



More

than

livable

development brief of the Royal Docks 2016

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EXECUTIVE SUMMARY

The Royal Docks neighbourhood is an area of massive historical significance for the city of London. Transformations over the years has rendered the area neglected and lacking in services and vitality. We reviewed the planning documents centred around this area in Newham to gain a better understanding of future projects as well the current context through which we can situate our suggested transformations. An analysis of the area through six lenses as well looking at the strengths and weaknesses revealed common threads and led us to develop design interventions through an informed perspective.

The main problem in the area is that it is barely liveable and our transformations aimed to change that. The five main principles of transformation are enhancing the mobility within the neighbourhood, improving the quality of open space, encouraging social interaction and inclusion, creating economic opportunities centred around local

residents, and strengthening localised characteristics. We aim to do this through interventions that take into account the wide diversity of the area while capitalizing on resources that are readily available. The design interventions take into account these principles and operationalize them through guidelines. The projects suggested range from beautifying the current environment through street art, to creating spaces that enhance and facilitate non-motorized transportation, and creating a strong economic foundation in the area that these different interventions rest on by establishing portable markets and waterfront platforms.

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1 INTRODUCTION

1.1 HISTORICAL AND GEOGRAPHIC BACKGROUND



1800-1880
 THE BRITISH EMPIRE WAS EXPANDING
 PORT OF LONDON WAS IN CHAOS
 1855 VICTORIA DOCK WAS OPENED
 1880 ALBERT DOCK WAS OPENED

1880-1926
 V&A BECAME LONDON'S MAIN DOCKS
 MAJOR EMPLOYMENT
 LOW QUALITY OF LIFE
 1921 KING GEORGE V
 ASSIGNED "ROYAL"
 1926 GENERAL STRIKE CALLED
 TRADE UNION CONGRESS (TUC)



1939-1960
 SEVERE DAMAGE DURING World War II
 1940-1941 GERMANY BLITZ BOMBING
Blitzkrieg, "LIGHTNING WAR"
 1944 THE NORMANDY LANDINGS (D-DAY)

1961-1981
 1981 CLOSING TO COMMERCIAL TRAFFIC
 THE RISE OF CONTAINERIZED CARGO
 AND MODERNIZATION OF TRADING



2000-.....
 MASSIVE UNEMPLOYEMENT
 1981 LONDON DOCKLANDS
 DEVELOPMENT CORPORATION (LDDC)
 1985 THE CORPORATION'S
 FIRST DEVELOPMENT FRAMEWORK
 1987 AGREEMENT LDDC
 AND LONDON BOROUGH OF NEWHAM
 PACKAGE OF HOUSING, EMPLOYMENT,
 SOCIAL AND COMMUNITY BENEFITS
 1988 LONDON CITY AIRPORT
 & EXCEL EXHIBITION CENTER OPENED
 1989 CONSTRUCTION OF
 DOCKLANDS LIGHT RAILWAY (DLR)
 2000 UNIVERSITY OF EAST LONDON OPENED
 MASSIVE PHYSICAL
 DEVELOPMENTS HAPPENED

Over the past decade, the area of North Woolwich has gone through many different types of transformations. These transformations have been altering not only to the physical function but also included identity and social changes, in particular after shutting down the docks in the 80s. Based on the historical timeline, we should acknowledge that the docks survived from the bombings of World War II and the economic downturn of the 1970s and 80s to become a hive of industries and activities afterward. It has a long industrial history based on maritime trade and other related industries.

The history of development in North Woolwich demonstrates how the political discourse about development, gentrification, globalization, modernization, regeneration, could be everlasting up to now. Many of the families formerly employed by the docks and factories have moved out to the area, while other groups, particularly immigrants moved in. Thus, it created ethnicity mix, and became one of the most diversity boroughs in the Greater London.



FIGURE : NEWHAM LOCATION MAP

Source: <http://www.newhamlondonrun.org>

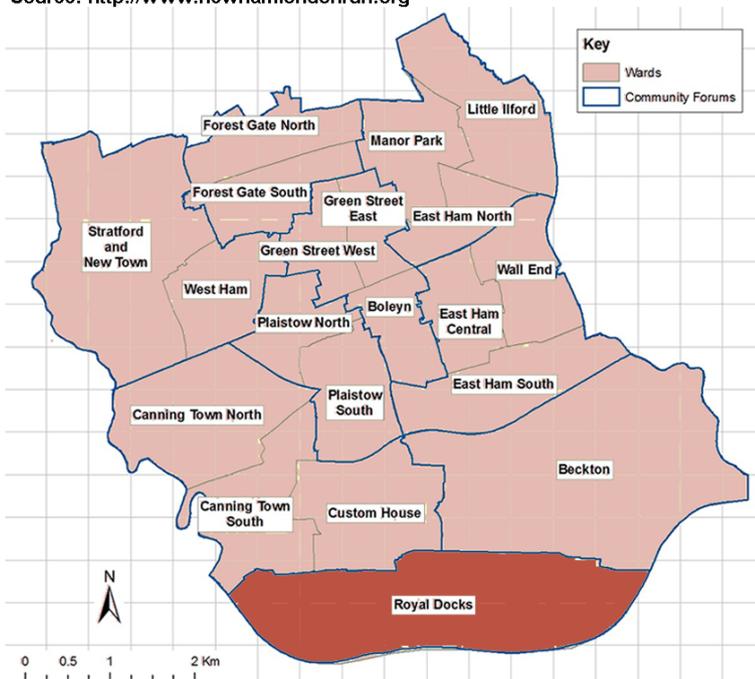


FIGURE : MAP SHOWING NEWHAM WARD

Source: Mayhew et al (2011)

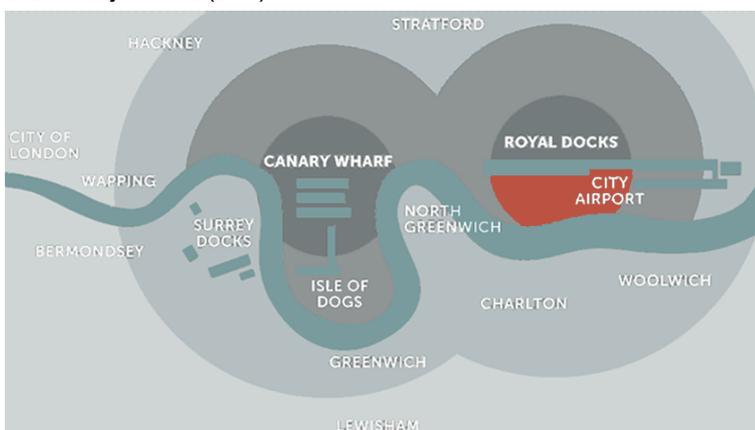


FIGURE : PORT OF LONDON

Source: <http://www.thestitchshop.co.uk/>

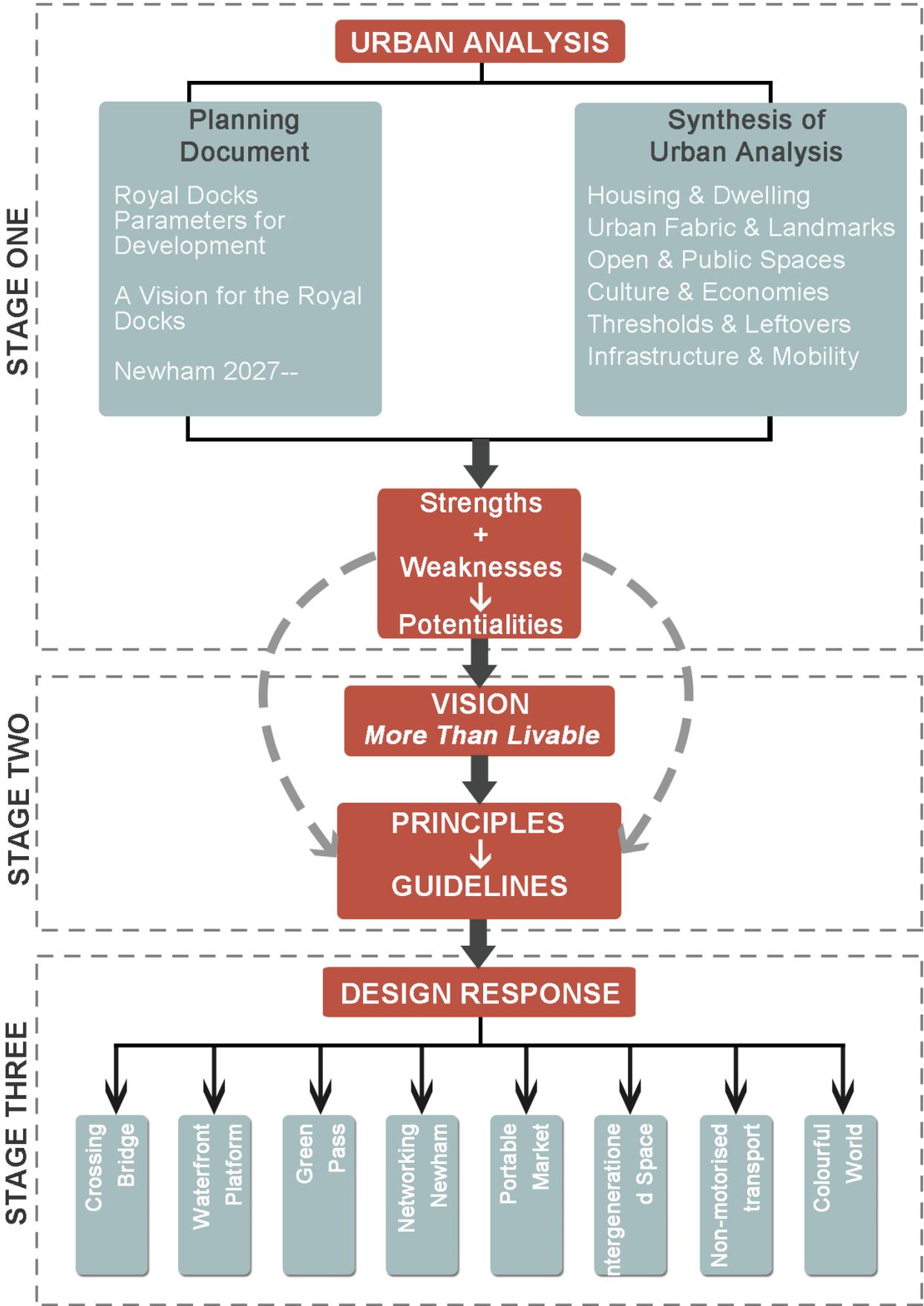
Our site of study is located in Royal Docks neighbourhood within the London borough of Newham. The site includes the edges of Silvertown, North Woolwich in the north, and Tate & Lyle Sugar Factory along the Thames in the south.

The London Borough of Newham, located in the east edge of central London, was the 2nd most deprived local authority in England in 2010. The success of London Olympics in 2012 changed the deprivation of Newham borough to the 8th most deprived local authority in the UK— the progress is slow, while it is recognised.

The Royal Docks area, Located in the south of the London borough of Newham, is composed of North Woolwich, Royal Victoria, Royal Albert Basin, Royal Albert Docks, and West Silvertown. After the closure of the docks for commercial traffic, it gradually developed to a place for regeneration within a wider swath of eastern Newham, forms an “Arc of Opportunity” for redevelopment and investment.

Our study has a long industrial history based around maritime trade and related industries. As technology has changed over the years and England has experienced deindustrialization in general, North Woolwich has lost much of its sustaining lifeblood. Many of the families formerly employed by the docks and factories have moved out of the area, while others, especially immigrants, have moved in. Large infrastructures, namely the City Airport to the north and the factories to the south have made North Woolwich an insular community; the more recent DLR line and Crossrail construction intensify this characteristic. (BUDD Group BB,2013)

1.2 ANALYSIS FRAMEWORK



2 CONTEXT AND URBAN ANALYSIS

2.1 CRITICAL REVIEW OF PLANNING DOCUMENTS

In our design response, we aim to take the existing development plans of Royal Docks Areas into consideration. In this chapter, we mainly analyse the following documents: Royal Docks Parameters for Development, A Vision for the Royal Docks, Newham Core strategy, etc. We try to understand why the

development of this area is not fully on the track by critically analysing the plan and further on make expanded and supplementary design strategies.

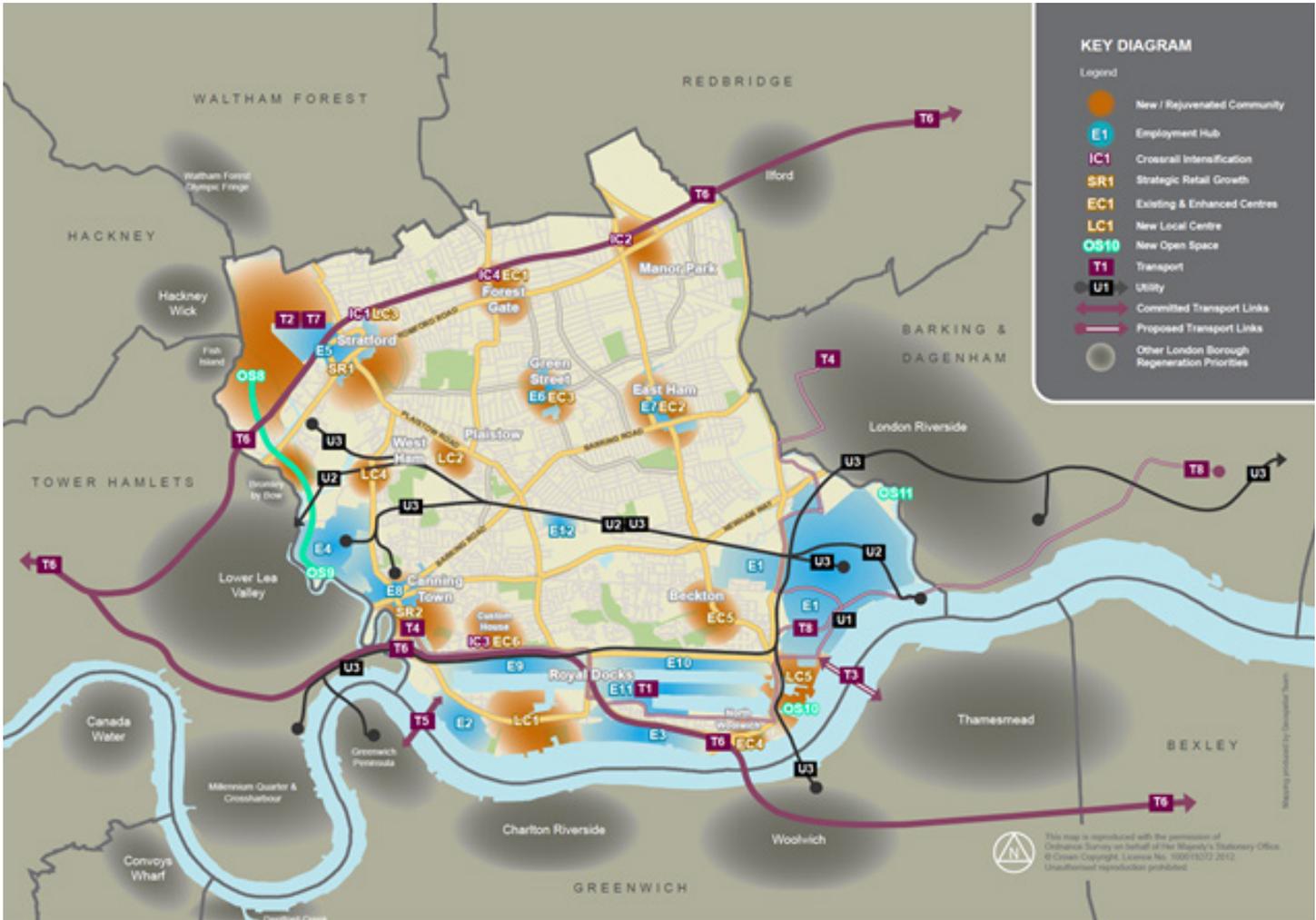
ANALYSIS OF NEWHAM STRATEGIC PLANNING MAP

From the map of planned function of Newham, it's clear that Royal Docks will play a key role as the main employment hub site with comprehensive transport link within the borough and with other parts of London. It is worth mentioning that E10, also known as the Enterprise Zone, will have a huge impact of our study area.

stretches across East London, fostering infrastructure and systems to enable businesses to reduce their carbon footprint in all their activities. This makes Royal Docks an ideal location for inward investors looking to develop high-tech manufacturing, research and green enterprise.

Sitting at the heart of the new Green Enterprise District, THE ENTERPRISE ZONE was established by the Mayor of London in 2010. From 2012, The Royal Docks was granted Enterprise Zone status, in recognition of its strategic importance. The district

However, the North Woolwich community still sits in an embarrassed place in the area, between London City Airport and The Thames East Employment hub, the community has limited access to waterfront asset in both ways.



STRATEGIC PLANNING MAP (COUNCIL OF NEWHAM, 2012)

VISION

IN BOROUGH SCALE

As introduced in Core Strategy, Newham will be a vibrant, dynamic, cohesive and ambitious Borough that maximises the opportunities for transformation and regeneration that come from the Olympic and Paralympic Games, excellent transport connections, a wealth of development land and wider sub-regional growth, and its young and diverse population.

Summarised from the Core Strategy, there are three points can be addressed.

1. **IMPROVED LIVING STANDARDS.** More people will be living and working in Newham, where will have accessible multifunctional local centres at heart of stable, mixed and balanced communities, which comes from a high quality and safe environment, with access to good schools, a better choice of homes, shops, services and facilities that reflect the population’s diversity.

2. **A WEALTH OF JOB OPPORTUNITIES.** Along with the enhanced natural, cultural, heritage and infrastructural assets, the area will provide vital connections, social space, and opportunities to work locally through a greater mixing of land uses.

3. **IMPROVED PUBLIC SPACES.** The area’s natural and built resources of waterside, docks, rivers and green spaces will be improved, facilitating their active use and creating outstanding public spaces as part of development that exemplifies excellence of design.

POLICIES

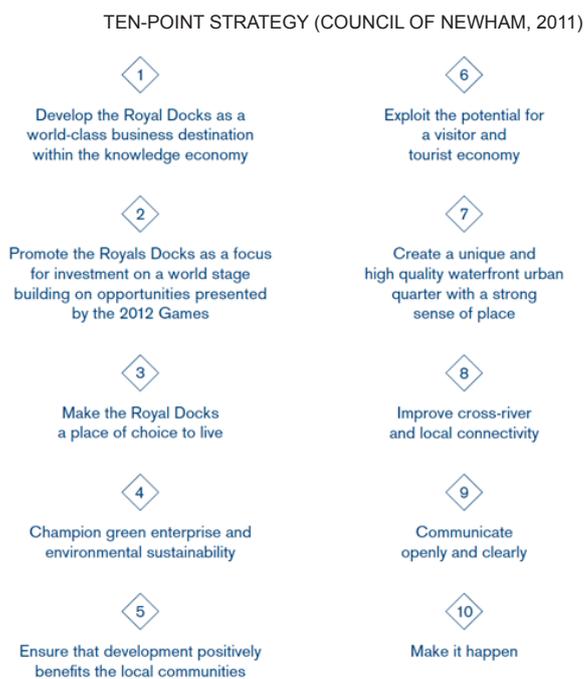
The Core Strategy proposed ten vision-based policies for the development of Royal Docks. However, the strategic sites of Royal Docks are Silvertown Quays and Minoco Wharf, our study area is excluded. The following policies are extracted from the key policies that are relevant to our study site.

NEIGHBOURHOOD SCALE

In Royal Docks Parameters for Development, Royal Docks is to be redefined as a place with its own centre of gravity and clear identity, transforming the area into a world-class business centre, a leading hub for high technology, green enterprise, research and the exchange of ideas. The Royal Docks will once again be a gateway between London and its global markets for the trade in modern commodities: knowledge, ideas and expertise.

In addition, A Vision For The Royal Docks addresses the significance of waterfront, ‘We envisage the waterfront as a hub of activity once again; a thriving leisure destination for Londoners and visitors alike.’

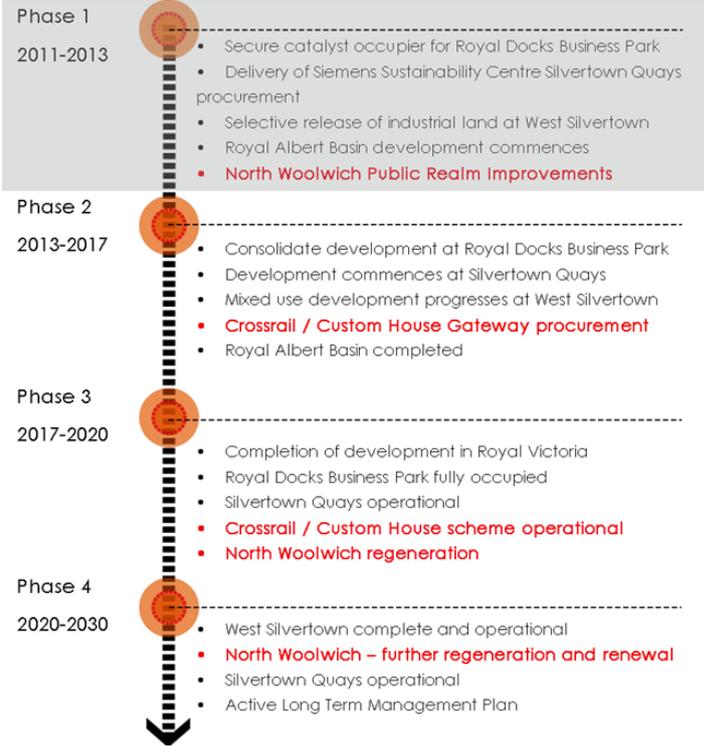
The vision from both documents underpinned by the ten-point strategy



New Homes	<ul style="list-style-type: none"> The provision of 9,200 new homes between 2012 and 2027.
New and Improved Local Centres	<ul style="list-style-type: none"> North Woolwich local centre to be enhanced including an upgrading public realm, infill and other new residential development and retail uses.
High Quality Design	<ul style="list-style-type: none"> An approach to urban design, which improves coherence and connectivity, addresses transition between, uses and maximises the Royal Docks’ waterfront assets, ensuring that they form an integral part of the area’s future.
Capitalising on Transport Improvements	<ul style="list-style-type: none"> Careful consideration of future airport expansion; Safeguarding of new Thames River crossing point and Crossrail route; Intensification of development around future Crossrail station at Custom House.
Interconnected neighbourhood	<ul style="list-style-type: none"> Consolidating today’s fragmented residential development into distinct but interconnected neighbourhoods, at West Silvertown, North Woolwich, Royal Victoria Dock and Albert Basin, with further connections to facilities on the ExCel estate and at Custom House/ Freemasons local centre, and Canning Town, East Beckton and Woolwich Town Centres.
Higher value employment	<ul style="list-style-type: none"> Rationalisation of employment land to achieve considerably higher value employment uses and jobs density than currently exist, including a phased release of Strategic Industrial Locations over the plan period.

POLICIES RELEVANT TO THE STUDY SITE (COUNCIL OF NEWHAM, 2012)

From **THE CORE STRATEGY** development timeline, public spaces in the study area should have been improved to a certain extent, while the change can yet hardly be noticed. At the moment, there's no development plan specific for the study area except the construction of crossrail—the development for North Woolwich are mainly happening in the next 2 to 14 years. And our intervention would be mainly small scale and in short to medium term.



TIMELINE OF DEVELOPMENT PLAN IMPLEMENTATION (COUNCIL OF NEWHAM, 2011)

SUMMARY

From the abovementioned three key documents, the main assets of the area have been well identified and the strategies and policies have been put forward, mainly focused on utilizing the historical, natural, cultural and infrastructural assets to improve living quality, housing quantity, quality of public space and the development of waterfront, economic development self-efficiently and internationally, linking the fragmented communities, to regain the gate way status of Royal Docks.

However, the implementation of some of the development plan have not been on track, and the ten-point strategy is yet too glorious to be considered realistic, i.e., the unemployment issue of the study area is not as easy to be solved by the accelerating development of the enterprise zone and the surrounding business, stated as ‘ensure that development positively benefits local communities’, rather, the objective of the business development

could deepen the exclusion of the local residents if this problem is not well tackled; Royal Docks is recognized as a new key business centre with its key location and transportation link, while North Woolwich is in an embarrassing location with poor accessibility to waterfront and connection to other community, which is not well considered in planning; it is also not convincing that the development plan is based on proper community participation. Thus, our intervention will take those issues into consideration to help complement the plan for Royal Docks.

2.2 URBAN ANALYSIS

The Royal Docks area has undergone massive transformation over the years and that is evident when viewing it from multiple angles of analysis. Within the context of this project six lenses of analysis were highlighted; housing and dwelling, urban fabric and landmarks, open and public spaces, culture and economies, thresholds and leftovers, and infrastructure and mobility. It is important to look at the current situation of the neighbourhood from these different angles in order to holistically understand the state of affairs the community deals with and how positive interventions can be made. All of these factors need to be understood in order to stage a meaningful intervention in the area that

aims to improve conditions at multiple scales and for different stakeholders.

THE STUDY AREA AND SURROUNDINGS



RIVER THAMES WITH THE DOCKS FROM WOOLWICH TO THE TOWER



2.2.1 CRITICAL ANALYSIS

HOUSING AND DWELLING

The main problem regarding the housing issue in the royal docks area is the overcrowding that the neighbourhood faces, with it being the most overcrowded in London. As with most issues in this area residents find that the situation is liveable but just that. In order for the area to move forward and become more than liveable there needs to be serious work done to remedy this issue which is neglected much like the rest of the area. Even though this is the main issue we can also look at issues beyond the numbers of overcrowding as dwelling isn't just about how many people live in a place but how they live in it and how they experience it. The map below

illustrates one of the problems of housing in the area by showing how the area isn't very dense but there is still a lot of overcrowding.

THE DENSITY OF STUDY AREA



URBAN FABRIC AND LANDMARKS

Exploration of the urban fabric and landmarks in the area revealed a common thread. The urban fabric is quite complicated due to the multiple transformations of the area throughout history, this makes the area less hospitable and open to a certain extent. In term of the landmarks there has been a shift in terms of how landmarks are created over the years from an organic outgrowth of landmarks that people interact with on a day to day basis to manufactured landmarks imported from outside the area and co-opting the local sphere. The commonalities between the landmarks and the urban fabric is that it is apparent that the residents don't have much ownership over

the shaping of the landscape. The revitalization of the neighbourhood has to tackle these issues through the participation of the residents even though they might seem more abstract and less tangible.

THE LANDMARK AND IMPORTANT BUILDINGS IN STUDY AREA



OPEN AND PUBLIC SPACES

With the question of open and public spaces it can be noted that there is a large amount of open space but it is not utilized. The quality of spaces offered to the community is inadequate and appealing to the residents of the neighbourhood. The industrial effect on the area needs a counterbalance of green space and space that is accepting of different groups. There is great potential in the area for transformation in this aspect as there are a lot of abandoned spaces and even spaces which are supposed to be active but are perceived as unsafe or not welcoming. Like the other issues, there is a serious lack of provision of what is an important issue such as space that can

drive people to retake their neighbourhood and feel a sense of belonging

THE CATAGORY OF OPEN & PUBLIC SPACE IN STUDY AREA



LEFTOVERS AND THRESHOLDS

The analysis of thresholds and leftovers reveals the condition of the whole neighbourhood of the royal docks as an isolated island in the city of London to a certain extent. The status of the neighbourhood as leftover even though it is a threshold for entry and exit from the city of London through the airport and historically the docks is itself an ironic statement. The exploration of these features through physical as well as psychological factors shows that there is an underutilization of space that are considered empty or leftover such as the image below, and there are

also many obstacles in the forms of thresholds that stop the fulfilment of potential in the neighbourhood.

AN EMPTY PLOT AT THE SOUTHEAST OF STUDY AREA



CULTURE AND ECONOMIES

Following the trend of other lenses of analysis, the culture and economies angle of looking at the area reveals the vast gap between the current situation of the neighbourhood and possible potential. Even though the area itself is situated between large corporations and companies like the Tate & Lyle factory and the London City Airport as well as others, the local residents aren't benefitting from them. The economy of any area is the bedrock for establishing a

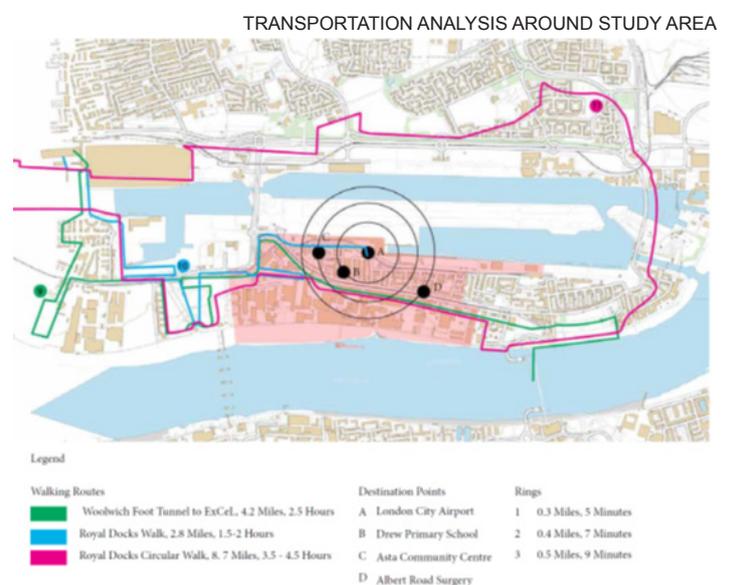
vibrant cultural exchange, the report highlighted how the area is one of the most deprived in London but much could be added to take the extra step and relate this to the cultural aspect. It might be also interesting to study how systematic racism and neglect of minority groups in London has led to such a dire economic situation.

TRANSPORT AND MOBILITY

"The community of Woolwich has the basic transport services to cover the needs. Nevertheless, the accessibility of all of these elements are not integrated in a way that it can promote the community integration."- interview conducted by the infrastructure and mobility group

What this quote and the work done by the infrastructure and mobility group illustrates is that the current condition in terms of mobility at best only meets the bare minimum of needs the community requires. However, it is important to note that there is a large discrepancy between the existing conditions and what they should be. The analysis shows how hard it is to access and exit the neighbourhood, but there is much more to build on when it comes to the dynamics of mobility within the neighbourhood itself and the societal and economic factors that influence

that. The image below illustrates how moving around in the neighbourhood is cumbersome and counterintuitive.



SUMMARY

The main point going forward with these different lenses as a stepping stone are the commonalities that are found in inspecting the area through these different viewpoints. The main thread that binds these investigations together is the fact that the area is currently only subsisting, living at the minimum level, it is only liveable. In terms of housing there are not enough units, unemployment is extremely high, and the neighbourhood is not well connected. All of these material factors transpire to create a situation where there is no enjoyment in interacting with the space and no drive and ownership in order

to transform it into a better place; abandoned place are ignored, open spaces aren't used, and there is no sense of community. The status quo of the neighbourhood is that just exists, the next step is to try to transform this area into a place that is positive in terms of all of the factors above so that people view it through the lens of a home instead of a place where they have no stake in. The aim is to make the neighbourhood much more than just liveable.

2.2.2 STRENGTH & WEAKNESS ANALYSIS

Strength Elements

Younger age composition and diverse ethnic composition

Royal docks community market provide opportunities for socializing for residents

Existing cultural, infrastructural, historical assets

ExCeL London attracts business and tourists, which also present important opportunities for investment

Transformation and development, such as City Airport Development Programme (CADP), Regeneration project of the Silvertown, Enterprise Zone, Asian Business Park, create various business opportunities

Various means of public transport: flight, ferry, bus, DLR, Crossrail

Good connection to central London

Sitting in the key location with important landmarks of London in the surrounding area such as London City airport, the Thames, ExCeL, UEL, etc.

Various forms of housing typology

Weakness Elements

Lack of social activities in the area

No sense of community for the residents

Lack of socialising spaces

Lack of community engagement in planning process

Negative perception and low vitality of the area

Increasing housing price and overcrowded dwelling situation
Deprived region with high unemployment rate and low income-level

Few job opportunities within the area

High skill-gaps in the current workforce

Small emphasis has been put on the study area by the official development plan

Poorly designed and unutilized waterfront space

Physical factors such as river, railway lines, and airport created isolation of the site

Connaught Bridge is the only road access and DLR is the only public transportation connected to central London

Lack of bus lines running through the area

Lack of spaces available for youth and children

Large amount of leftover spaces and poorly developed and utilized public spaces

Short supply of essential services such as schools and healthcare facilities

Low accessibility to the crossrail stations, Woolwich station and the custom house station

Few dedicated cycling paths and enjoyable pedestrian environment

Integrated and diverse community

Benefits from the growing investment and business

Enhanced socio-spatial experiences

Co-operation with different organisations and business partners

Using the unique features to create stronger sense of belonging

Better internal & External connectivity

Various possibilities for small interventions

Social Features

Economical Features

Spatial Features

Potentialities

3 VISION STATEMENT

OUR VISION

MORE THAN LIVABLE

Livable, as defined in Cambridge Dictionary, is ‘a building or place that suitable or good for living in’. When we unfolded the previous urban analysis through the six lenses, we found that the site is barely livable. The business around the area is thriving, while the resources for the local are sparse and residents actually cannot reach beneficial impacts of the business. The physical and social isolation of this ‘locked island’ and the uneven funding allocation constrains the social and commercial interaction of the area. Thus, this reality will further deepen the exclusion of the residents.

However, from a key industrial area in London to a mixed residential district, Royal Docks has witnessed and is still experiencing various transformations. We see this transformation not only as a challenge for residents to integrate into this plan but also an opportunity for the neighbourhood to flourish and to embrace the accelerating development. We see the potentialities in this unique location, diverse communities, historical heritage, and leftover public spaces for the harmonious growth of the local and surrounding business.

This reality brings us to the proposal of “More than Liveable”, which refers to a diverse neighbourhood not only suitable for living but also attractive for living with its unique culture and characteristics, where locals feel included and can find sufficient job opportunities, and passer-bys are willing to stay rather than only passing by. Referring to Jane Jacobs’ notion that cities have the capability of providing something for everybody, only because, and only when, they are created by everybody. We believe only by putting the residents’ benefit at first, can we make the community more than liveable. To achieve this, our interventions are aimed to promoting quality of life, economic development and social inclusion, by people, for people.



4 PRINCIPLE & GUIDELINES

Principles (S.M.I.L.E)

Potentialities

Enhanced socio-spatial experiences

Various possibilities for small interventions

Better internal & External connectivity

Integrated and diverse community

Using the unique features to create stronger sense of belonging

Benefits from the growing investment and business

Co-operation with different organisations and business partners



P1 Space

Improving the quality of public space



P2 Mobility

Enhancing the mobility within the neighbourhood



P3 Interaction & Inclusion

Encouraging social interaction & inclusion



P4 Localisation

Strengthening localised characteristics



P5 Economy

Creating work opportunities for local residents

G1 Renewing the ex open space

G2 Converting leftov

G3 Maximising the v

G4 Making public sp

G5 Enhancing the fa

G6 Creating an enjo

G7 Providing spaces

G8 Creating opportu interests

G9 Organising attrac community

G10 Strictly implemen engagement in p

G11 Respecting cultu cultural exchange

G12 Creating a sense

G13 Promoting symb

G14 Enhancing empl

G15 Creating collecti standard for sett

G16 Encouraging flex them

G17 Creating collabo other institutions

G18 Creating afforda everyday life

Guidelines

Interventions

Existing public facilities to make user-friendly

Open spaces to localised attractions

Waterfront assets

Space accessible to disabled individuals

Facilities of non-motorized transportation

Accessible spatial sphere for pedestrians

Spaces that accommodate all ages

Opportunity for collective activities related to common

Organic events to encourage initiatives of the

Updating planning legislation for community planning process

Cultural diversity and providing opportunities for

Sense of belonging by establishing local landmarks

Public items to visualize local history and culture

Employment possibilities for local residents

Digital platform for community to minimize entry barrier for starting up business

Supportable businesses and defining certain space for

Cooperative partnerships between the resident and businesses in the borough

Alternative consumption alternatives for their

Non-motorised Transport

Colourful World

Intergenerationed Space

Portable Market

Networking Newham

Green Pass

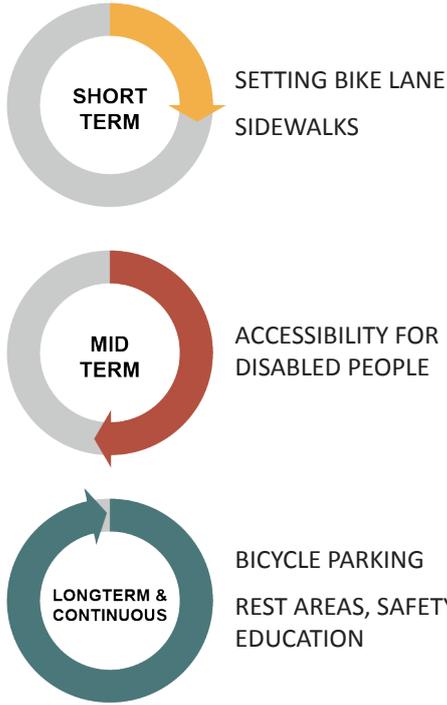
Waterfront Platform

Crossing Bridge

5 DESIGN INTERVENTION

5.1 IMPROVING THE ENVIRONMENT OF THE NEIGHBOURHOOD

5.1.1 DESIGN INTERVENTION: “ LOW-CARBON COMMUNITY”



The key element of “ low-carbon community” is establishing non-motorized transportation system and encouraging green lifestyle. TfL and LDA should lead the whole program to achieve this goal. First of all, setting bike lanes and establishing non-motorized facility, ex. bicycle parking is necessary. Then, We should improve sidewalks, crosswalks, setting rest areas. Those areas have three types. The first one set close to bike stations, the second combined with bus station, the final one is single rest area. It’s

worth noting in this case that developers would give financial support for this program because there could be an advertisement in the rest area, which can benefit them, at the same time, provide convenience for local residence. Besides this, special needs for disabilities should be taken into consideration, better access for disabled people must be ensured. Finally, in order to enhance walking & cycling safety, and safety education for local resident is crucial, as well as some safe signs.



BIKE STATION



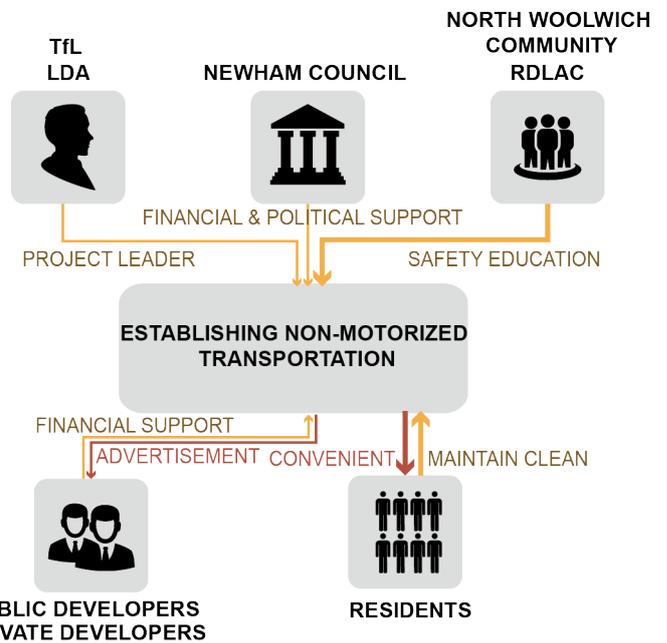
SECURE SIGN AND DISABLED FACILITY



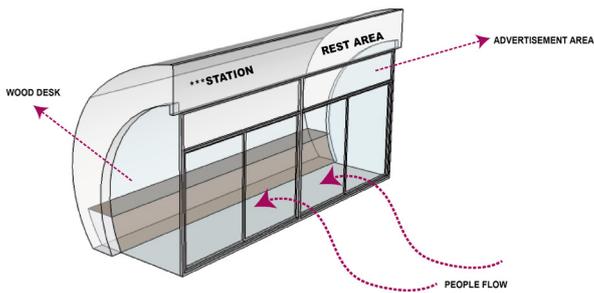
REST AREA



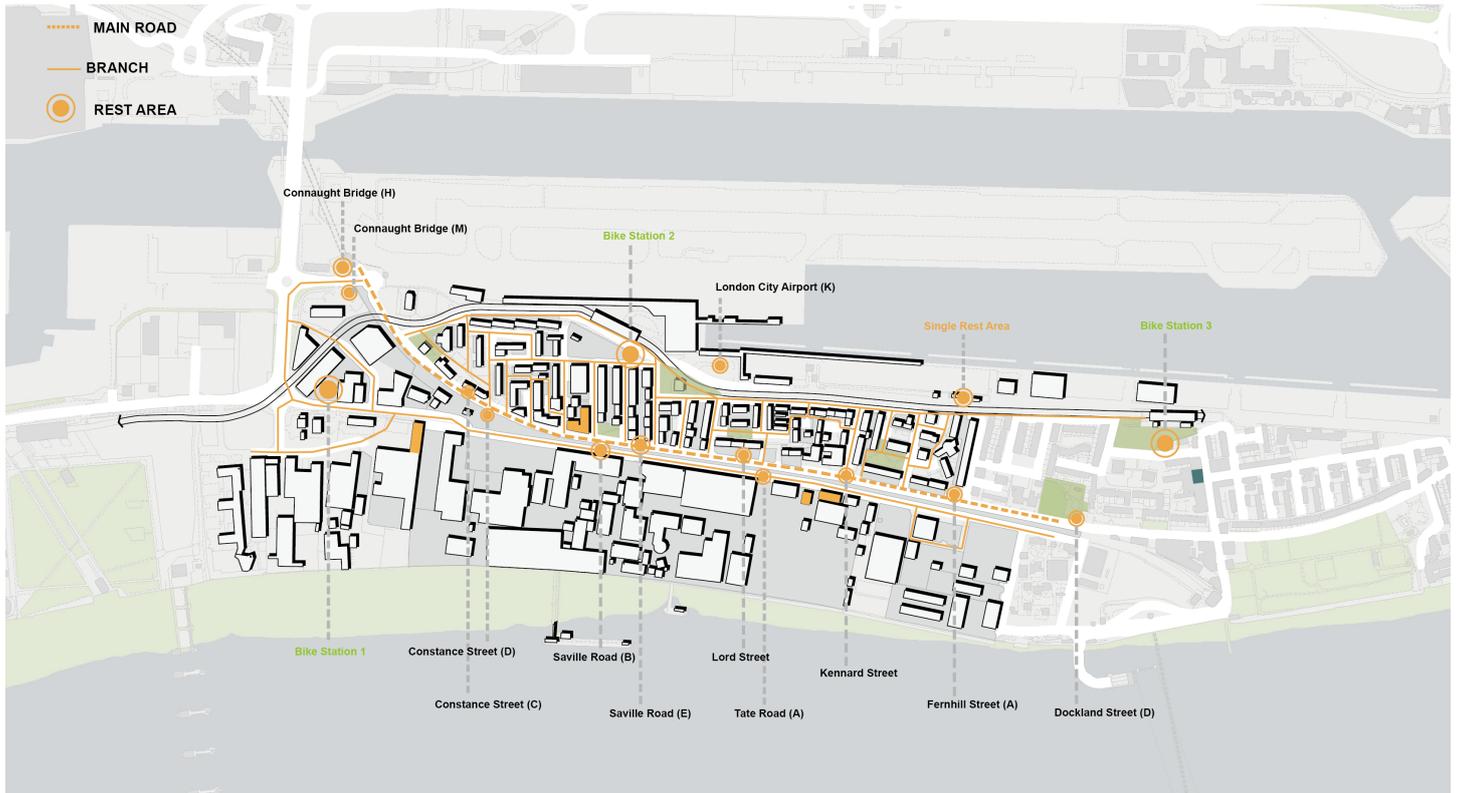
POSSIBLE ACTORS OF THE INTERVENTION



REST AREA COMBINED WITH BUS STATION



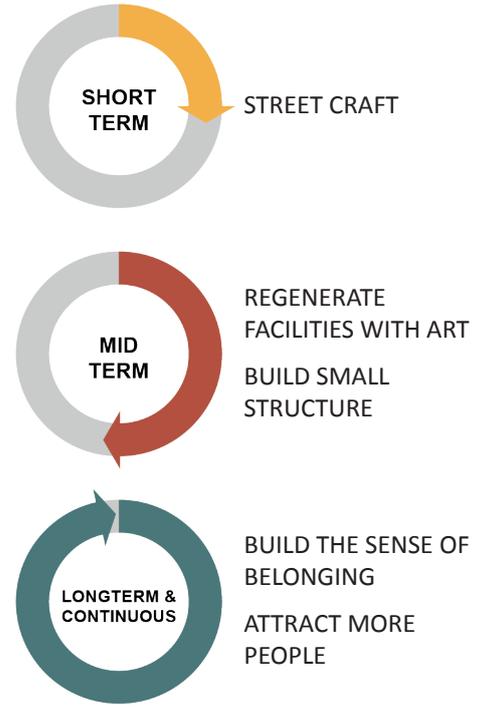
SIDEWALK SYSTEM



5.1.2 DESIGN INTERVENTION: "COLORFUL WORLD"



STREET CRAFT



"Colorful world" is a program which aim at implementing street art and establish local cultural characteristics. North Woolwich Community and RDLAC should be the project leader, and local artists would give professional support. First, street crafts which reflect the dock culture and multi-ethnic culture should be advocated and encouraged in this area. Then, existed facilities could be regenerated with arts, such as the garbage can, which would be dressed up with paintings. Last but not least, some small art construction might be built to attract more people to engage in.

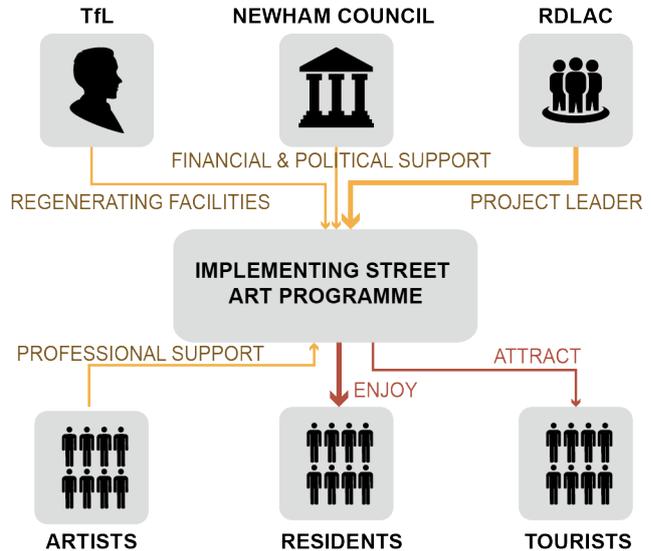
ART CONSTRUCTION



FACILITIESE REGENERATION WITH ART

POSSIBLE ACTORS OF THE INTERVENTION

NORTH WOOLWICH COMMUNITY



5.2 ENCOURAGING MORE COMMUNITY EVENTS

NETWORKING NEWHAM

The development plan that was supposed to develop the local community did not meet its purposes yet. One interesting strategy taken from 2010 Sustainable Community Strategy, which is the part of Newham Core Strategy, states the importance of involvement of all sides interested in developing the area, starting from the Council, partners, and the local community. Achieving positive growth of the area can be taken from social interaction, volunteering and community engagement. In response to this reality, we have to increase participatory development through the lens of the local resident. It will be an opportunity

to encourage social interaction and inclusion within the community. Networking Newham is a series of intervention that can be implemented in the left-over space found in our analysis. As a platform, this intervention can involve many actors from inside and outside Newham.

SITE INTERVENTION

MAPPING OF INTERVENTION



GENERAL STRATEGY

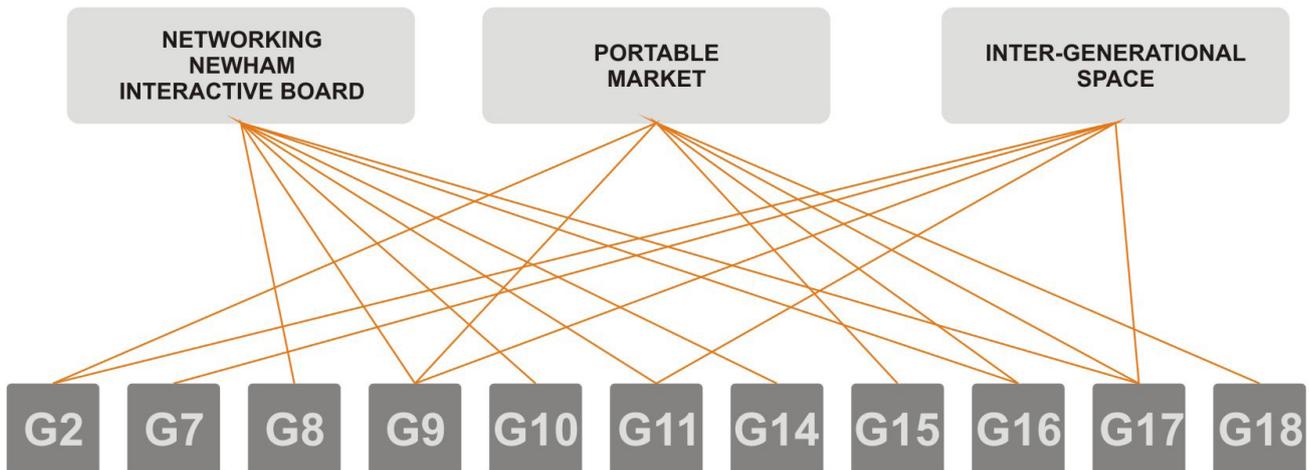


DIAGRAM OF COMMUNITY NETWORK

According to the Newham council official website, there are at least 25 community centres in Newham. These 25 communities should be looked at as a resource and strength of the area. The neighbourhood of the royal docks should take advantage of this to create better social inclusion. Networking Newham is a community platform that can pool local resources and open up the royal docks area to tap into the support other areas of whole Newham. Moreover, connecting different communities in Newham can be used as a tool of social inclusion and promote

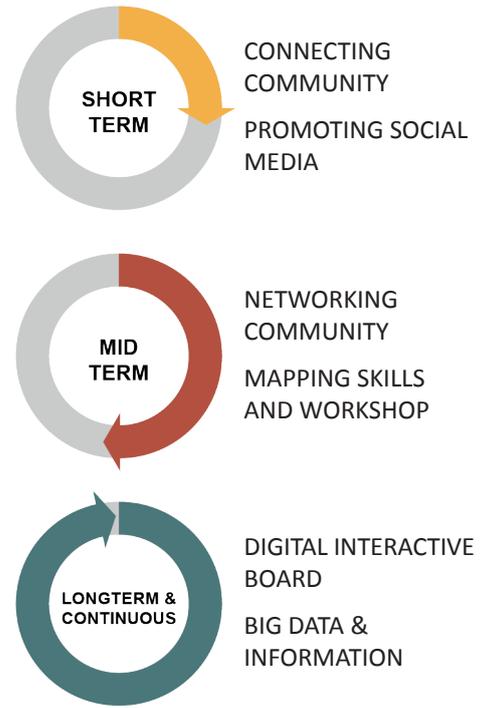
participatory development. Our general strategy starts from people needs. An ambitious goal of this intervention is providing a digitalized interactive board that can be used for all residents. On the rise of information and digital media, we should be able to deal with the developing of technology. Recently, we also should take into account about the influence of social media. It can support the residents toward participatory development as well as achieve more attention from the people outside the area.

GUIDELINES REPRESENTED IN THREE INTERVENTIONS



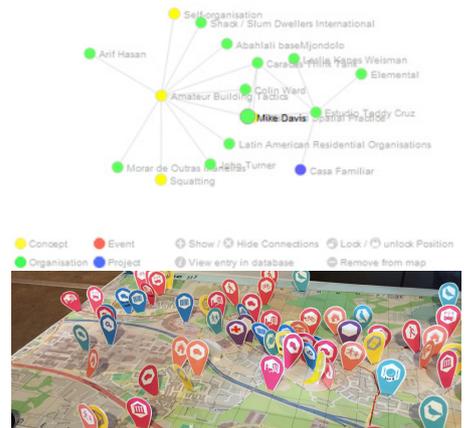
5.2.1 DESIGN INTERVENTION: INTERACTIVE BOARD

PERSPECTIVE OF PORTABLE MARKET



People will look at the information through interactive boards, social media, or an offline magazine. The interactive board will be located near the community centre and also public space where people can easily get information and it can be used as a data bank. The idea of the interactive board is also to open the possibility of ideas that coming from the ground. It will consist of mapping different initiatives that emerge from the community such as language exchange courses, cultural cooking nights, festivals, or events happening in the intergenerational space or other places.

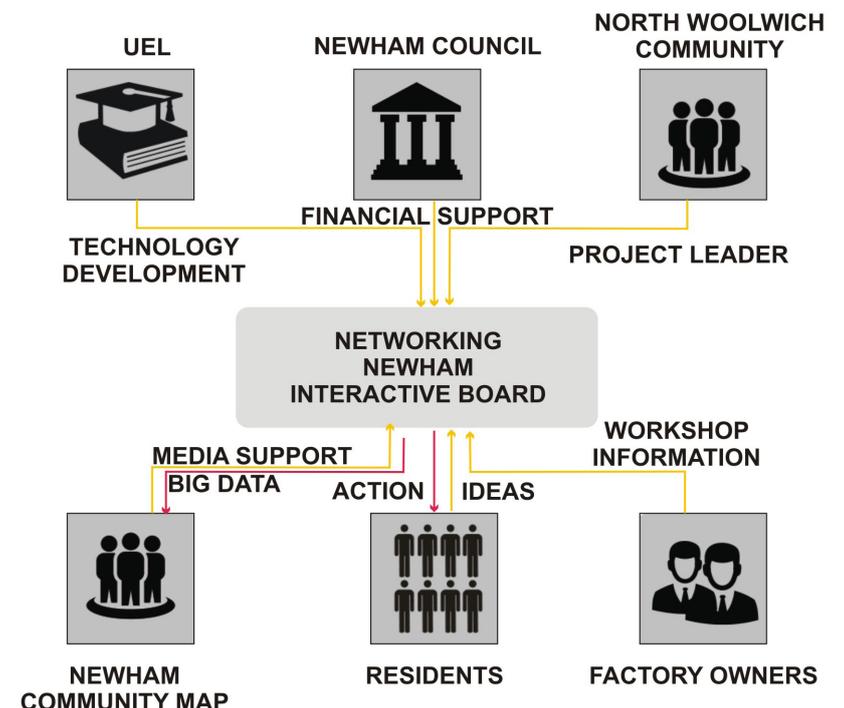
COMMUNITY MAPPING



THE VISION OF NEWHAM NETWORK

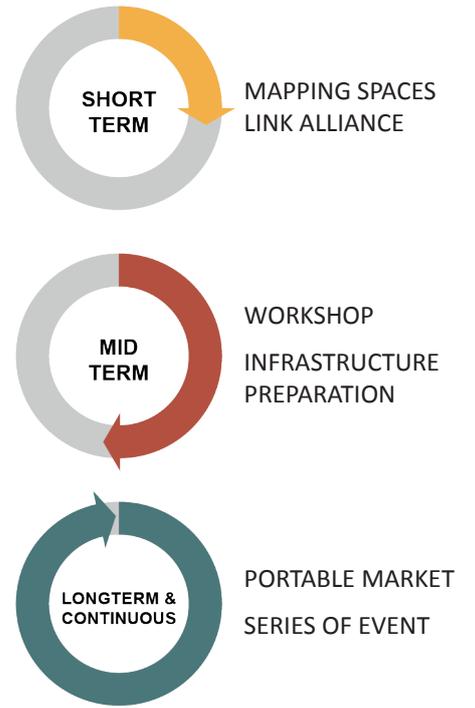


POSSIBLE ACTORS OF THE INTERVENTION



5.2.2 DESIGN INTERVENTION: PORTABLE MARKET

PERSPECTIVE OF PORTABLE MARKET



The idea of the portable market is a realisation of multiple goals that the area needs. It makes a use out of neglected spaces with the example is shown above taking place under the bridge. It also provides affordable consumption alternatives for the residents while converting leftover spaces into nodes of attraction through a flexible business model that can adapt to the surroundings.

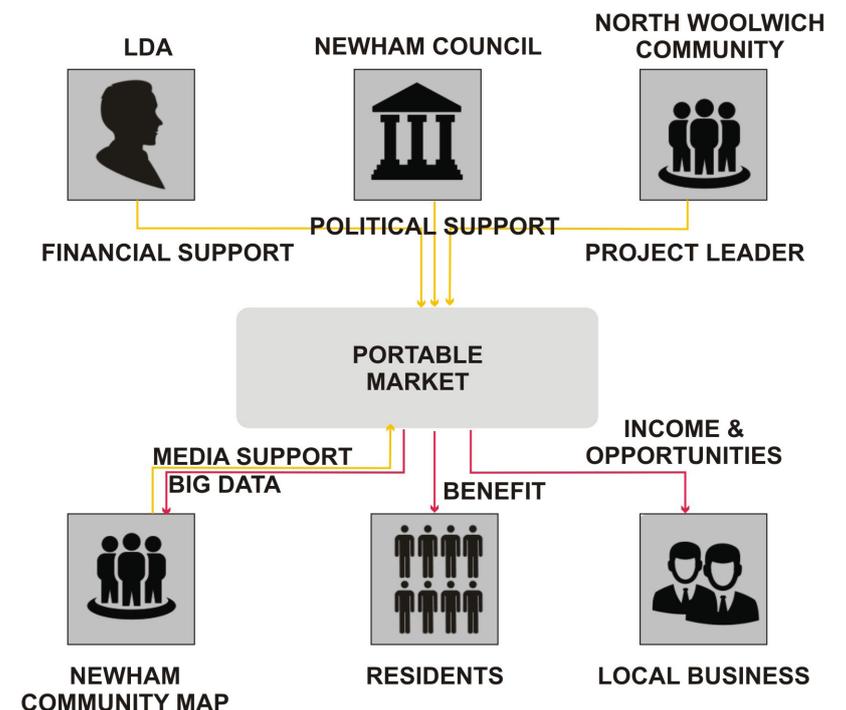
COMMUNITY HANDICRAFT



COMMUNITY STREET MARKET



POSSIBLE ACTORS OF THE INTERVENTION

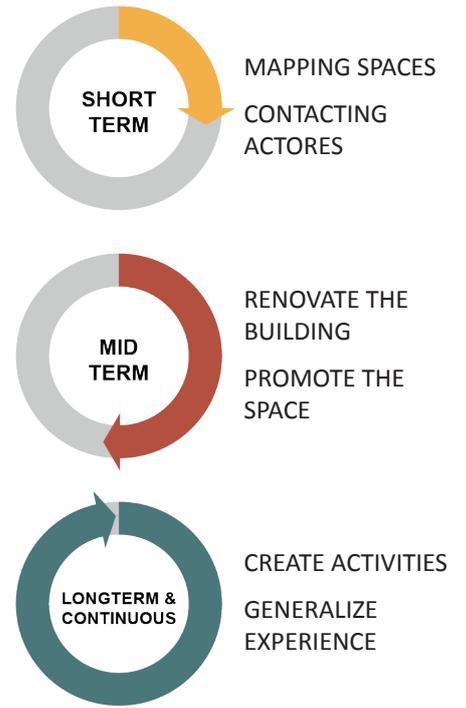


PERSPECTIVE OF STREET CAFE



5.2.3 DESIGN INTERVENTION: INTERGENERATIONAL SPACE

THE COMMUNITY INTERGENERATIONAL HOUSE



An intergenerational recreation space as well as care centre would benefit the area’s residents greatly. Space from the existing abandoned buildings can be transformed and refurbished for a project like this or one of the empty plots of land that are currently not utilised.

The idea behind this design intervention is to create a space that accommodates the most amount of residents from the community and has them interact with each other. What we propose is the setting of a centre that can provide medical services for older persons while also incorporating a kindergarten in the same space. Since this centre can’t only be run by seniors, our suggestion is that it should rely heavily on volunteerism and less on hired staff. It is also important to incorporate other actors from the neighbouring areas such as the University of East London, students should be encouraged to provide

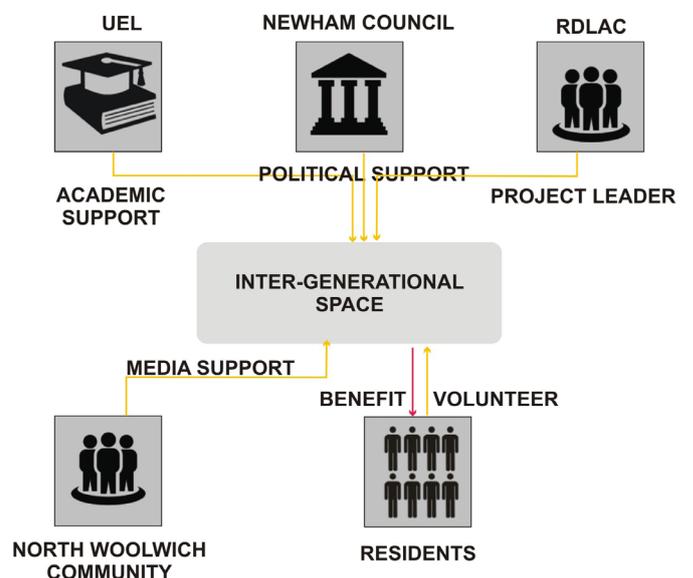
their services to help this space grow and flourish.

The aim of this space is to welcome as many people as possible from the community while helping the young learn from the rich experience of the older persons and let the elders have more human social interactions which they seriously lack. It should also be a place where the spirit of volunteerism and cultural exchange is present through people coming in to share the workload. The project could have a shared community space on the second floor which the parents of the children can use, and where other people from the community can come in and contribute to space through cooking or setting up community events.

THE PERSPECTIVE OF INTERACTIVE ACTIVITIES



POSSIBLE ACTORS OF THE INTERVENTION



5.3 ENHANCING THE CONNECTION WITHIN THE NEIGHBOURHOOD

PRESENT SITUATION AND FUTURE POTENTIAL

The present connection between different areas within the neighbourhood has two major problems. The first is the segregation of the domestic and industrial area which is caused by the construction of Crossrail, and the second is the lack of access to the waterfront space.

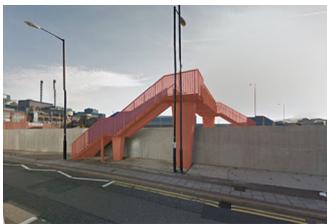
The crossrail will become an artificial barrier for people who want to across the Albert Rd and the Factory Road on foot. Currently, the only way to cross the Crossrail is a pedestrian bridge near the junction of North Woolwich Road and Factory Road. According to the future vision of the neighbourhood, the industrial area is an employment hub in Newham (CoreStrategy2027, 2012). Also the current situation of some industrial districts shows the potential of urban regeneration. based on the figures of car ownership in Newham's Local Economic Assessment (2010), a large proportion of people use public transportation for working. So the pedestrian access is essential and needs to accommodate huge people

flows.

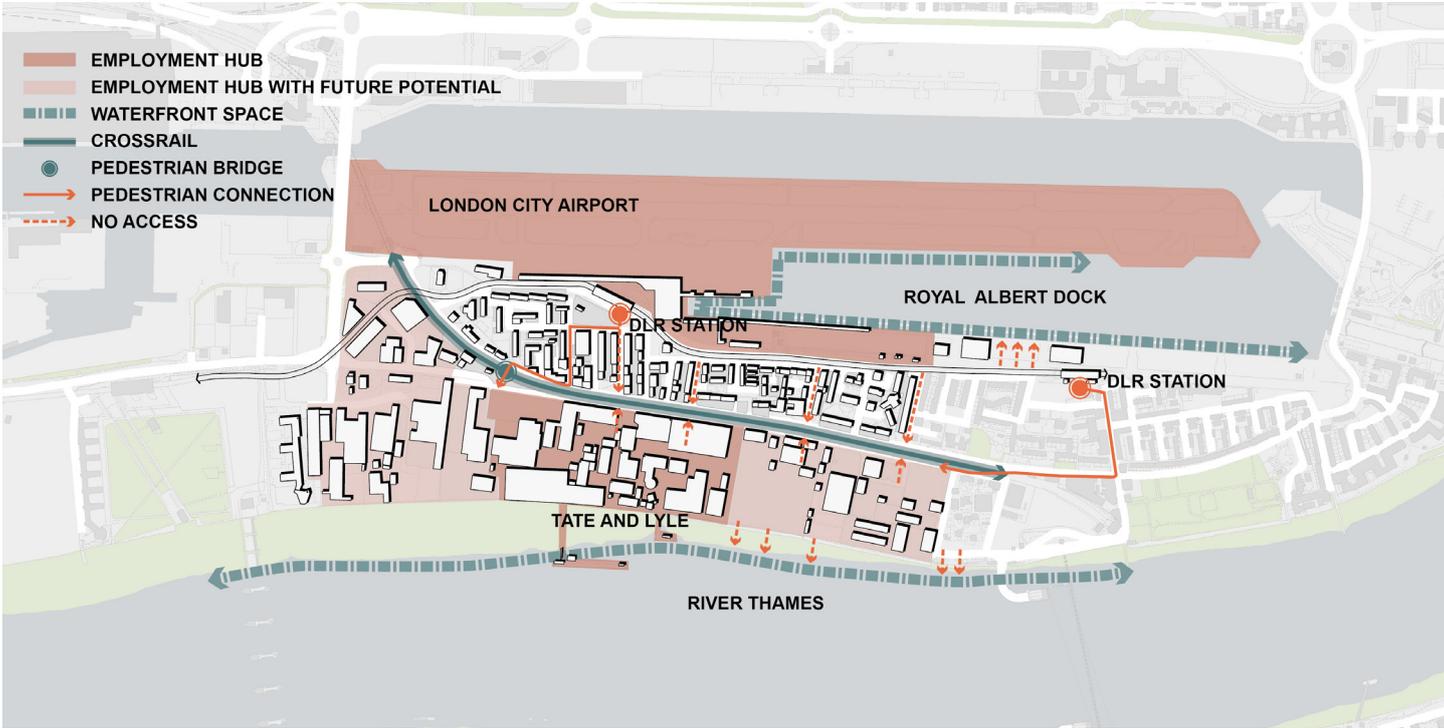
Although the neighbourhood is isolated by water (River Thames and the Royal Albert Dock) as an island, there is no waterfront open space. The access to waterfront space has been blocked by factories and the annexed constructions of London City Airport. For future regeneration of the neighbourhood, it is important to take advantage of its natural resources to create various kinds of open space and make the neighbourhood more public to the whole London by setting up its own identity.



THE ONLY ACCESS TO WATERFRONT



THE ONLY CROSSING BRIDGE



THE CONNECTIVITY OF CURRENT SITUATION WITHIN THE NEIGHBOURHOOD

THE BARRIER CAUSED BY THE CONSTRUCTION OF CROSSRAIL



GENERAL STRATEGY

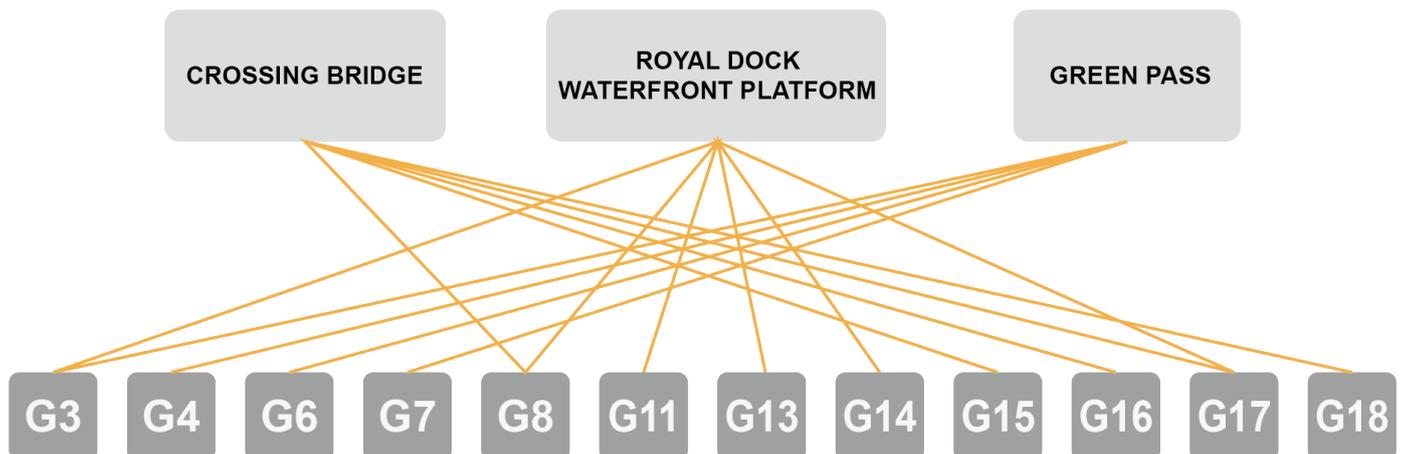


THE STRATEGY OF ENHANCING THE CONNECTIVITY AND THE LOCATION OF INTERVENTIONS

In order to enhance the connection and open the waterfront space, as well as create opportunities for locals getting involved in the future vision. We used the existing crossing bridge as a junction point to connect the domestic and industrial area with spatial and economical relationship. Then using royal dock waterfront platform as an accelerant to

activate the waterfront space of docklands and build the connection between locals and LCY. Finally using south-north Green Pass to connect River Thames waterfront space to the Royal Albert and build the connection between waterfront leisure space and locals daily life.

GUIDELINES REPRESENTED IN THREE INTERVENTIONS



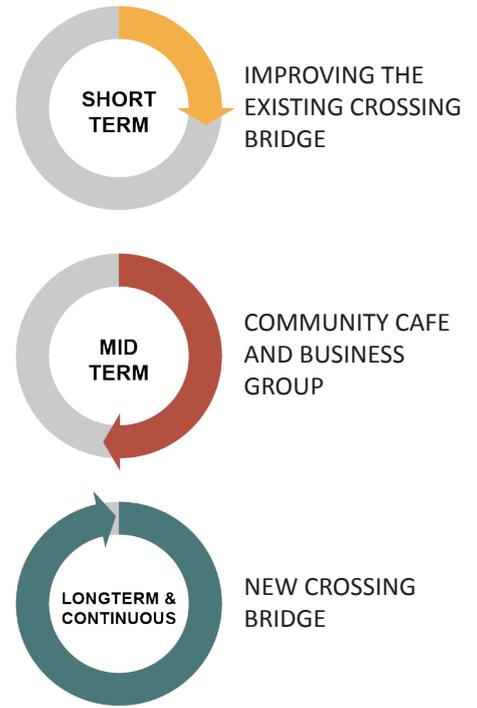
5.3.1 DESIGN INTERVENTION: CROSSING BRIDGE



THE VISION OF CROSSING BRIDGE AND COMMUNITY CAFE

The intervention of crossing bridge aims to improve the connection of domestic area and industrial area and provide more business opportunity simultaneously. The intervention includes improving the facility of existing crossing bridge and building small shops and constructions to organize a community cafe. Taking advantage of the people flows, let locals get opportunities to run small and flexible business.

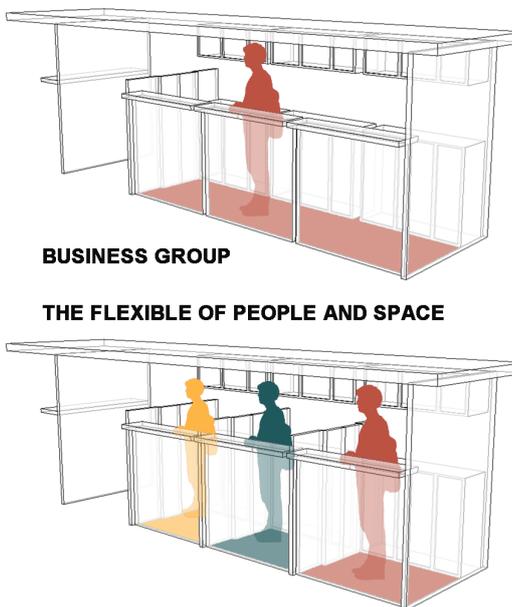
The daily operation of the project will be staffed by locals. It is important to encourage local residents running small business in groups to minimize the threshold of getting into the market. Also we can provide flexible space for residents. People can adjust the area with the demand of their business and even they can adjust the time within the business group. Like the community cafe, most of their goods will be food, drinks which largely feed the need of employees in



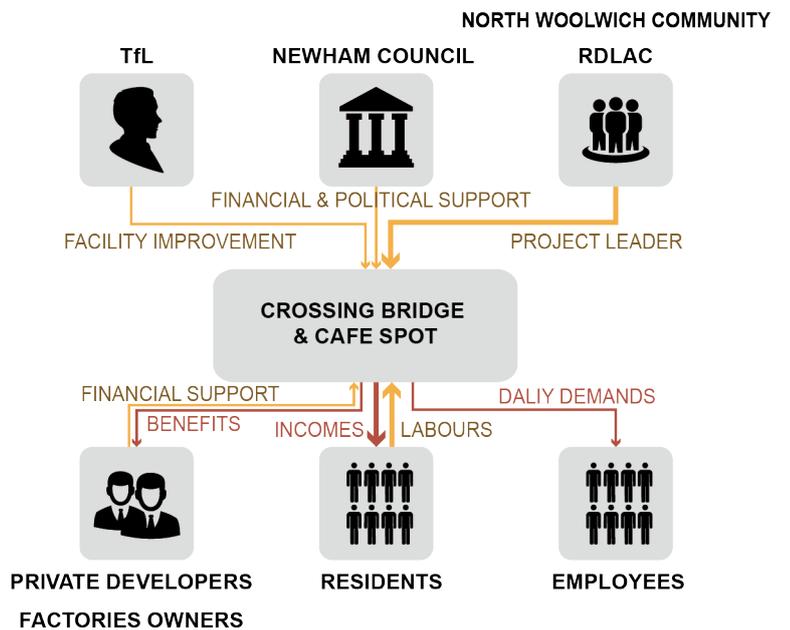
the southern part.

The project is not only enhancing the physical connection within the neighbourhood, but also improving the connection between locals' daily life with the income generation.

THE OPERATION MODEL OF FLEXIBLE BUSINESS



POSSIBLE ACTORS OF THE INTERVENTION



5.3.2 DESIGN INTERVENTION: ROYAL DOCK WATERFRONT PLATFORM

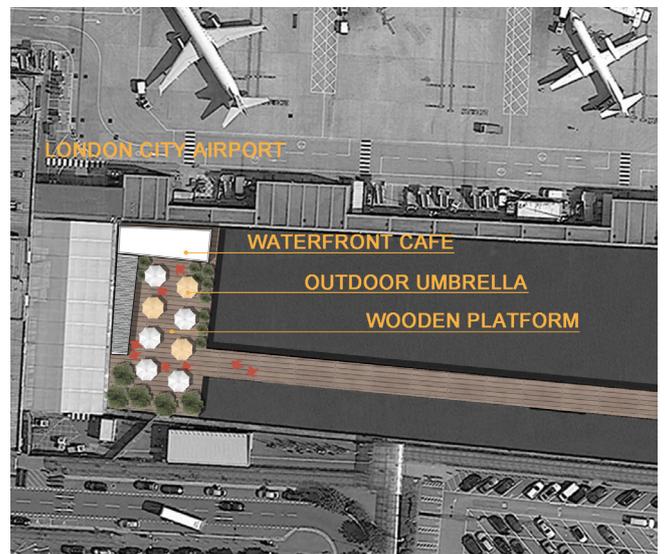


THE MASTER PLAN OF ROYAL DOCK WATERFRONT PLATFORM



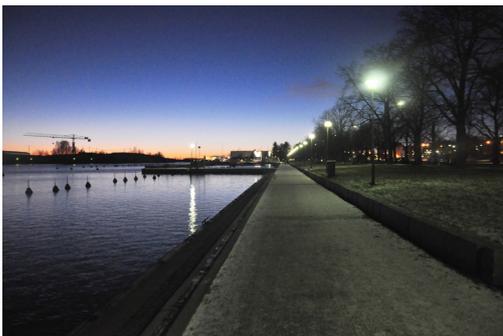
The area between London City Airport and the study area of Royal Albert dock has been isolated since the closure of the Royal Docks. The intervention aims to reactivate the waterfront space with the features of dockland, open more waterfront space for local residents and tourists and create a collaborative platform for LCY and locals. The intervention includes waterfront cafe, free dock market and waterfront trails.

Based on the physical transformation of the waterfront space, the intervention could provide more enjoyable and socializing space for locals and bridge the gap between local residents and city's big project to involve them into the city's vision.



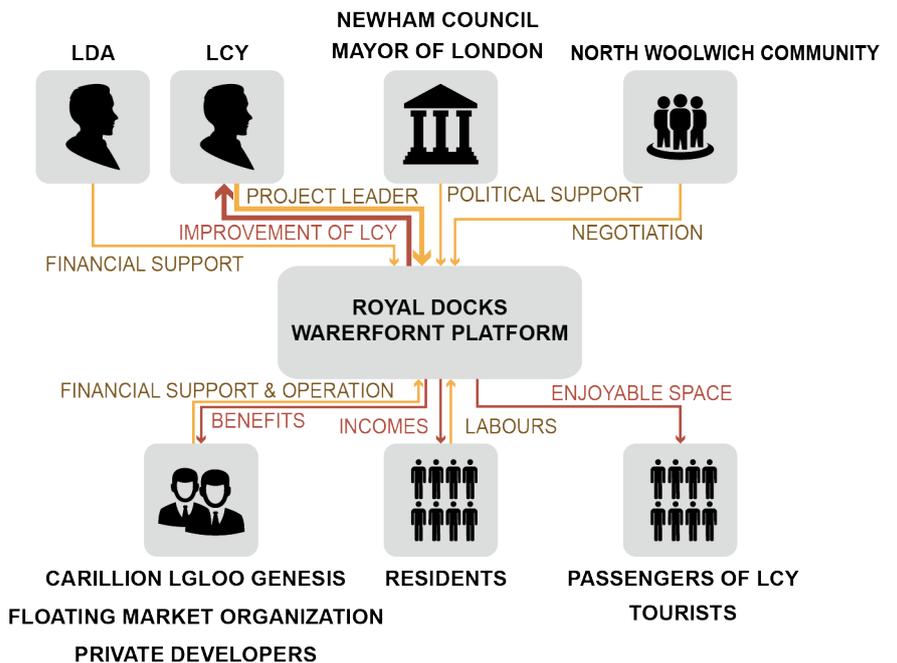
THE MASTER PLAN OF CITY AIRPORT WATERFRONT CAFE

THE PERSPECTIVE OF WATERFRONT TRAILS



FREE DOCK MARKET (THE FLOATING MARKET, LONDON,2016)

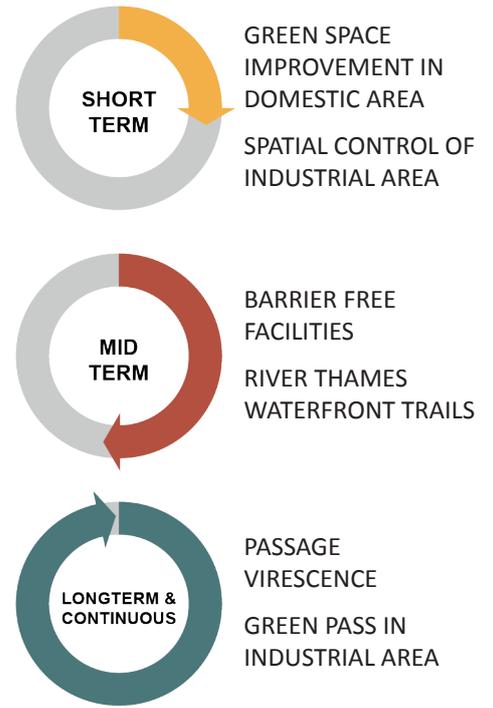
POSSIBLE ACTORS OF THE INTERVENTION



5.3.3 DESIGN INTERVENTION: GREEN PASS



THE MASTER PLAN OF GREEN PASS INTERVENTION



For the domestic area, the intervention mainly focuses on the improvement of existing space, like greening pedestrian roads and transforming leftover green space. For industrial area, the most important thing is creating a passage through industrial blocks and keeping the space for future development. For this intervention, another crucial idea is building a barrier free system to make the area accessible to everyone living in the neighbourhood.

The intervention consists of a passage to connect the south part and north part with barrier free facilities in this neighbourhood. It's also a passage to connect the waterfront space of docklands and River Thames. A crucial part of this intervention is the spatial control in industrial area.

PERSPECTIVE OF DOMESTIC AREA

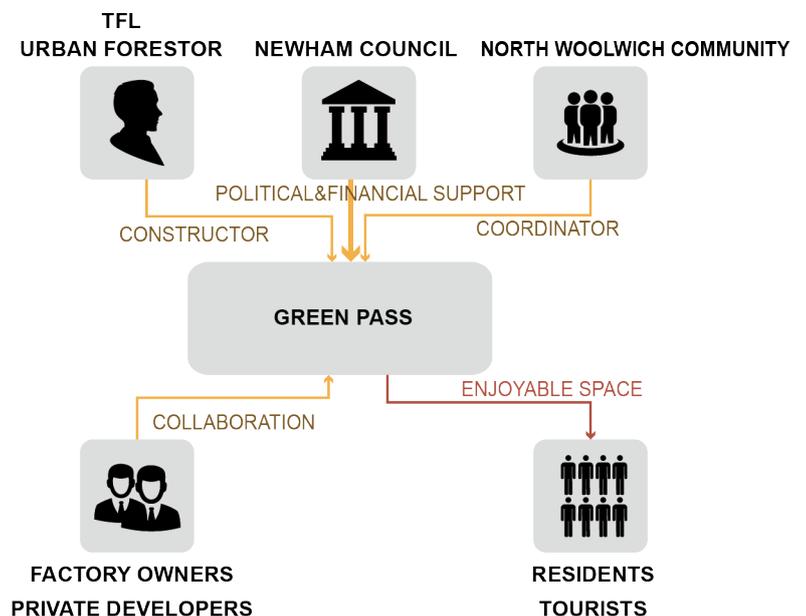


PERSPECTIVE OF BARRIER FREE ACCESS



PERSPECTIVE OF GREEN PASS IN INDUSTRIAL AREA (DESIGNRULZ.COM, 2016)

POSSIBLE ACTORS OF THE INTERVENTION



6 CONCLUSION

THE END

Throughout our analysis and review of official documents that set out the proposed future of the royal docks area we realized that these plans don't take the residents wellbeing as the main priority. The current situation in the area is liveable with modest services being provided and very little economic opportunities, resulting in a static atmosphere in the neighbourhood.

The aim of our design response, as evident in our title, is to push the area to become more than liveable, to become lively and vibrant. Our interventions aim to improve the material conditions of the residents first and foremost in order to establish a solid base for the area to progress. However, it is also our mission to create an inclusive environment that welcomes people from different backgrounds whether it is age, ethnicity, disability, or other

factors. We took into account the different actors in the area while opening up the possibilities for the neighbourhood to make use of the existing resources in the neighbouring areas.

In order for the area to become more than liveable any sort of development needs to take into account the residents and prioritize their needs. While this is a challenge, the suggested transformations aim to benefit the residents in multiple meaningful ways that enhance the livelihoods of the biggest amount of people.



CHERYL



NELZA



SIMON



SUNNY



ZAID

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