased, creating a huge demand for accommodation for workers; thus new settlements were created, known as Hallsville, Canning Town, and North Woolwich. There was also expansion of housing in area's now known as Custom House, Silvertown and West Silvertown.



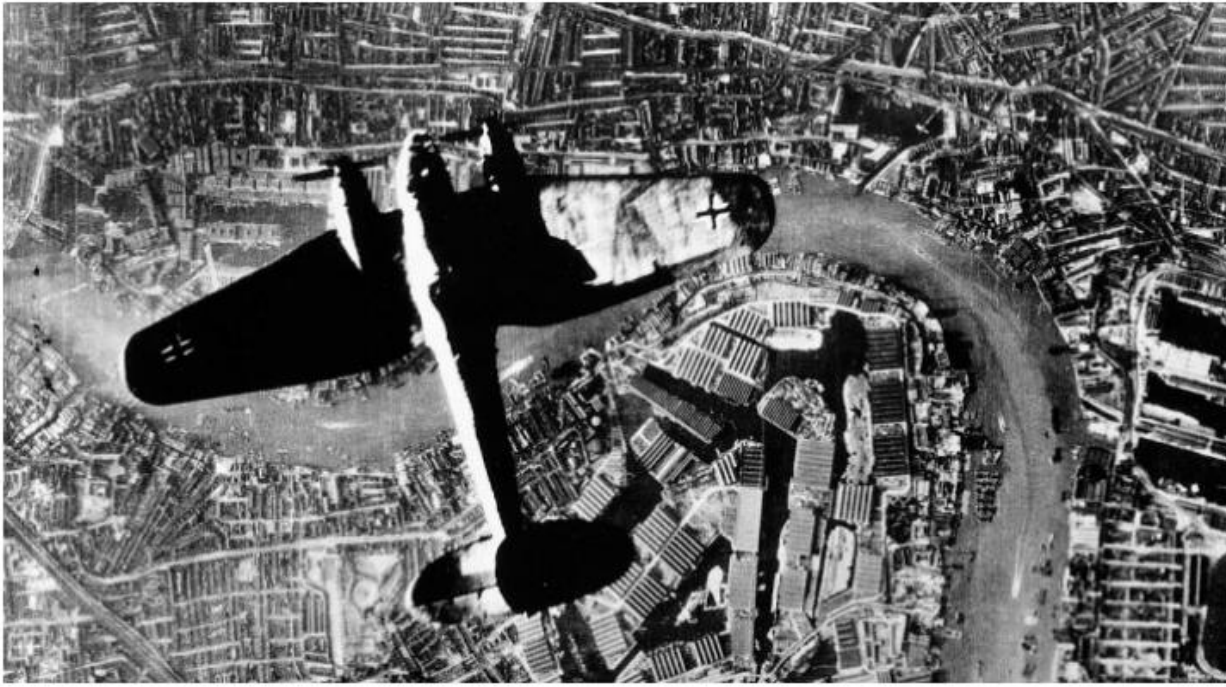
#### 1921

The final dock to be constructed was opened by King George V in 1921 with the group of docks being assigned the "Royal" name. King George V Dock featured a new 225 metre long lock.

#### 1926

The poor working and living conditions of dock workers came to a head when a strike was called for one minute to midnight on 3 May 1926. It may have been short-lived, but it hit the Royal Docks hard.





### 1939-1945

The Royal Docks suffered severe damage during World War II. German leaders believed that destroying the port with its warehouses, transit sheds, factories and utilities would disrupt Britain's war effort. It is estimated that some 25,000 tons of ordinance fell on the Docklands with much of that on the Royal Docks and surrounding area.

Despite the damage the Royal Docks enjoyed a brief boom in trade post war and for a while it looked as though the docks would continue to thrive through to the end of the twentieth century. But it was not to be.

### 1960-1981

The final challenge that the Royal Docks could not sustain came with the creation of containerised cargo, and other technological changes. This far more efficient method of moving goods required much larger ships that could not navigate down as far as the Royal Docks. Large container ports were developed further down the river and gradually the Royal Docks business fell into decline. As the docks declined, the Docklands Joint Committee was established, which published the London Docklands Strategic Plan in April 1976. Due to problems with the land and funding, it wasn't as successful as hoped, though it had a positive impact in Beckton, confirming it's development as a residential area, draining the marshes and putting in a foul drainage system. The docks finally closed in 1981.



### 1981-2020

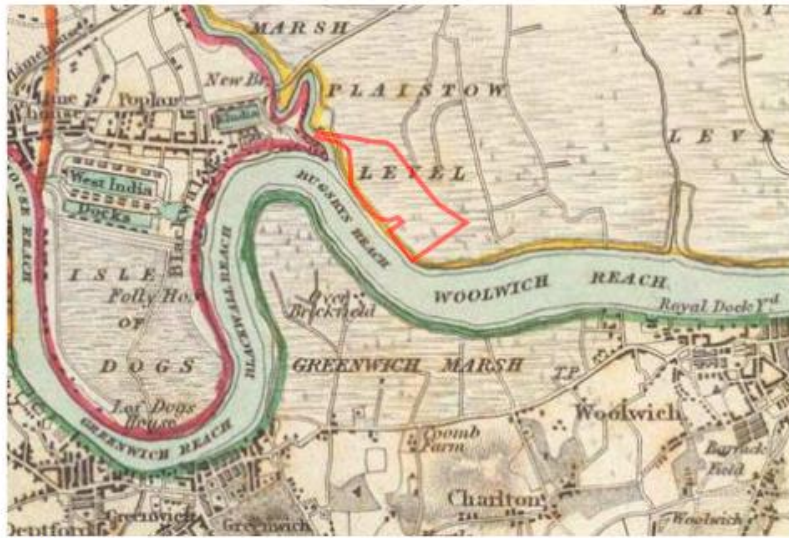
In mid 1981 the London Docklands Development Corporation was formed with the objective of regenerating and finding new uses for the former docks of London. The DLR was built and Canary Wharf born whilst for the Royal Docks plans were made to create an inner city Airport utilising the former central wharf as the Airport Runway. London City Airport opened in 1987

Shortly after a major exhibition centre was opened – ExCel with a further phase added in early 2000 whilst a new campus was built on Royal Albert Dock and opened as the new University of East London.

Today, thousands of people arrive into London's Royal Docks by air, tube, DLR, boat, road and even cable car. Residential, commercial and retail developments are springing up right the way along the 4 kilometres of London's Royal Docks, from Gallion's Reach to Canning Town

The University of East London continues to thrive whilst ExCel now offers London's only international conference centre . A mass of hotels, restaurants and bars have opened to service the people who live, work and study here, as well as its increasing numbers of visitors. By 2020 all of what was formerly dock buildings and land will have been regenerated. The growth story of London's Royal Docks continues...





**1832**

In 1832, London had started constructing the docks to facilitate growing trade. The Royal Docks had yet to be constructed and was still marshland.



**1872**

In 1855 Royal Victoria Dock was constructed to accommodate large steam ships, and trade started to grow



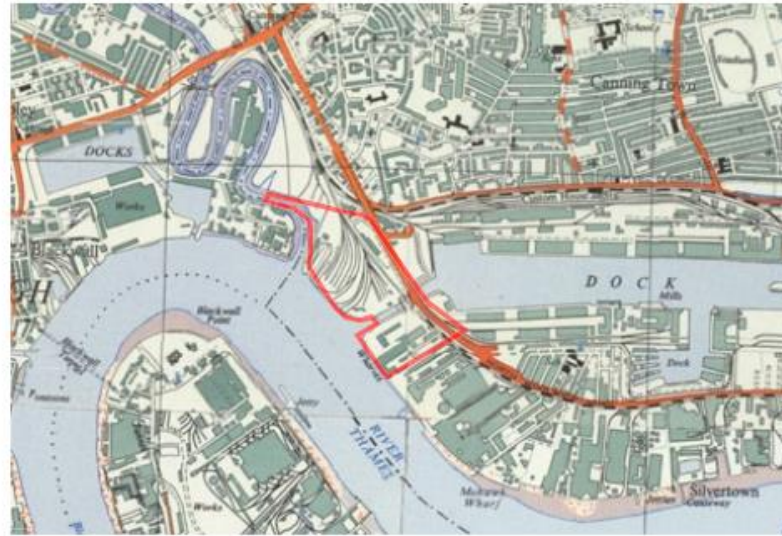
**1901**

In order to meet the growing cargo demands the dock was extended to the East with the opening of the Royal Albert Dock in 1880.



**1934**

The final dock to be constructed was King George V Dock with an entrance large enough to accommodate the new larger vessels.



**1938**

The Royal Docks area before receiving heavy bombing during WWII.



**1940-1980**

The Royal Docks area showing London City Airport, and Excel Centre.







The Site is a brownfield site and sits within an existing strip of industrial land which runs along the riverbank. Surrounding it are areas of predominantly residential use, developments such as Good Luck Hope, Hoola London, Brunel Street works and Royal Wharf directly surround the site.

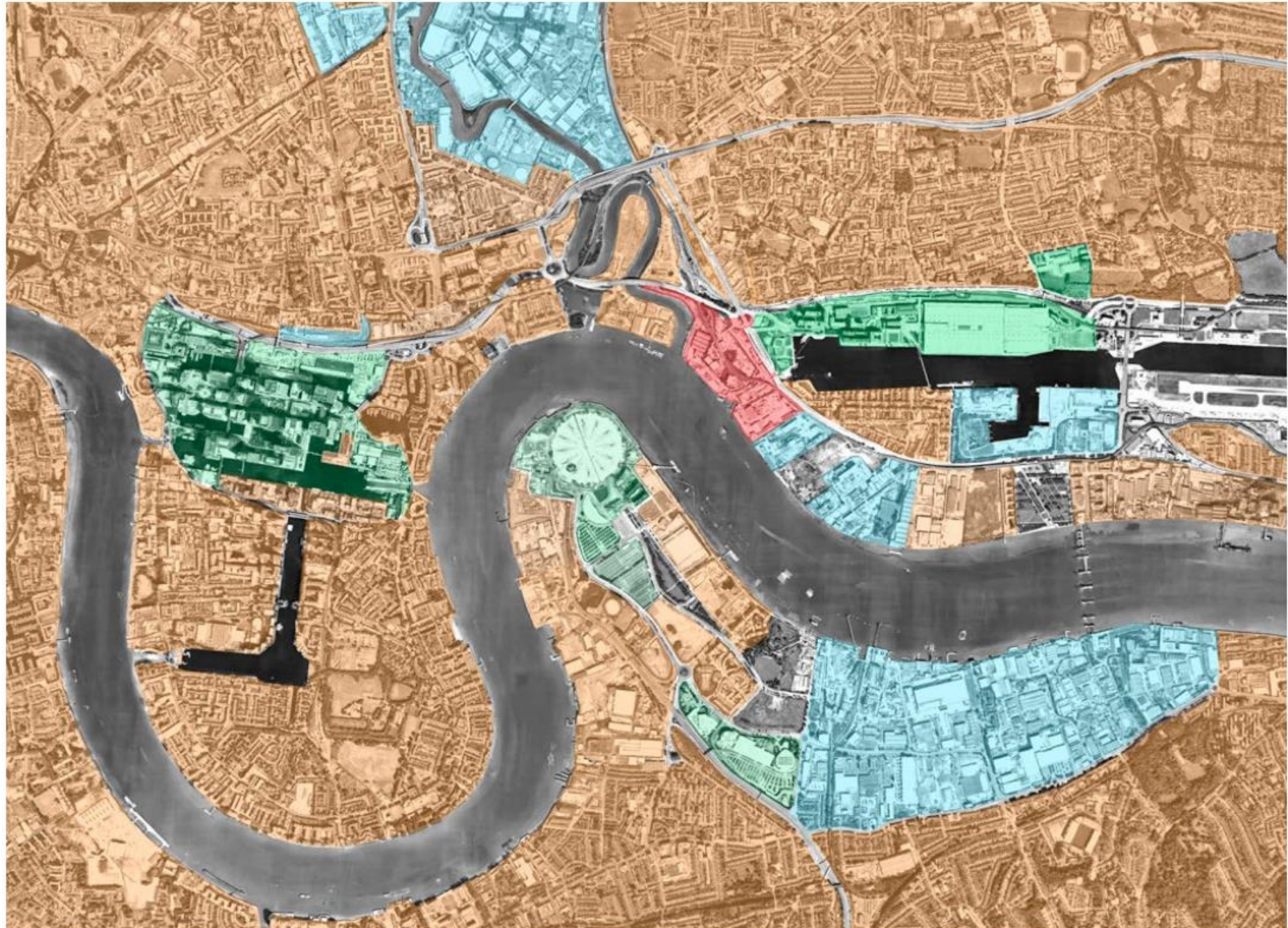
The Site is itself partly occupied by industrial uses however, many of the occupants have vacated the site in preparation for the construction of the Silvertown Tunnel making it a key area ripe for strategic development.

A large amount of regeneration and development has already been undertaken or is planned for the wider Royal Docks area, with a number of residential and employment-led, mixed use schemes currently under construction and more consented. This also includes infrastructure upgrades such as the now consented DCO (pg. 33) application for the Silvertown tunnel, improvement plans to the DLR and the imminent arrival of Customs House Crossrail station.

Canning Town and Customs house act as two residential centres in the wider Royal Docks area which have begun the propagation of residential and mixed use land use into disregarded industrial land. The illustrative Masterplan creates a further link for these areas and bridges them to the waterfront.

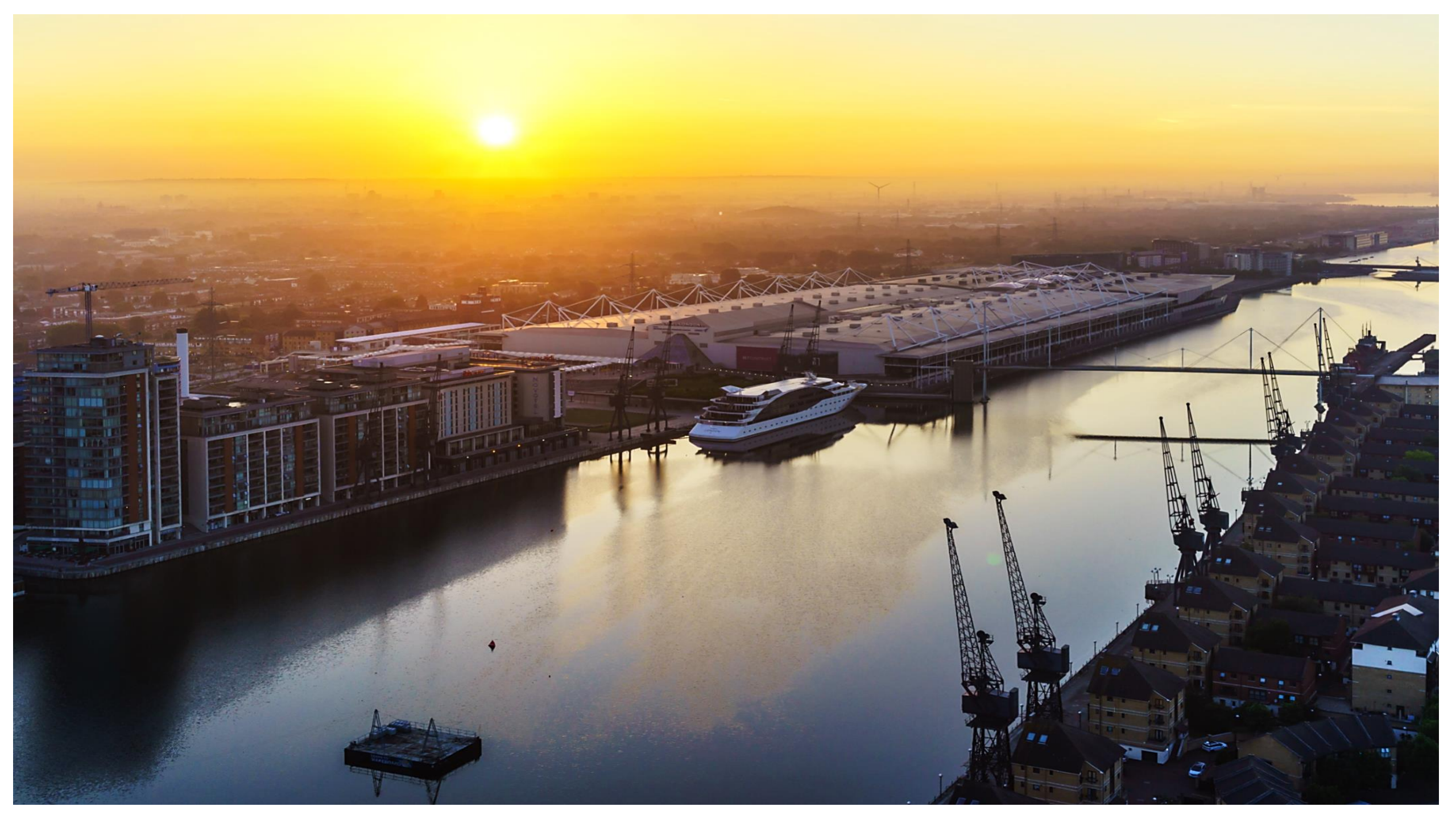
#### Key

- Site
- Residential
- Industrial
- Mixed Uses



Site Land Use

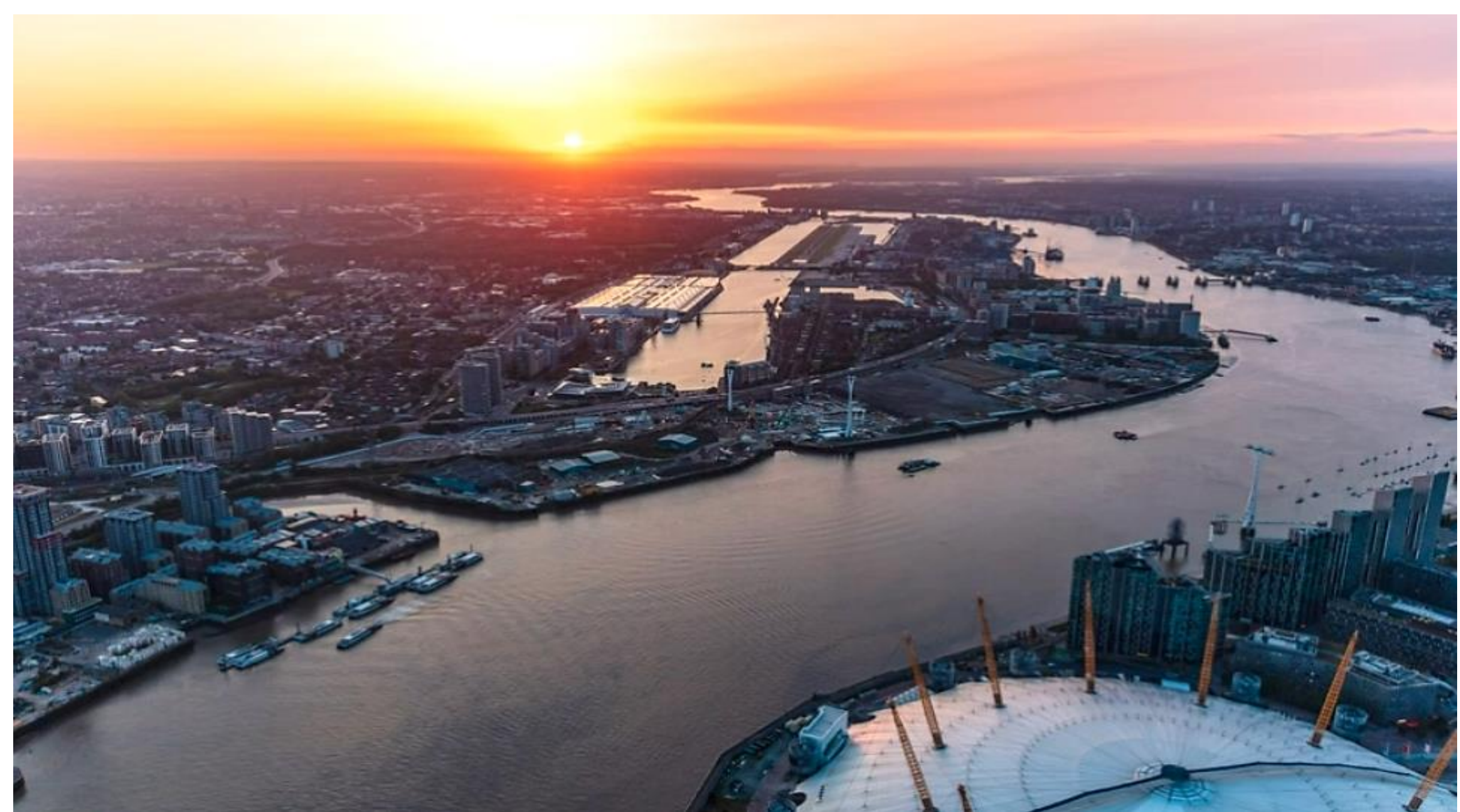


















*“Being in service of our true purpose  
we lose the need to become happy  
for we are happiness.”*







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