



Water Space Strategy

April 2020

REVISED Strategy (Final document)

Glenn Howells Architects



Isle of Dogs Water Strategy

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INTRODUCTION



Background

Glenn Howells Architects has been appointed by Canary Wharf Group to provide an unbiased study of the existing docks in the Isle of Dogs and set out a strategy for the management, use and improvements of these areas ("Water Space Strategy"). As a key stakeholder in the Isle of Dogs, Canary Wharf Group recognizes that the existing docks are an important historical, ecological, and recreational asset to the area. However, large parts of the docks are currently underutilized and in need of attention and care.

In addition to exploring opportunities to improve the docks, this document is intended to bring awareness to other key stakeholders and the local community so a collaborative effort can be put forth toward improving the docks to their full potential.

This strategy covers the following key areas of the docks:

- 1. North Dock
- 2. Middle Dock
- 3. South Dock
- 4. Bellmouth Passage
- 5. Blackwall Basin
- 6. Millwall Inner Dock
- 7. Millwall Outer Dock



Study Area



1 North Dock



2 Middle Dock



3 South Dock



4 Bellmouth Passage



5 Blackwall Basin



6 Millwall Inner Dock



7 Millwall Outer Dock



Network of Docks

Goals and Process

This strategy will explore opportunities to revitalized the docks and their immediate surroundings so they can be well integrated into the fabric of the Isle of Dogs, much like many cities throughout the world where waterways help to shape city life and build local character.

The intent of this strategy is to find ways to maximise the benefits of the docks by promoting these key goals:

- Respect and celebrate heritage assets
- Enhance ecological quality
- Bring vitality and activity to the docks

Ultimately, the lives of people who work, live and visit the Isle of Dogs should be greatly improved as a result of a renewed energy brought to the docks.

This process shall be collaborative, whereby local stakeholders and authorities shall be engaged to allow their perspective to help shape and move forward the goals of this strategy. This will help build enthusiasm and encourage commitment toward improving the docks and bettering the community. Buy-in by the many parties who have influence or ownership in and around the docks will ultimately be the key to long term success.

We have identified the following stakeholders as having a key role to play on the future of the docks:

- London Borough of Tower Hamlets (LBTH)
- Canal & River Trust (CRT)
- Greater London Authority (GLA)
- Docklands Sailing and Watersports Centre
- Poplar, Blackwall and District Rowing Club
- Docklands Scout Project



Museum of London Docklands
North Dock



Ecological Plant Bed
Middle Dock



Canary Wharf Triathlon
Canary Wharf



Docklands Sailing and Watersports Centre
Millwall Outer Dock

The relevant studies and documents informing this study include:

- Water Recreation in London’s Docklands, August 1985
- Millwall Docks, London Docklands: Waterspace and Moorings Plan; September 2011
- The Vision for the Tidal Thames, July 2016
- Tower Hamlets Local Biodiversity Action plan, 2014

Relevant policy documents include:

- The London Plan, March 2016;
- Draft New London Plan, January 2020 (subject to adoption);
- Tower Hamlets Local Plan 2031: Managing Growth and Sharing Benefits, January 2020;
- Tower Hamlets Partnership Community Plan 2015;
- London Riverside Opportunity Area Planning Framework; September 2015
- Isle of Dogs and South Poplar Opportunity Area, October 2019;
- Tower Hamlets Water Space Study, September 2017.

The relevant LB Tower Hamlets Local Plan (2020) policies are as follows:

- Policy S.OWS1: Creating a network of open spaces
- Policy S.OWS2: Enhancing the network of water spaces
- Policy D.OWS3: Open space and green grid networks
- Policy D.OWS4: Water spaces

The final report is intended to act as a guidance strategy to be used by the local authorities to help them implement developments that support a comprehensive plan.

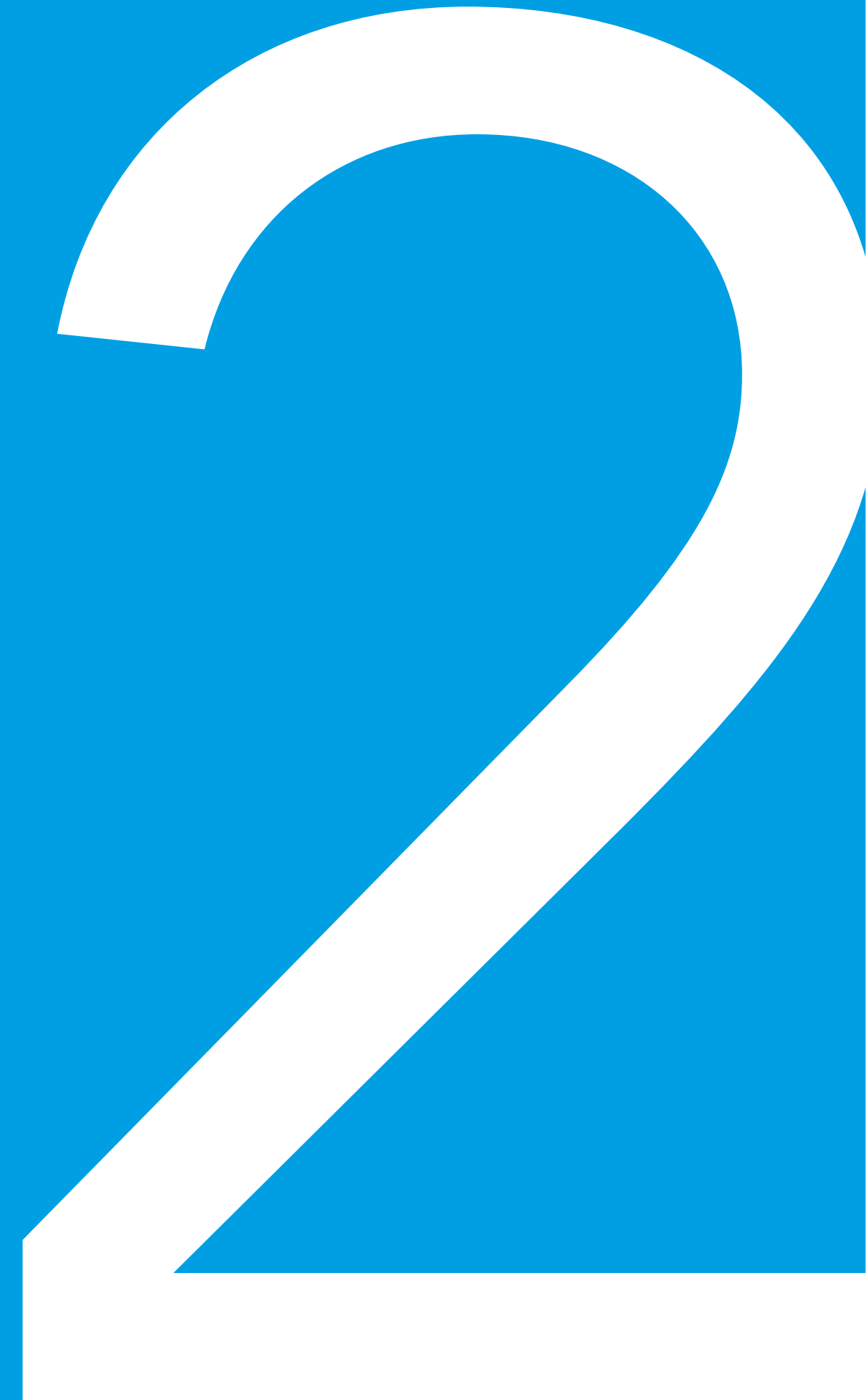
“The enclosed waters of Dockland represent an unparalleled opportunity for the development of water-based recreation for a number of reasons - their location close to the centre of the largest city in Europe; the fact that they are available for redevelopment; their proximity to the River Thames and, perhaps most significantly, their scale and diversity.”

Water Recreation in London Docklands, August 1985



Tower Hamlets Local Plan 2031

CONTEXT AND CONSTRAINTS



Historic Overview

Shipping Centre of the UK

The Isle of Dogs has a unique character, a complex past and an important role in shaping London into what it is today. During the 19th century, it was the centre of shipbuilding and trade and gave rise to a new London community and world industrial shipping centre. The docks and connecting waterways expanded as the industry boomed. Despite the success of the East India Company, the new, close-knit working class community struggled with crime, poverty and unemployment.

Docks abandon due to technological change

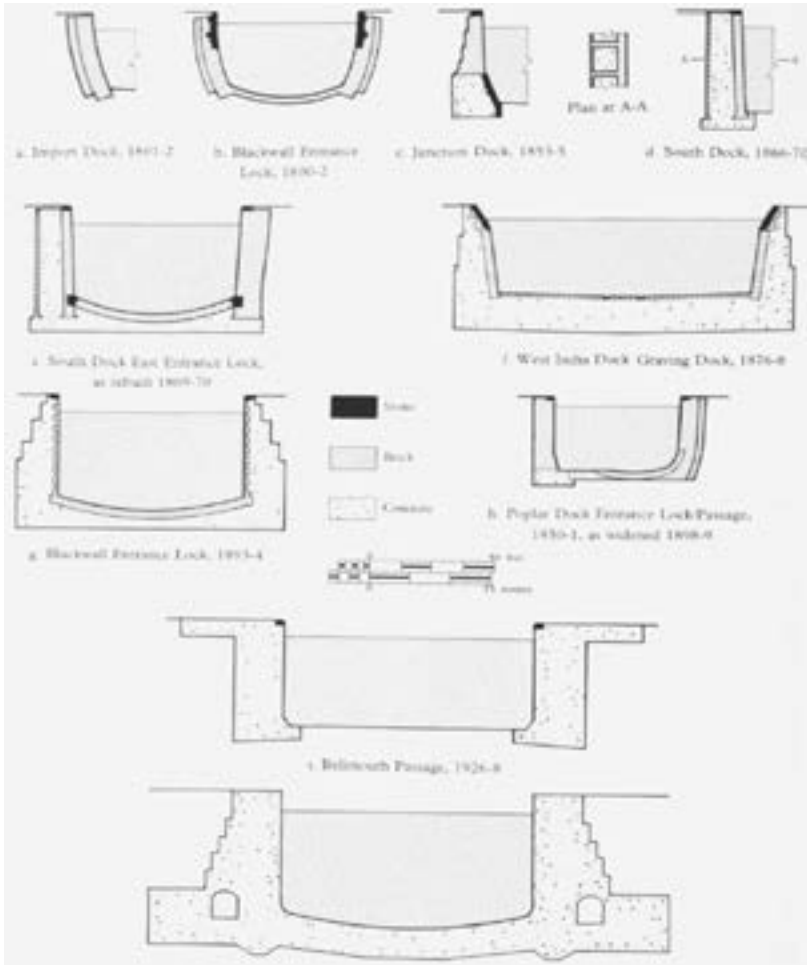
Despite many decades of success and its resilience through the war, by the 1960's the docks couldn't compete with the technological advances of deep water container shipping. The docks were closed in the early 1980's and the docks fell vacant, further blighting the local community.

Canary Wharf born as the financial capital of Europe

In the 1980's, the abandoned docks were strategically redeveloped into a global banking centre with glass towers, urban plazas and transport infrastructure. As the largest regeneration project in Europe, this brought much needed economic success to the Isle. However, the community to the south remained much unchanged as the white collar workers at Canary Wharf chose not to live on the Isle of Dogs.



Isle of Dog, 1920s



1802



1986



2014

- INDUSTRIAL SHIPYARD
- DECLINE OF INDUSTRY
- URBAN FINANCIAL CENTRE
- RESIDENTIAL GROWTH
- 1802 Opening of the West India Import Dock (now called North Dock): Marks the start of ship building and trading industry with sugar as the primary import; Blackwall Basin construction is also completed to serve as the entrance lock; The dock handles up to 300 ships at a time
 - 1806 Opening of the West India Export Dock (now called Middle Dock): The dock could handles up to 300 ships at a time
 - 1838 Merger of the East and West India Companies
 - 1858 East India Company taken over by The Crown: This was a reaction to the Indian Rebellion of 1857 and years of corrupt practices
 - 1867 City Canal rebuilt into South Dock: Accommodates large ships for importing and curtails competition
 - 1868 Opening of the Millwall Docks: Imports of timber and grain
 - 1908 Port of London Authority formed: Created to bring order to the congestion of the docks and facilitated infrastructure improvements to help bolster business
 - 1940 World War II: Severe damage during the Blitz; Georgian sugar warehouses at West India Import Dock destroyed
 - 1957 Investment to modernise Millwall Docks: Ten years upgrade to mechanise and accommodate bigger ships
 - 1960 Shipping industry starts to decline: Unable to compete with deep water container shipping
 - 1977 Local Community establishments Mudchute Association: Begins to build the farm
 - 1980 Official closure of the docks
 - 1981 London Docklands Development Corporation founded (LLDC): Reaction to the need to develop the derelict docklands
 - 1983 North and Middle Dock Listed as Grade 1
 - 1987 Heron Quays DLR Station opens/ Blackwall Basin lock permanently dammed
 - 1988 Building construction begins at Canary Wharf
 - 1991 First tenants move into Canary Wharf: Completion of One Canada Square
 - 2009 Construction begins of Crossrail Station: Scheduled to open for transit in 2018
 - 2014 Outline planning for Wood Wharf Approved: Will bring new shopping and residential population to Canary Wharf and provide animated dock edges with footpaths, parks and waterside dining



1900 - Shipping business booms



Circa 1970 - Decline of the shipping industry



Today - Financial centre of the EU

Celebrate Heritage

The West India Docks

To protect them as heritage assets, many of the docks and their associated waterways were designated in 1983. This speaks to their significance in the history of London and creates an opportunity for long-term influence on the culture of the area.

Conservation Areas

The West India Dock Conservation Area survives as a reminder of the most dominant elements of London’s great enclosed docks with Grade I listed Gwilt Warehouses, which partially houses the Museum of London Docklands. Coldharbour Conservation Area includes the former dockmaster’s house and the lock entry to South Dock. To the south, Island Gardens and Chapel House contain communities established by dockworker families and the waterfront area overlooking Greenwich.

Mudchute Farm

When Millwall Outer Dock was being constructed in 1866, the excavated soil was taken via chutes and discarded into a vacant lot, which would become Mudchute farm decades later. During WWII the area was a site for anti-aircraft guns, many which are preserved today. In 1977, the local community banded together to prevent development on the site and established the Mudchute Association. Today, it is a major ecological and educational attraction with over 32 acres of park space.

Preserved Shipping Cranes

Dotted throughout the Isle soar retired shipping cranes. These industrial, elegant structures are heritage assets that serve as visual beacons and remind people of the significant, once booming shipping industry.

Heritage Walk

Throughout the Isle of Dogs is a heritage walking trail. Strategically placed placards describe the historic features of each area. The boards have recently been updated and are complemented with a downloadable audio tour.



West India Dock Conservation Area: Museum of London Docklands



Mudchute Farm: WWII Ack Ack Gun



Preserved Shipping Cranes: Millwall Outer Dock



Heritage Walk placard: Cubitt Town

A Funded and Collaborative Plan

A collaborative plan to thread heritage into the public domain is paramount to preserving the historic significance of the Isle and the Docks. This effort must involve the local authority and inform planning policy. The plan must be curated to be clear, continuous and engaging. Funding for the effort shall be necessary to ensure its longevity.

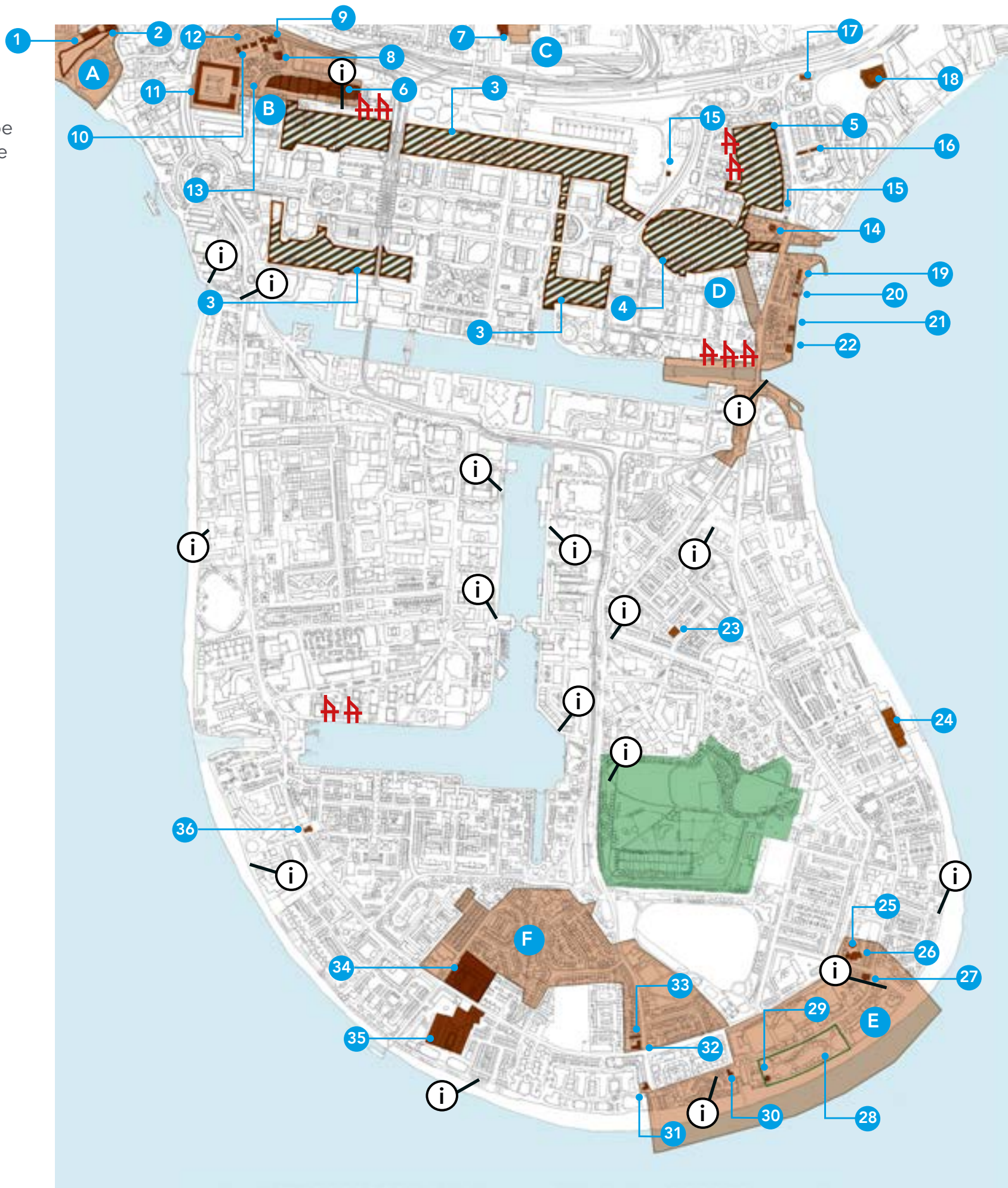
Listed Structures

	Name	Grade
1	80 Three Colt Street	Grade II
2	136 to 150 Narrow Street	Grade II
3	Import & Export Dock	Grade I
4	Blackwall Basin	Grade I
5	Poplar Dock	Grade II
6	North Quay Warehouses	Grade I
7	Poplar Technical College	Grade II
8	Former Excise Office	Grade II
9	Salvation Army Hostel	Grade II
10	10, 12, 14, 16 & 18 Garford Street	Grade II
11	Cannon Workshops	Grade II
12	Garford Street (Road Surface)	Local
13	Former Guard House	Grade II
14	Bridge House, 26 Prestons Road	Grade II
15	Accumulator Towers	Grade II
16	1 to 6 Lawrence Street	Local
17	31 Blackwall Way	Local
18	Northern ventilation shaft	Grade II
19	1, 3, 5 & 7 Coldharbour	Grade II
20	15 Coldharbour	Grade II
21	Blackwall River Police Station	Grade II
22	The Gun Pub	Grade II
23	The Carnegie Library	Grade II
24	Millwall Wharf Warehouses	Grade II
25	Christ Church Vicarage	Local
26	Christ Church	Grade II*
27	The Waterman Arms	Grade II
28	Island Gardens	Park / Garden
29	Entrance building to Greenwich foot tunnel	Grade II
30	58 & 60 Ferry Street	Grade II
31	Ferry House Pub	Grade II
32	Millwall Fire Station	Grade II
33	No's 1-5 Fire Station Cottages	Grade II
34	Former Millwall Ironworks	Grade II
35	262 Burrell's Wharf	Grade II
36	St Paul's Presbyterian Church	Grade II

Conservation Areas

	Name
A	Narrow Street
B	West India Dock
C	St Matthias Church
D	Coldharbour
E	Island Gardens
F	Chapel House

- Listed Docks
- Conservation Areas
- Mudchute Farm
- Listed Buildings
- Shipping Crane
- Heritage walk placard



Heritage and conservation areas

Isle of Dogs: An Area in transition

Transformation of the Docks in the 1980's

The Isle of Dogs is no stranger to experiencing a major transition. For decades, the docks were filled with massive boats and the edges were covered with busy lightermen and barrels of goods. Then, in the 1980's, the dense urban development of Canary Wharf saved the area from decades of disrepair. While this move was a major commercial success, economic growth did not proliferate throughout the neighbouring community as hoped. Although the area is close-knit and residents are involved in their community, many on the Isle of Dogs still struggle economically.



1900: Gwilt Warehouses of Import Dock



2017: Museum of London Docklands and Canary Wharf

Current Transition and Potential for Activity

Today, the Isle is in another state of transition, as dense developments are quickly bringing a new population of residents. This will help promote economic prosperity, bridge the divide between Canary Wharf and their neighbours and create a greater demand for community recreation and active outdoor space. This is a new opportunity to bring together residents, old and new, by using the one thing that stitches them together: the docks.



2017: Wood Wharf under construction



2025: Wood Wharf complete with dockside park



D1. Working Diagram of Current Activity

Diagram D1 shows a heat-map of the current waterspace activity around the waterfronts on the Isle of Dogs.

This information is in draft format. Input from parties more familiar with the local community should influence this diagram.



D2. Potential for Activity given new development

Diagram D2 shows the potential increase in waterfront activity that could arise as a result of opportunities coming forward.

This information is a working, aspirational diagram which should continue to evolve with stakeholder input.

Existing Water Transport and Access

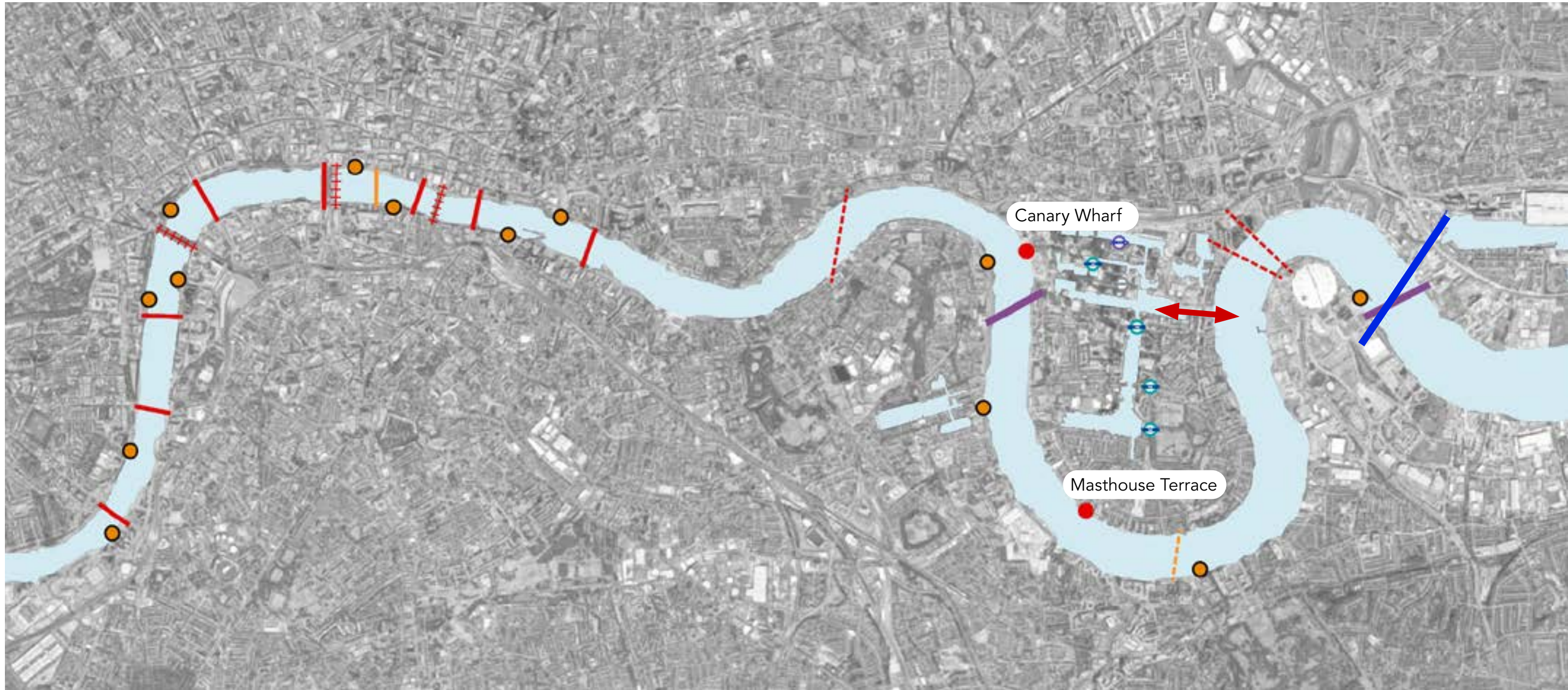
The residents of The Isle of Dogs are serviced only by two terminals along the Thames Clipper route. The only access to the docks from the Thames is at South Dock.

Access Across The Thames

- Thames Clipper Stops
- Vehicle/ Pedestrian Bridge
- Vehicle Tunnel
- Pedestrian Bridge
- Future Cycle Bridge (Not yet in planning)
- Cable Car

Access To Isle of Dogs

- Boat Access to Docks
- Clipper Stops on the Isle of Dogs
- Pedestrian Tunnel
- Jubilee Stop
- DLR Stop
- Furture Stop on Elizabeth Line

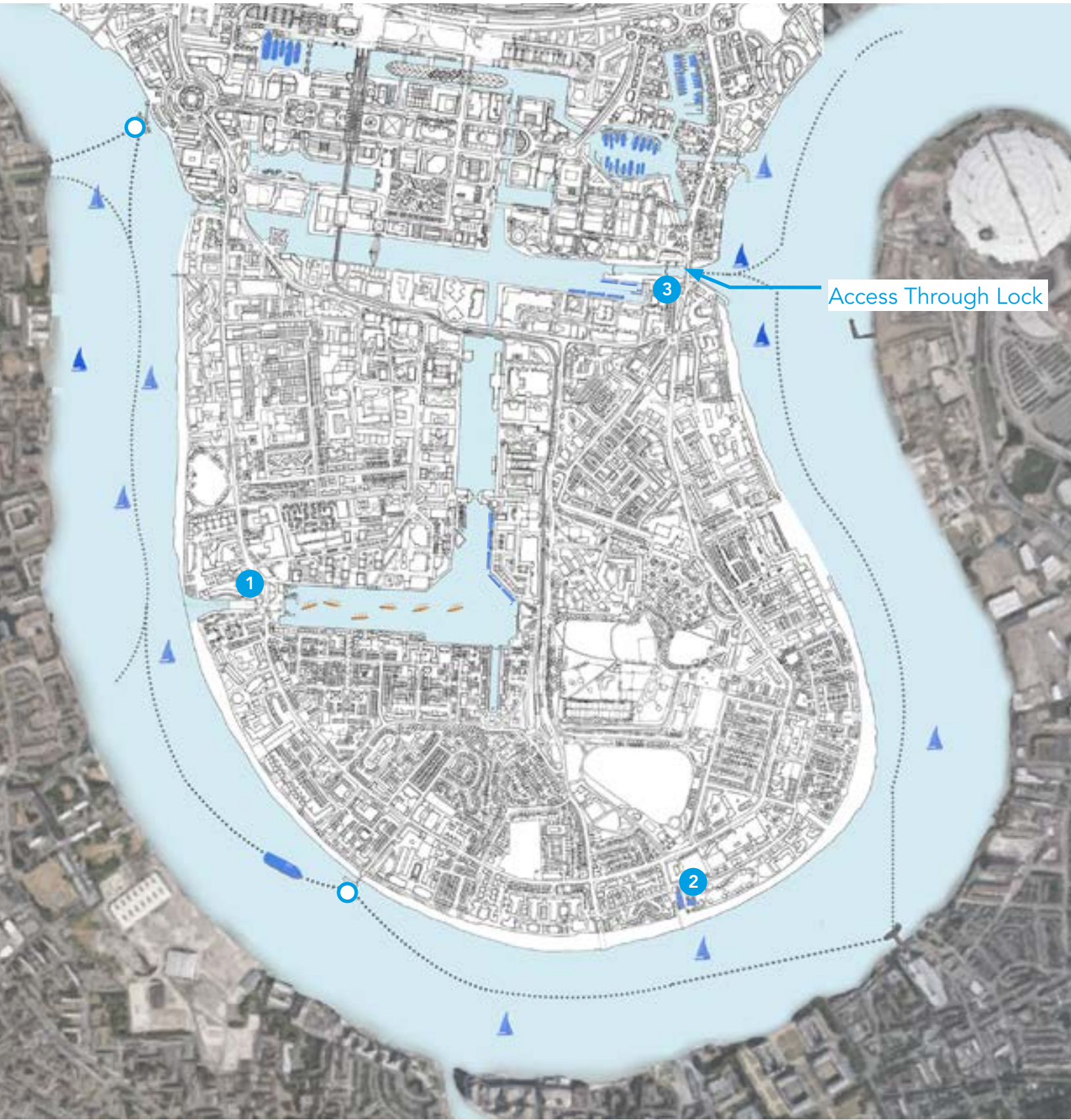


Existing Water-based Recreation

The Docklands Sailing and Watersports Centre at Millwall Outer Dock provides the only opportunity for community leisure and recreation. Recreation on the docks is limited due to:

- Lack of water access to the Thames
- Expense & difficulty of entering lock at South Dock
- Lack of waterside amenities

- 1 Docklands Sailing and Watersports Centre
- 2 Poplar, Blackwall & District Rowing Club
- 3 Dockland Scout Project
- Leisure Boat Activity
- Boats/ Activity on Thames
- Clipper Stop



Ecology

The Thames: Once Lifeless

After the blitz of WWII, the river was biologically dead, as bombing had destroyed the sewers and bacteria thrived and depleted all the oxygen needed to support life. This remained the case for decades and the water was considered unclean.

Today, one of the cleanest urban rivers in the world

During the 1980's, new government policies and charitable organizations helped fuel the recovery effort of The Thames. Pollution from fertilizers and metals decreased 95% as filtration systems became more advanced. The recovery was apparent once people spotted fish slowly returning to the water. Now, The Thames is considered one of the cleanest urban rivers in the world and boasts more than 125 species of fish. Even seals have been seen occasionally swimming the waters around Canary Wharf. The docks are regularly visited by fisherman looking to catch a variety of fish including dace, flounders, bass, eels, mullets and bream and roach. Waterfowl dwell in the docks as well, especially swans, geese and grey herons.

New problems arising: Global warming and plastics pollution

Two big problems threaten the safety of the ecological health of the Thames and the Docks: Rising temperatures due to global warming and plastics pollution. While conquering the effects of global climate change is a more involved task, grassroots London organizations have pro-actively championed efforts to make the water cleaner. In addition to plastic from litter, small particles such as microbeads and small straws can bypass sewage filtration systems and end up in the water to be eaten by the fish. Recently, the Zoological Society of London discovered that the eel population has rapidly declined by 98% over the course of five years, prompting concerns about the health of the water. Shedding light on this problem and treating our natural resources with respect is the first step in securing their future.

“Up to 300 tonnes of rubbish is recovered from the Thames every year, with the amount of plastics, especially plastic bottles growing year on year.”

Port of London Authority



Duck in Canary Wharf



Swan in Millwall Outer Dock



European eel face significant depletion



Seal spotted at Canary Wharf

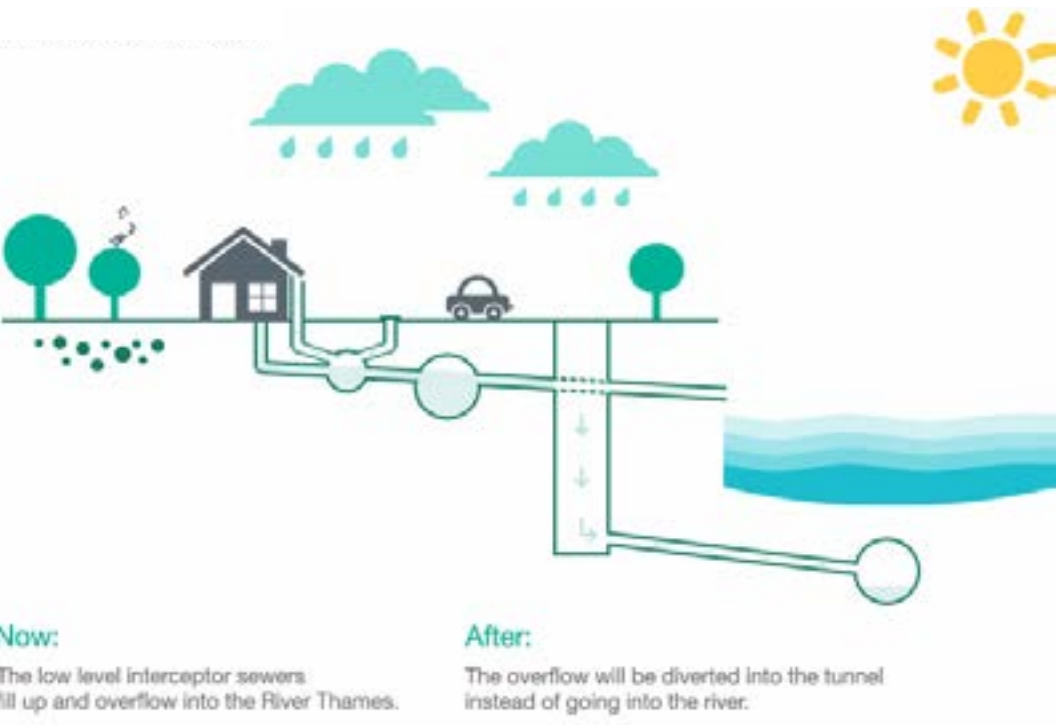
Canary Wharf Group Sustainability Team: Biodiversity Strategy

The Biodiversity strategy for the future of Canary Wharf, integrated within the wider Canary Wharf Group's Biodiversity Action Plan, includes the creation of multiple new and connected green spaces, which will provide shelter and nesting to small local fauna. Supporting the landscape at ground level there is a network of green and brown roofs in the buildings with a total area that exceeds 7000 m2.

Water is an integral part of Canary Wharf's character and heritage. Canary Wharf Group's Biodiversity Strategy has a big focus on water regeneration and access. The goal is to provide a valuable contribution to the regeneration of the Thames Estuary by supporting the creation of aquatic habitats and ecology sanctuaries (fish nurseries, Ecology Islands).

Thames Tideway Tunnel: A cleaner river for the future

Currently under construction, the Thames Tideway Tunnel is a 25 km sewage tunnel which will capture the urban runoff and divert it to a sewage treatment facility. The current sewage system is well over capacity the vast amounts of overflow ends up in The Thames and pollutes the river. The works are anticipated for completion in 2023.



Respect ecology and seek expertise

The preservation of the environment in and around the docks should be approached with commitment and sincerity by all parties with long term interests in the docks. This is a considerable task given the dense urban environment of the Isle of Dogs. Engaging with environmental organizations and scientific experts is encouraged, as they will provide technical insight that may influence implementation of short and long term strategies to help enhance ecology.



The Thames Initiative Research Platform: Centre for Ecology and Hydrology

Key Stakeholders

This diagram is in progress

Major landowners include:

- London Regional Properties
- Galliard Homes
- Berkeley Homes
- Land Securities
- Ballymore
- Canary Wharf Group Estate

Water Ownership

- Canal & River Trust

General land use

- Canary Wharf Group Commercial
- Private Ownership: Commercial
- Residential, retail, commercial and social housing
- Park/ Garden
- Mudchute Association
- Museum
- School
- Church
- Community / Recreation

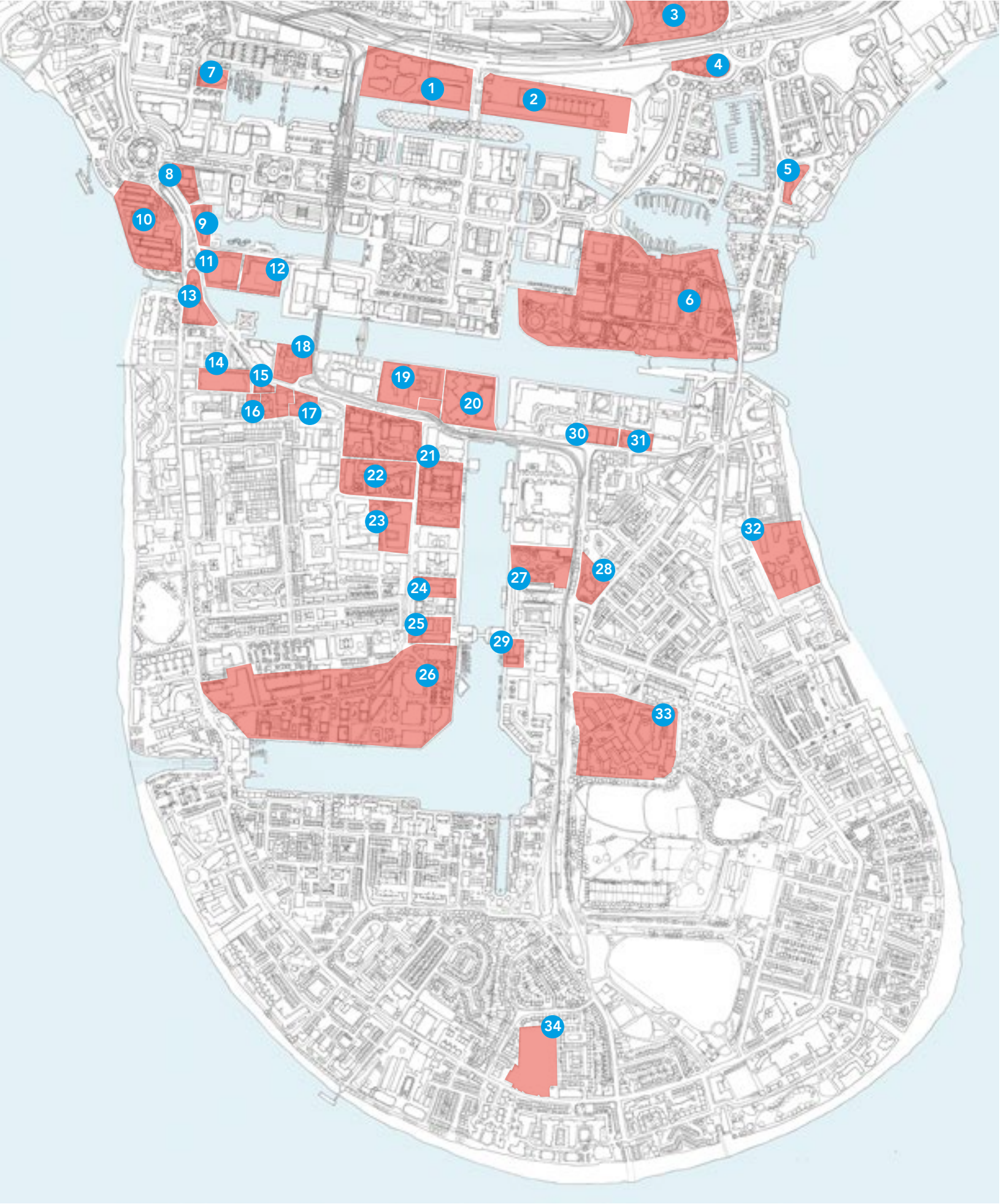


Anticipated Population Growth

Population of Isle of Dogs per 2016: 53,900
Anticipated population of Isle of Dogs in 2026: 80,000

Source: Population Projections for Tower Hamlets; December 2016; Appendix 1: Population projections by Middle Super Output Area (MSOA)

Development	Anticipated Completion	Live/ Consented	Approximate Units	Ref.
			Delivered	
1 North Quay	-	-	N/A	Pre-planning
2 Billingsgate	-	-	N/A	No Application
3 Poplar Business Park	2018	Consented	392	PA/11/03375
4 2 Trafalgar Way / Helix Tower	2019	Consented	395	PA/14/01771
5 Preston's Road / Yabsley Street	-	Consented	190	PA/12/02107
6 Wood Wharf	2023	Consented	3,610	PA/13/02966
7 The Spire	2020	Consented	861	PA/15/02675
8 1 Park Place	-	Consented	N/A	PA/13/02344
9 Newfoundland Quay	2018	Consented	568	PA/13/01455
10 Riverside South	2017	Consented	-	PA/08/02249
11 1 Bank Street (HQW2)	2018	Consented	-	PA/13/1159
12 10 Bank Street (HQW1)	-	Live	-	PA/13/03150
13 The City Pride	2020	Consented	984	PA/12/03248
14 Cuba Street	-	Live	448	PA/15/02528
15 30 Marsh Wall	-	Live	271	PA/16/02528
16 Alpha Square	-	Live	700	PA/15/02671
17 54 Marsh Wall	-	Live	216	PA/16/01637
18 Wardian	2018	Consented	756	PA/12/03315
19 Jemstock 2, South Quay Square	-	Consented	206	PA/15/02104/A1
20 South Quay Plaza	N/A	Consented	888	PA/14/00944
21 Millharbour Village	2019	Consented	1,513	PA/14/03195
22 2 Millharbour	-	Consented	901	PA/14/01246
23 Indecon Court, 20 Millharbour	-	Consented	490	PA/15/01393
24 45 Millharbour	N/A	Consented	132	PA/11/00798
25 Glengall Quay Site	N/A	Live	316	PA/16/03518
26 Westferry Printworks	N/A	-	722	PA/15/02216
27 Baltimore Tower	2017	Consented	1,111	PA/08/00504
28 7 Limeharbour	-	-	134	PA/14/00293
29 Turnberry Quay	-	-	89	PA/12/02923
30 The Madison/ Meridian Gate	2018	Consented	423	PA/14/01428
31 225 Marsh Wall	-	Live	336	PA/16/02808
32 New Union Close	-	-	399	PA/12/00360
33 Crossharbour District Centre	N/A	Consented	850	PA/11/03670
34 443 to 451 Westferry Road	-	-	173	PA/12/03247
Total			Approx. 18,074	



Anticipated Population Growth Areas

VISION FOR THE ISLE OF DOGS



Enhance the Dock Edges

There are over 11 km of nearly continuous dock edges within the study area. They either shape a specific water body or link them together.

Destination Edges

Destination edges should have specific devices or features that draws people to it, such as artwork, parks, retail, dining or marinas. Together, the destinations should create a hub of activity which responds to the character of the area.

Linking Promenades

Promenades, or links, should connect these destinations together. Links should be safe, well lit, have consistent materials and maintain a clear line of site to the next destination.



Destination Edge: Aarhus, Denmark



Destination Edge: Chicago Riverwalk

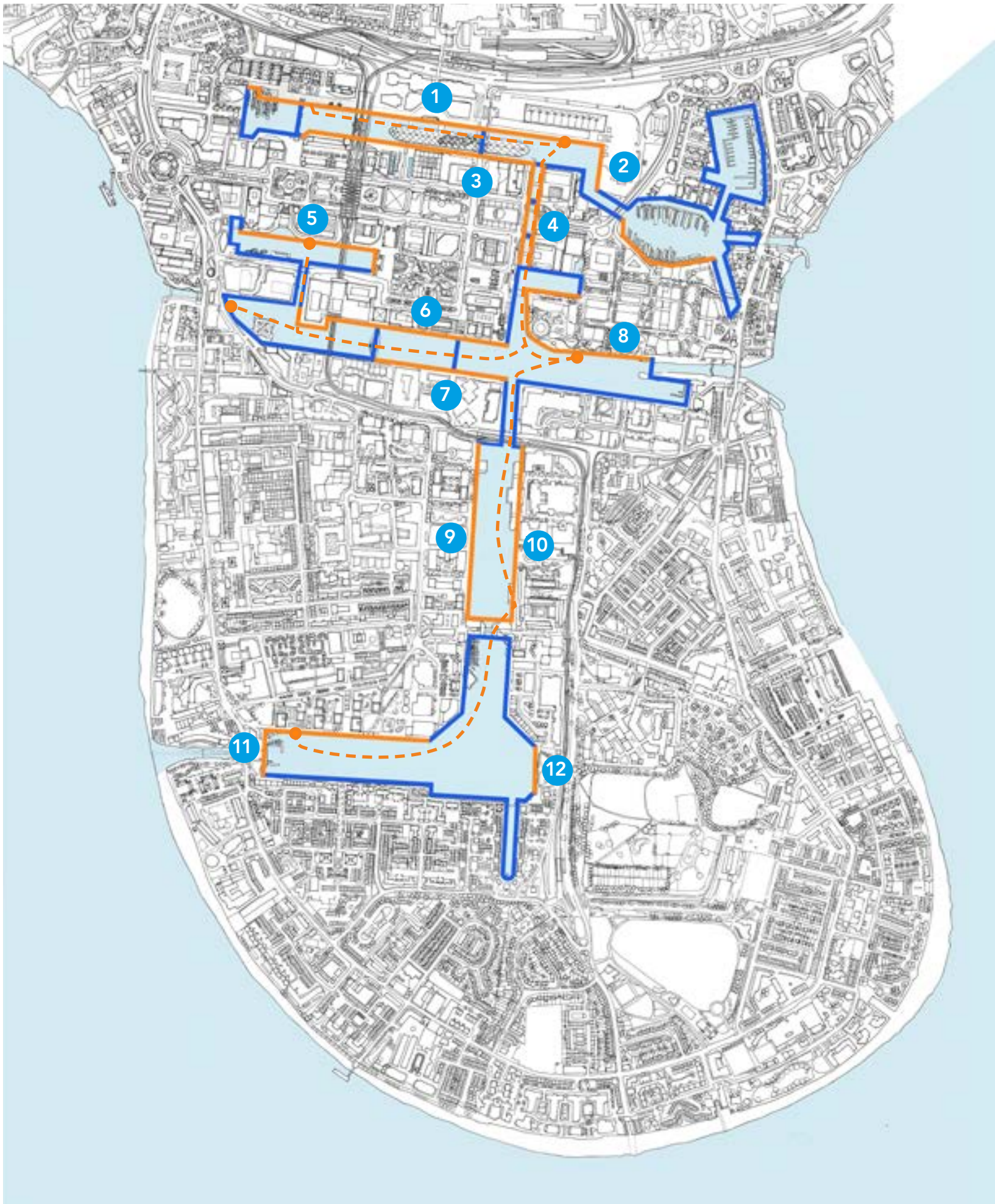


Linking Promenade: Copenhagen, Denmark



Linking Promenade: Hoboken, New Jersey

- Water Taxi
- Destination edge
- Linking edge
- 1 Future North Quay development to feature dockside dining/retail
- 2 Future development to feature dockside plaza with boat dock
- 3 Enhance existing waterside dining by activating building façades
- 4 Proposed new area for waterside dining (see Bellmouth Passage)
- 5 Proposed arts hub; enhancement of existing waterside dining (see Middle Dock)
- 6 Proposed waterside retail; water edge access (see South Dock Passage)
- 7 Enhance existing waterside dining
- 8 Anticipated new waterside park at Wood Wharf development
- 9 Proposed wetland habitat continuously along dock edge
- 10 Modernization of existing retail; dining; access dock for swimming lido
- 11 Proposed new access for vessels;enhancement of watersports centre
- 12 Proposed enhancement of existing park to incorporate ecology; history



Proposed strategy for enhancing dock edge activity No feasibility work has been performed.

Promote Water Activity

The surge in the residential population will fuel the desire to bring recreational activities to the water. While some improvements will require significant changes to infrastructure, such as a new boat entrance, other can be simple, such as creating new ecological habitats for birds and fish. Activities can also create employment and promote education, such as a scuba diving school or kayaking tours. A wide array of water activities will help bind the existing and new communities, promote a healthy lifestyle and encourage new business.

Promoting water activity can be accomplished by:

- Increasing access from The Thames
- Using the water for events and venues for art
- Providing more opportunities for education and recreation
- Promoting ecology and wildlife habitats



Concert on the water: Victoria Canada



Educational kayak tours: Chicago Riverwalk



Scuba Diving course, Southampton, UK



Education: Grafham Water Centre, Huntingdon



Thames Water Taxi

- 1 New boat entrance from The Thames
- 2 Centre of community recreation (See Millwall Outer Dock)
- 3 Summer swimming lido
- 4 Centre of water activity (see South Dock)
- 5 Learning Vessel
- 6 Mid and large vessel entry
- 7 Centre of arts and education (see Middle Dock)
- 8 Wood Wharf Waterside Park
- 9 Heritage
- 10 Scuba diving school
- 11 Leisure boat dock and water side events
- 12 Centre of business dining and social activity (See Bellmouth Passage)
- 13 New stop for Clipper
- 14 Water Taxi
- 15 Existing Clipper Stop



Suggested vision for enhancing water activity. No feasibility work has been performed.

SUGGESTED OPPORTUNITIES



Overview

To illustrate examples of opportunities where the Isle of Dogs docks could be improved, six areas will be studied.

- 1 Bellmouth Passage
- 2 South Dock
- 3 Millwall Inner Dock and Outer Dock
- 4 North Dock
- 5 Middle Dock
- 6 Blackwall Basin
- 7 Poplar Dock



Character Assessment: Bellmouth Passage

Bellmouth Passage is unique for its intimate scale as compared to the other docks. While it currently has a quirky charm, its back door façades do not encourage engagement. Stairs, escalators and overhead bridges do not encourage public realm or feel intuitive to navigate.

Assets

- Unique for its width, double height access and canal-like feel
- Public realm adjacent to shopping mall
- The water is influential due to its proximity to the dock edge
- Proximity to new development at Wood Wharf

Challenges

- Escalators and stairs do not encourage public realm or entice movement
- Underutilized or blank façades do not draw people to the public realm



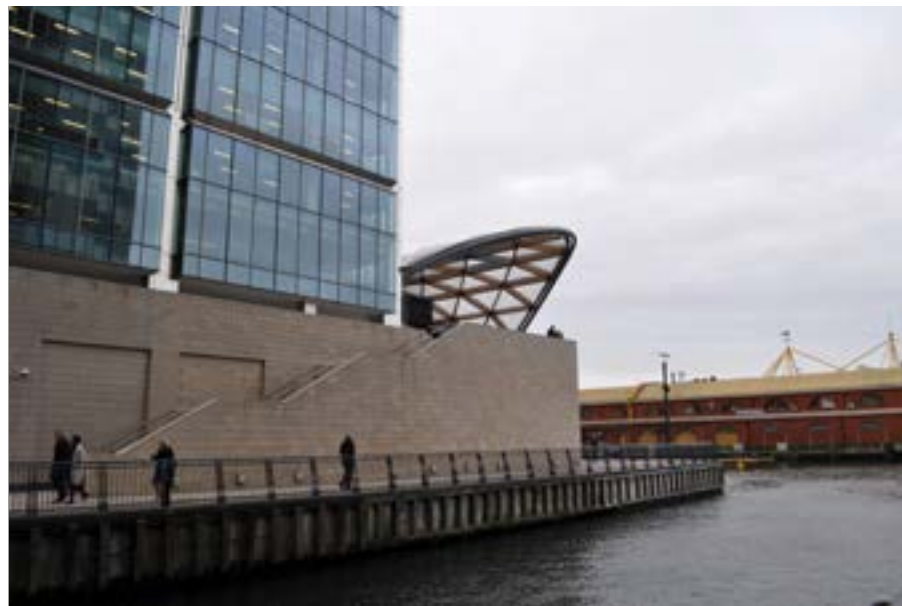
B Underutilized building façades and public realm



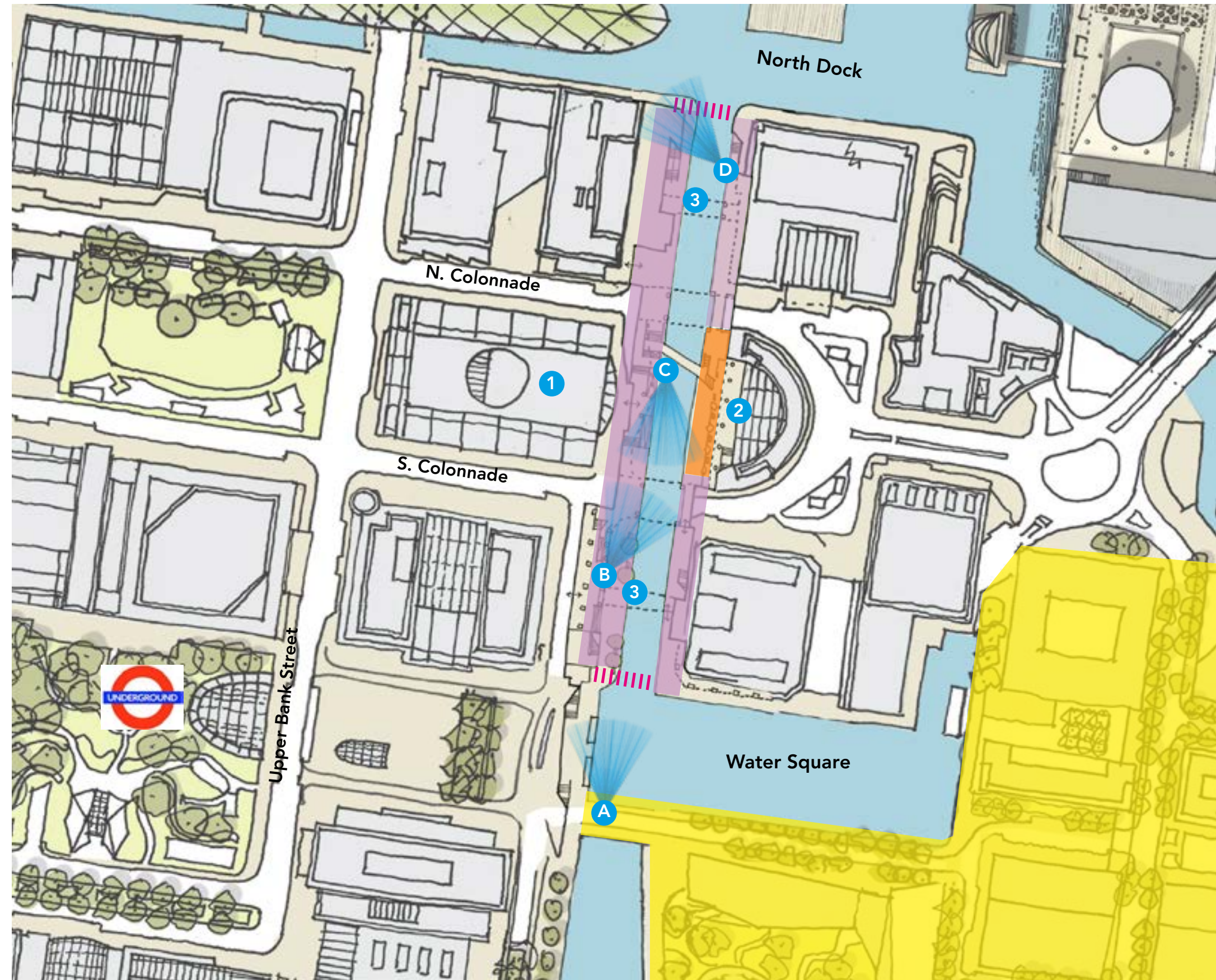
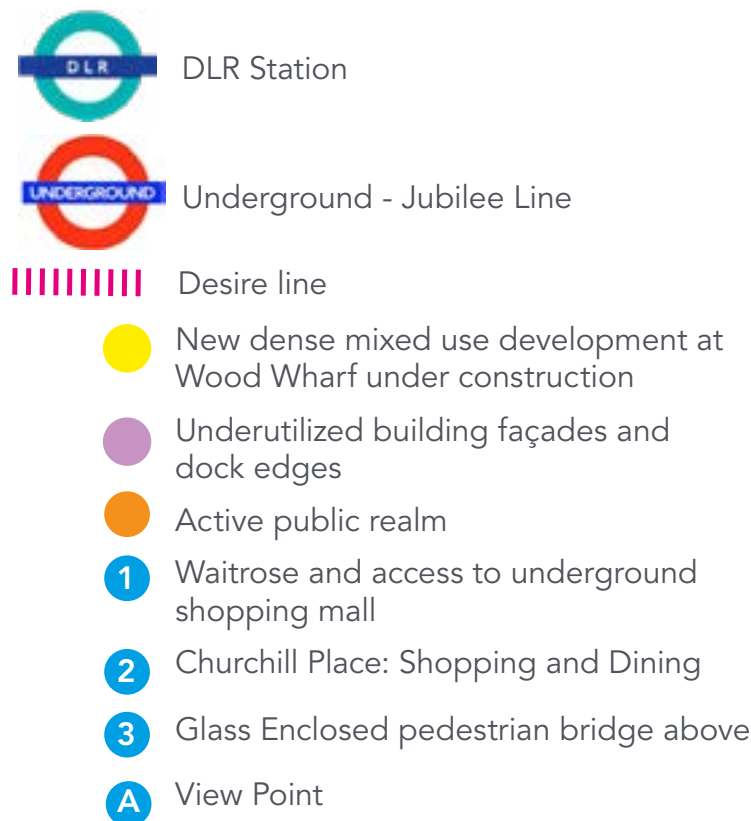
C Well used public realm along Churchill Place shopping mall



A Width of passage is narrower than most of the docks



D Level transitions create blank walls and feel uninviting



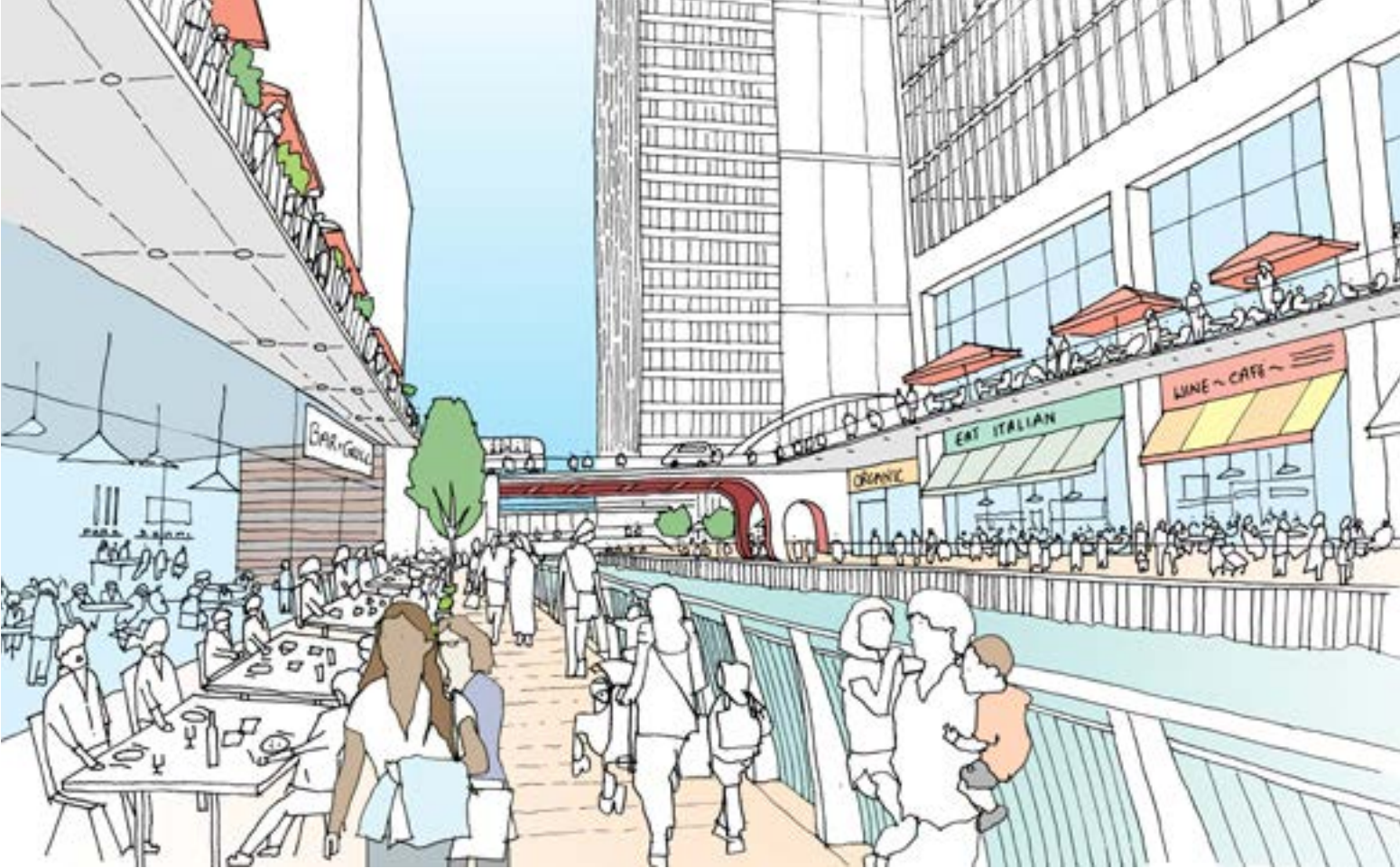
Suggested Opportunity: Bellmouth Passage

Suggested improvements to Bellmouth Passage shall make it a **business lunch and after-work drinks** destination.

The connecting escalators and empty vestibules shall be removed, carving out new space for pubs and cafés. Diners can experience the intimate scale of the water's edge from lower and upper levels. This will foster social buzz character, fuel local business and taking advantage of the afternoon sun.

New pedestrian bridges will help link to Wood Wharf and anticipated developments at North Quay.

The inherently unique scale and new closely knit pubs and cafés will transform Bellmouth Passage into a unique dining destination.



Perspective: Progress sketch








Water side dining: Aarhus Denmark

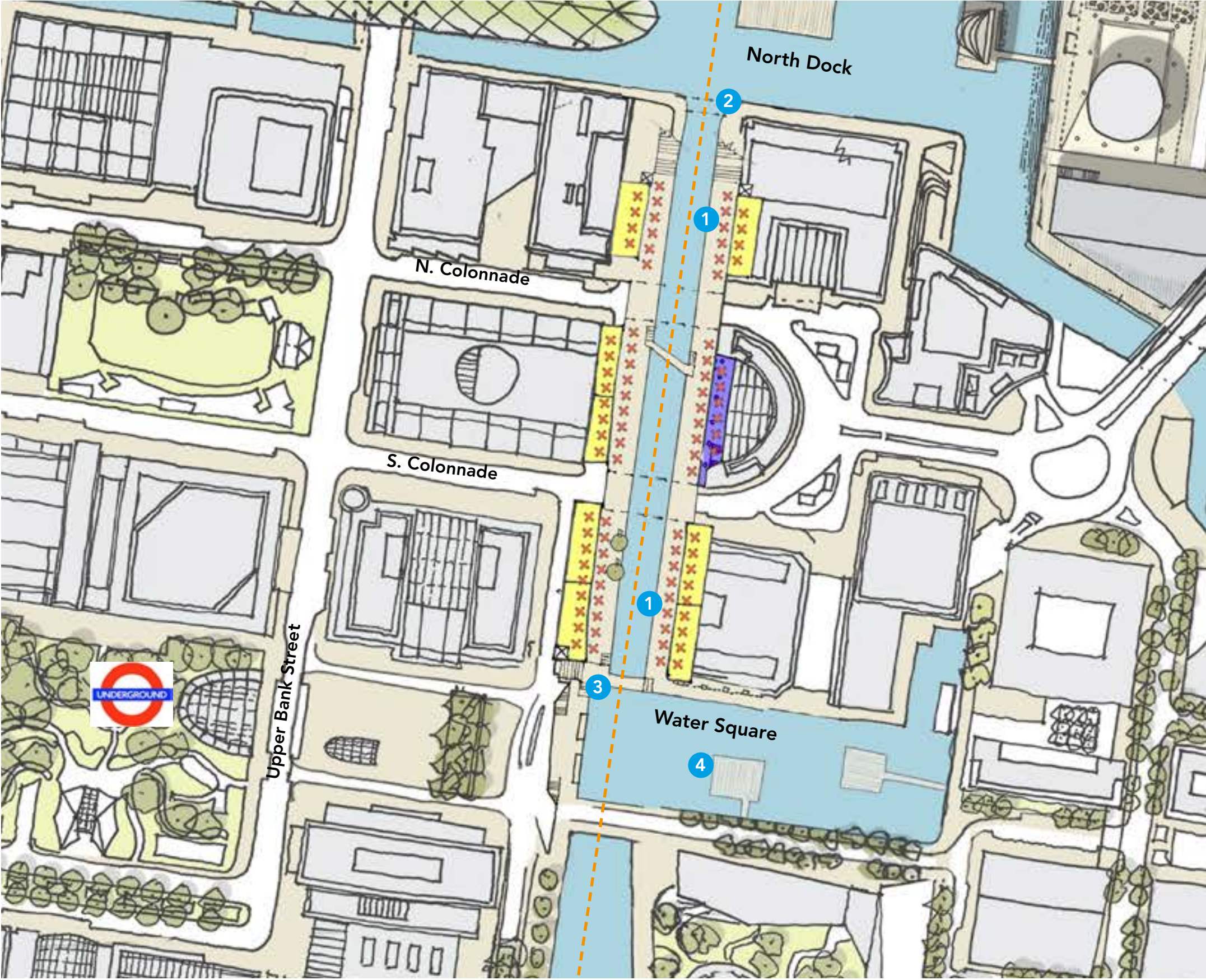


Water side dining: Chicago



Bellmouth Passage: Existing perspective

-  Underground - Jubilee Line
- 1 Suggest reworking stairs and escalators to create space for waterfront accommodation
- 2 Suggested location for new pedestrian bridge at upper level with improved stairs and lifts
- 3 Suggested location for new pedestrian bridge at lower level with improved stairs and lifts
- 4 Recreation boat dock
-  Water Taxi
-  Proposed double storey retail unit, ideal for cafe or pub
-  Proposed upper store balcony
-  Indoor/outdoor dining



Note: These are indicative opportunities only. No feasibility work has taken place.

Character Assessment: South Dock

The north side of South Dock has much potential due to its sunny dock edge, proximity to Reuters Plaza and footfall from the pedestrian bridge. However, the façades along the dock edge are designed for infrastructure instead of people, thus leaving them void of activity. Although luxury boats occasionally dock along the south edge, boat activity in the water is scarce, as entering the lock is expensive and burdensome.

Assets:

- Dock edge receives sunlight throughout the day
- Pedestrian bridge creates footfall
- Wide waters can accommodate boats

Challenges

- Oversized colonnades discourage engagement with the dock edge
- Unsightly louvres along the dock edge make it feel like a 'back door'
- Water is significantly below promenade
- Only occasional water activity



Overview of South Dock, facing northeast



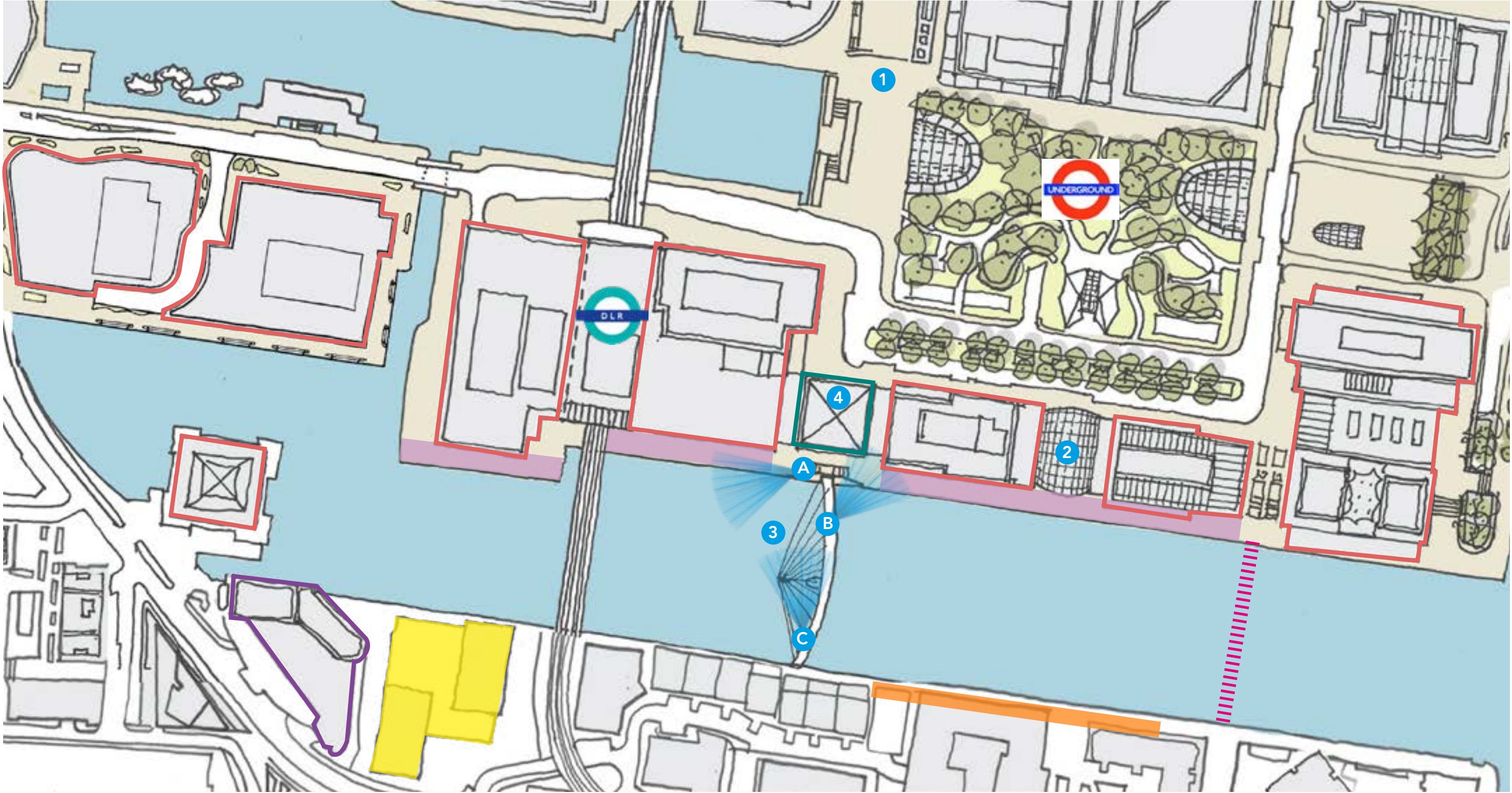
A Oversized colonnade faced with louvres



B Oversized colonnade and unsightly louvres along the dock edge



C Ample sunlight along dock edge and pedestrian bridge edge



- DLR Station
- Underground - Jubilee Line
- Potential future bridge crossing
- Residential
- Underutilized building façades and dock edges
- Active waterside dining
- Reuters Plaza
- East Wintergarden/event space
- Pedestrian bridge - Heavily used
- West Winter Garden/Restaurant/Public Space
- View Points
- Office
- Restaurants
- Hotel

Suggested Opportunity: South Dock

Suggested improvements to South Dock shall make it the **centre of water activity** for Canary Wharf.

Along the north dock edge, the existing oversized colonnades will be in-filled to allow for new retail shops.

A summertime lap pool could serve a new fitness centre.

A floating park comprised of steps, seating, greenery and a continuous floating walkway where canoes and kayaks can land will be the main feature. The sunny, multi-purpose dock edge shall be an inviting destination for pedestrians, boaters, shoppers and picnickers.

Planned developments (not yet approved) at 1 and 10 Bank Street shall revitalize the waterfront with seating, greenery and active retail frontage.

A new bridge on the east side will serve the anticipated increase in pedestrians and a new marina will serve the new residents.



Perspective: Progress sketch



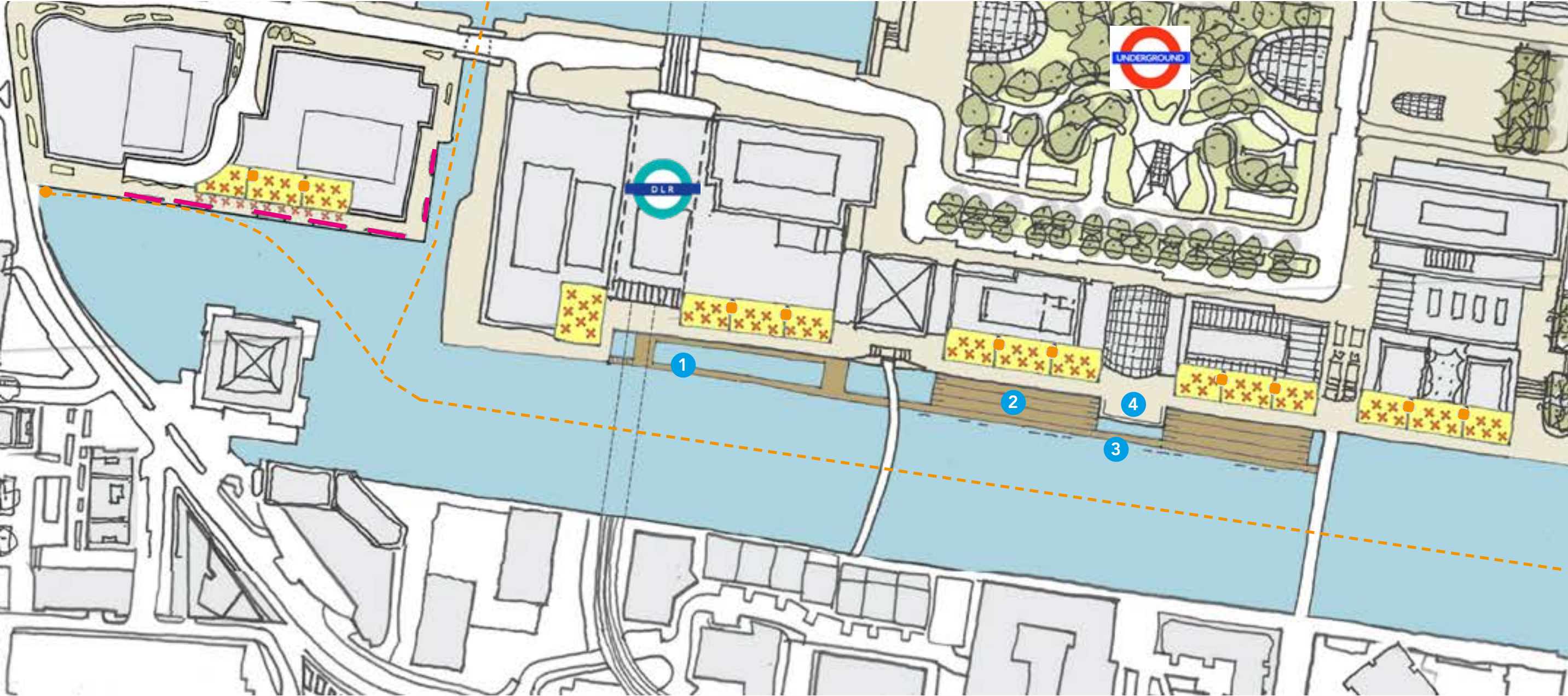
Precedent for steps to water: Chicago Riverwalk













Rendering of future waterside at 1 and 10 Bank Street



South Dock: Existing perspective



Note: These are indicative opportunities only. No feasibility work has taken place.

-  DLR Station
-  Underground - Jubilee Line
-  1 Suggested location for summertime lap pool
-  2 Suggested location for open riser steps and seating leading to waters edge
-  3 Suggested location for floating walkway with canoe and kayak docking
-  4 Suggested location for cantilevered platform at upper level
-  Suggest removing/ relocating louvres to allow for enclosure and new retail units/ cafés
-  Outdoor dining
-  Water Taxi Service
-  Benches/ sunken planters along waters edge

Character Assessment: Blackwall Basin

Blackwall Basin is an existing body of water that lies to the north of the Wood Wharf development and forms an important context for the Masterplan.

The Basin played a significant role in the history of the Docklands and was the original entry dock for large ships to the West India Docks, dating from 1802. Because of historical significance, the basin is Grade I listed.

Today its northern edge is defined by house boat moorings with mid-rise residential buildings behind.

Its southern edge is part of the Wood Wharf development and will be activated as part of the scheme as follows:

- Continuous boardwalk along its entire edge
- Commercial and residential active frontages
- High quality landscaping and public realm
- Heritage Interpretation board
- Moorings



Aerial view of Wood Wharf development under construction



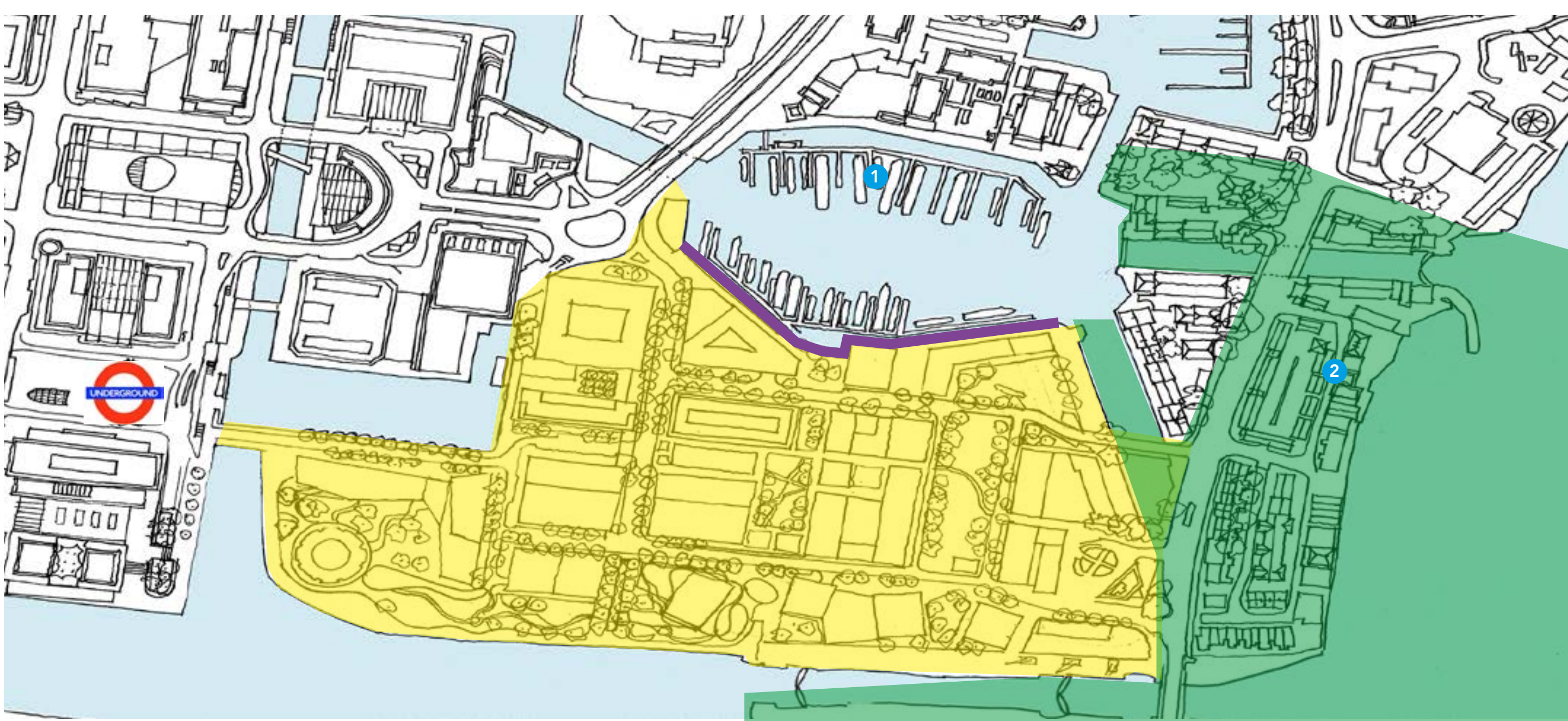
Current moorings (north side)



Blackwall Basin



Aerial view of Blackwall Basin



- 1 Existing Residential Moorings
- 2 Coldharbour Conservation Area
- Wood Wharf - New mixed-use development currently under construction
- No existing public waterfront
- Underground - Jubilee Line

Suggested Opportunity: Blackwall Basin

Blackwall Basin is a designated Site of Importance for Nature Conservation (SINC). The priority is to protect and retain aquatic habitats.

Rafts could be provided for nesting common terns and enhancements could be made to the underside of pontoons such as ropes and baskets to provide small fish with places of refuge.

Within the proposed landscaping, areas could be created to allow plants of open mosaic habitats to colonise the softscape.

New public realm and landscaping will be created along the dock edge, as part of the Wood Wharf development, which will provide opportunities for residents and visitors to sit and enjoy the calm views across the basin.

As part of the Wood Wharf development, mooring points are proposed on the southern edge of the basin, reinforcing the original 'Puddle Dock' form of the water edge.



Indicative view of Blackwall Basin (extracted from the the Design and Access Statement, Volume One, November 2013, of the Wood Wharf planning application)



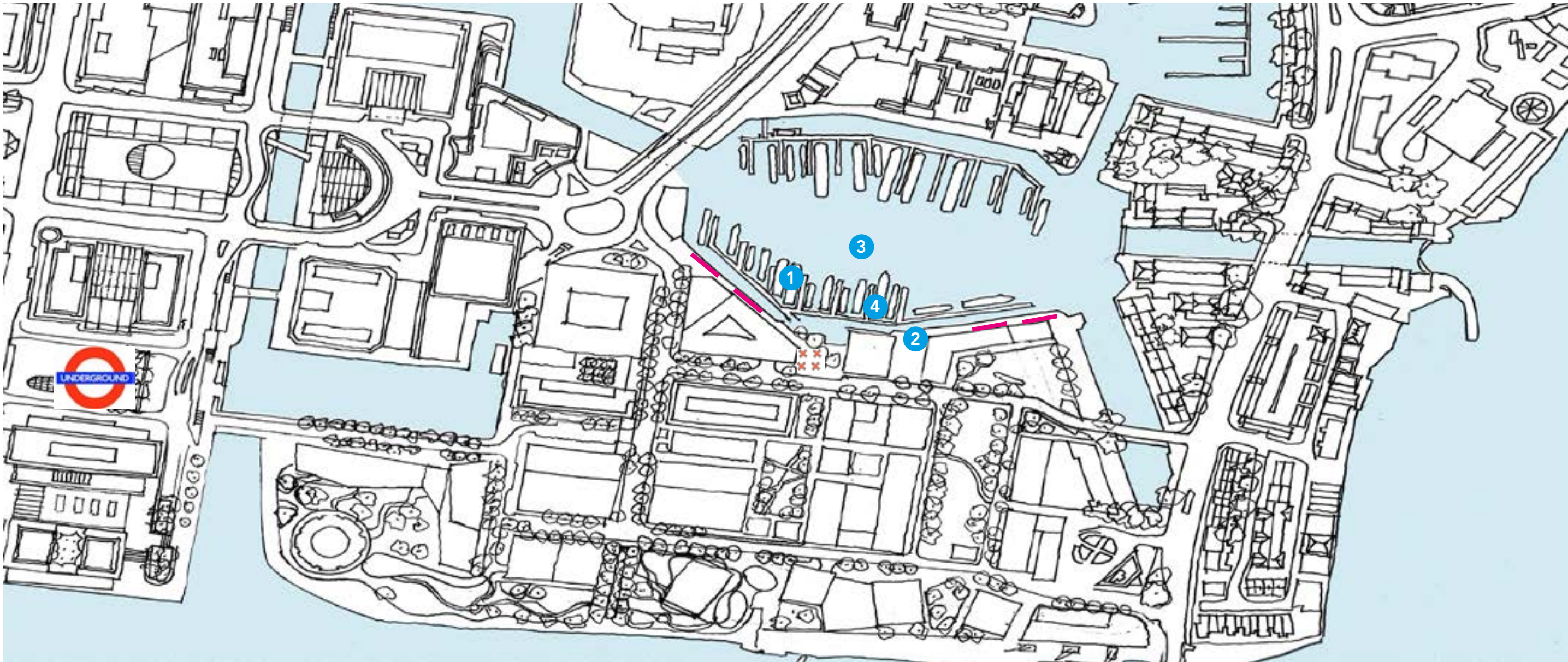
A Great Crested Grebe nurses two young on its back in Blackwall Basin, London.



CGI of future waterside along the Balckwall Basin



Illustrative image: Waterside and residential mooring



Note: These are indicative opportunities only. No feasibility work has taken place.



- 1 New Residential Moorings
- 2 Waterside promenade with improved landscaping
- 3 Tern rafts
- 4 Fish baskets to enhance aquatic biodiversity
- XX Suggested Outdoor dining
- Proposed Benches along waters edge

Character Assessment: Millwall Outer Dock

Although Millwall Outer Dock is very quiet, it is the centre of recreational water activity given the influential presence of the Docklands Watersports and Sailing Centre. Kayaking, sailing and boating activate the dock, which is otherwise lined by unremarkable buildings. The future Printworks mixed-use development on the north side will increase the local population, although it is unclear how it will influence the character of the dock.

- Assets:
- Docklands Watersports Centre
 - Very sunny all year
 - Park on the east side
- Challenges
- No access to Thames
 - Site in transition with future developments



Millwall Outer Dock, looking west



A Docklands Watersports and Sailing Centre

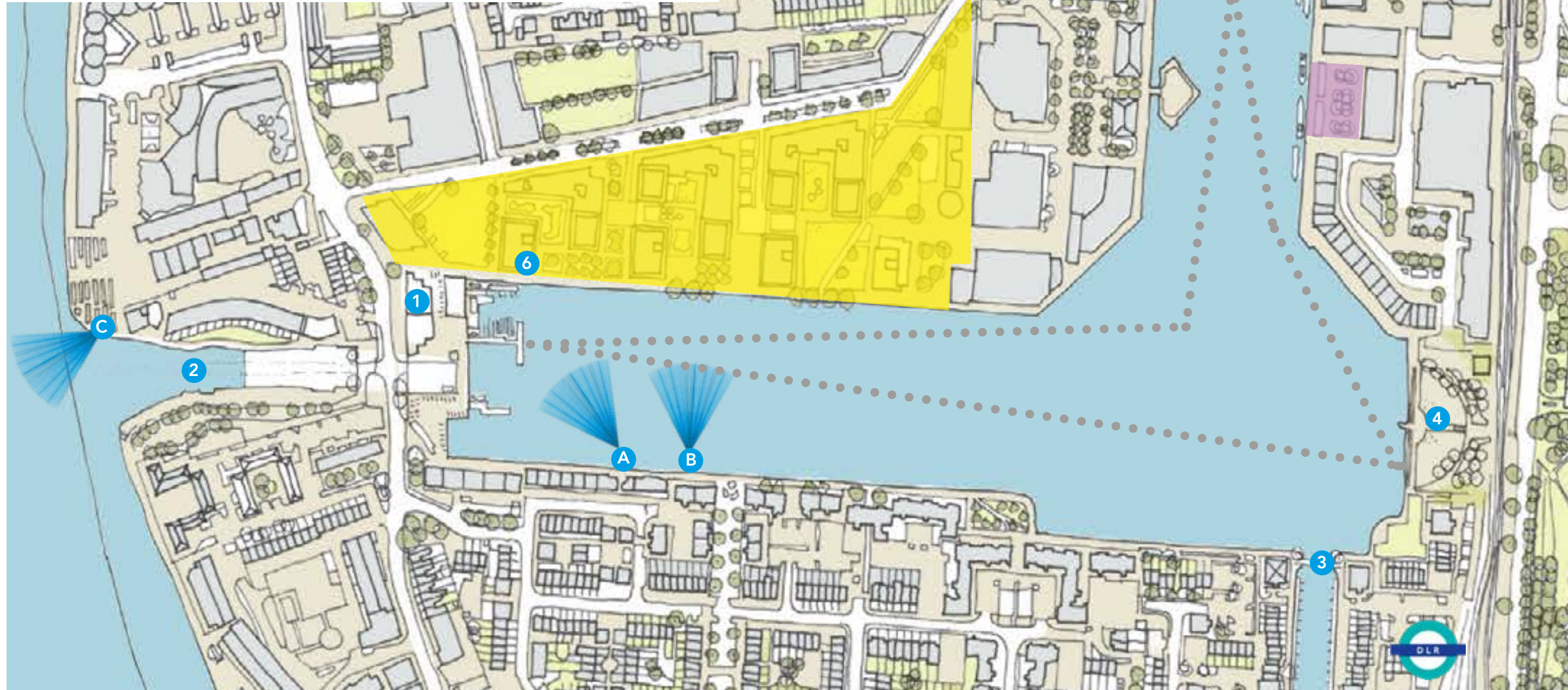


B Future development along north side of Millwall Outer Dock



C Dilapidated boat launch

- DLR Station
- Underground - Jubilee Line
- Existing sailing route
- Future mixed use development to include 722 units, school, surgeries and retail
- Existing car park
- Active water recreation
- 1 Docklands Watersports and Sailing Centre
- 2 Dilapidated boat launch
- 3 Architectural feature (bridge)
- 4 Park
- 5 Proposed moorings (indicative)
- 6 Two well-preserved shipping cranes



Suggested Opportunity: Millwall Outer Dock

Suggested improvements to South Dock could make it the **centre for watersports education** for the Isle of Dogs and greater London.

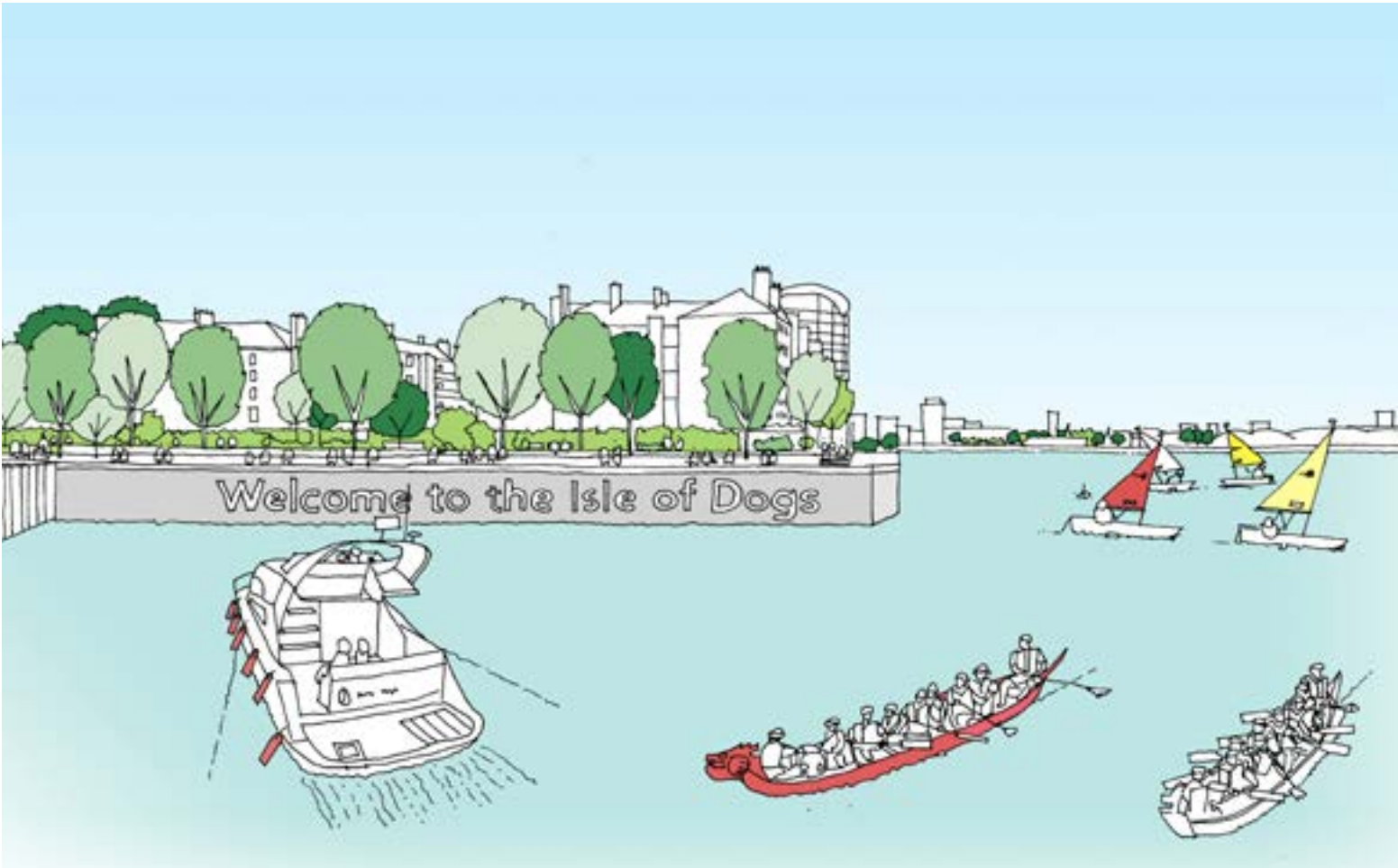
The dilapidated boat slip could be reinstated to serve as a boat launch for the community. This would be complemented with a new recreational boat pier, kayak storage facility and an inviting pathway leading to the Watersports Centre.

A new community centre would provide much needed recreation and education. Programmes would complement the activity of the Watersports Centre which could be rebuilt to accommodate the increased population of the area.

The park at the east side of Millwall Outer Dock could be modernized to allow for a summertime lido, better recreational amenities and easier access to the DLR. The new Tower Hamlets Draft Local Plan (2020) identifies the former Millwall Outer Lock Entrance as a potential new open space/ park.

The architectural feature at point 3 could be transformed into a bridge to allow for a continuous journey around the dock.

The feasibility of these proposals would need to be further investigated.



Perspective: Proposed rehabilitation of boat launch



Precedent for learning vessel: SS Robin, London



The Docklands Sailing & Watersports Centre: Charity Dragon Boat Challenge 2019



Dilapidated boat launch at The Thames: Existing perspective

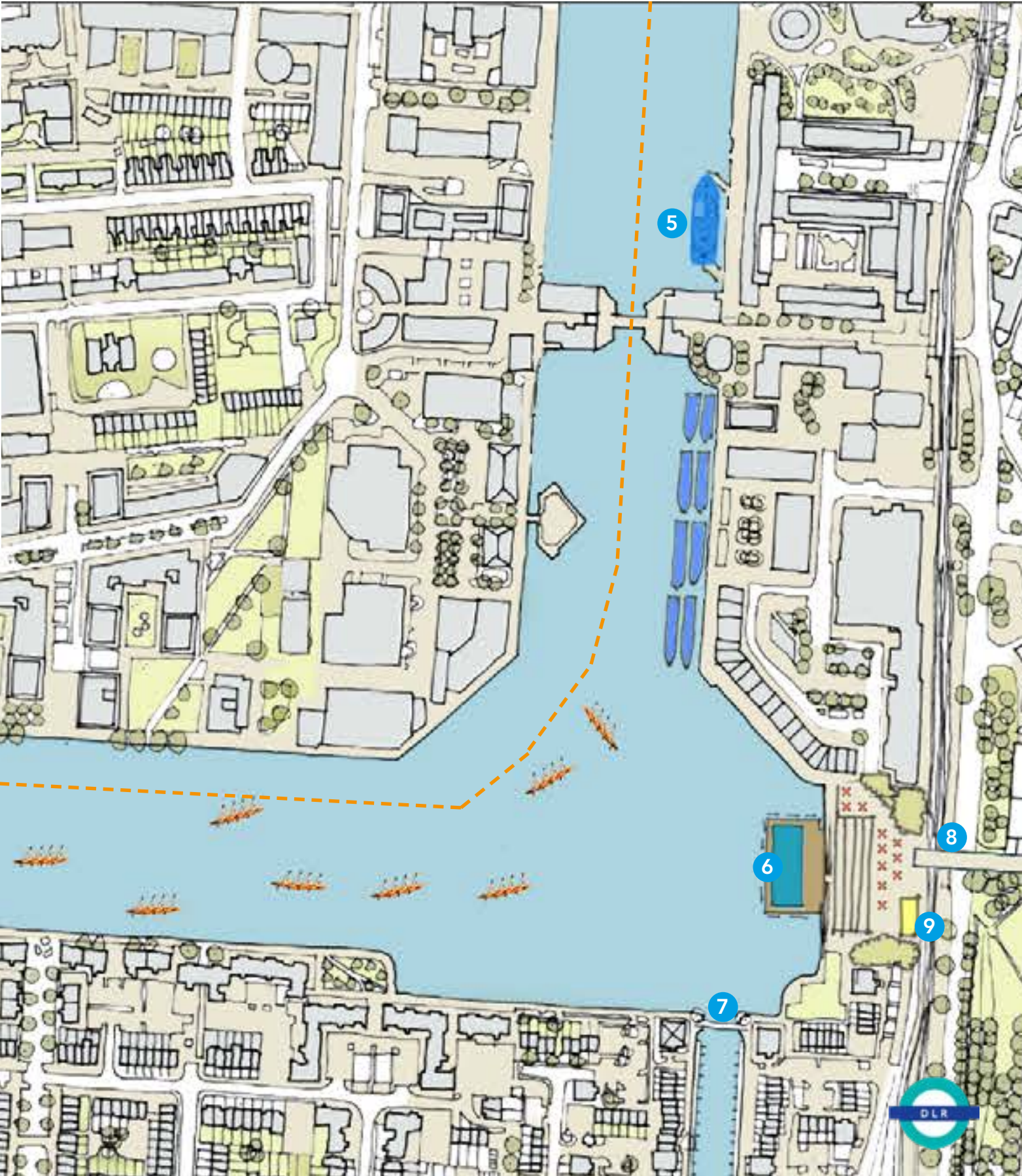


DLR Station



Water Taxi

- 1 Regenerate boat launch
 - 2 Watersports centre proposed to be rebuilt and expanded to allow for continuous promenade and increased business volume
 - 3 Proposed community use building to complement watersports centre
 - 4 Boat storage, changing facility and cafe to support boat launch
 - 5 Suggested location for learning vessel
 - 6 Repurposing of swim-headed barge into a movable summertime lido; enhance existing park for increase public realm
 - 7 Pedestrian bridge proposed to be rebuilt to allow for continuous waterside promenade
 - 8 Footbridge towards Mudchute Farm
 - 9 Cafe & changing facilities
 - 10 New pier for recreational boats
- New buildings to enforce dock edge



Note: These are indicative opportunities only. No feasibility work has taken place.

Suggested Opportunity: Millwall Outer Dock



Precedent for summertime lido: Copenhagen, Denmark



Swimming Barge: Vienna, Austria



Paddleboard yoga



Rowing tank: Norwalk, Connecticut



Community pool, Paris, France

The **enhanced watersports centre** could include:

- Training rooms
- Classrooms
- Conference Facilities
- Office space
- Member’s Lounge
- Sports shop
- Waterside pub
- Rooftop restaurant

The new **sports-focused community centre** could include:

- Gym
- Swimming pool
- Fitness Centre
- Spa
- After-school childcare
- Learning Centre
- Crèche
- Meeting rooms



Vision for new community centre and enhanced watersports centre
Note: These are indicative opportunities only. No feasibility work has taken place.

CONCLUSION



Key Recommendations

Key points:

- Revitalizing the docks will help bind the communities within the Isle of Dogs and be the first step to healing the separation caused by economic disparity
- The anticipated population growth will create the economic demand for waterside amenities and create new opportunities for employment
- Creating vibrant, unique waterside and recreational activities will make the Isle of Dogs a new London destination
- Long term success is dependant on the commitment and funding of the major stakeholders, both public and private
- A well-development masterplan must be developed and integrated into the priorities of Tower Hamlets



