

University College London  
The Bartlett Development Planning Unit  
Msc Building and Urban Design in Development



# Right to the River



DEVP0002 Transforming Local Areas: Urban Design for  
Development

Development Brief Proposal  
Royal Docks, Newham

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## Executive Summary



This Development brief proposal aims to focus on the asset of the river in relation to the context of the Royal Docks. Through-out history, the Thames River's has been an essential part in building up the social, economic and cultural values and identities in the area. That's said, this relation has always been subjected to transformation, these positive and negative transformations in this relation has always affected the urban fabric, social relation, economic activities and value of real-estate and beyond. The current development vision of the Royal Docks is relatively transforming the relation to the river to a more exclusive one with a set of boundaries, which is alienating the residents of the area from the river that has always been part of their growth.

Furthermore, due to the richness in the heritage of the area, it is being considered as a central element to the regeneration scheme due to its speculative impact on the real-estate value of the surrounding. Newham council and London Mayoralty have put great effort in identifying heritage buildings in Royal Docks acknowledging the value of this area and the need to preserve its heritage for the new generation. However, what was left out in the process is focusing on the Thames River as the main reason that made the Royal Docks valuable for its own residents and for the city of London and a whole.

In the moment when the Royal docks was active with ships and sailors, the social fabric in the area was rich and active wit different activities, festivals and meeting points such as the Pubs and Public parks. This positive interaction with visitors and travelers has increased the level of inclusion, acceptance of others and helped shaping the identity of the Royal docks residents. On a further notice, the change in the Docks and introducing London city airport has completely changed this cultural relation between the residence and what the river brings. Yet, the narrative of the days of interaction are still considered as a great asset for the aging population with a sense of nostalgia.

The relations between the river and the urban will always be subjected to change and transformation which is an essential part towards growth and development. Yet, the current regeneration scheme in the royal Docks is directed towards focusing on the value for better investment that is alienating the river from its residents and disconnecting it from the surrounding by privatizing the right to the river.

As a response, this development brief proposal envisions diverting the current development plans towards a more inclusive approach that takes into consideration that the right to the Thames river is a public right and shall not be subjected the perception of exclusivity with neglect to the society and their rich intangible heritage. building on Harvey 's ( 1999, P.939) claim to the right to the city; We envision Royal Docks to reclaim its right to the Thames river. Not Merely as a right of access to what already exist by a right to change it after what people's heart desire. The vision aims to reconnect the river to its surrounding by making longitudinal and transversal possible from the river side to the internal areas of the royal docks. Transversal and longitudinal lines of connectivities are a form of representation of potential elements on different scales, different manifestations and nature.

Our report tackled the site into two dimensions: Longitudinal and transversal looking for lines of connections between the Docks and the surrounding looking for cracks. reconciliation lines were traced representing area of intervention lookings for physical, social, economic, and visual connection to create a more coherent and just environment.

This report is structured based on three main chapters; the reframing of the diagnosis chapter focuses on the findings from the previous analysis phase with focus on the Thames river relation to the royal docks during time, looking at the past, present and visioning the future as narrated by the current development plans which leads to concluding some findings of cracks and rooms for possible maneuvering. Following these findings; we will humbly introduce the theoretical framework; the vision and the principles for the interventions, which we explicitly explain further in the last chapter of this report in the chapter of the strategic design responses.

As a conclusion, we strongly believe that the Thames river could play a huge role in reviving the social interaction and build up on the growing identity of the Royal Docks population; therefore, this aspect shall be taken into consideration in any development brief, shall be negotiated in space, policies, economic and cultural values if maintaining a healthy transformation of the area without wiping out the rich history of the Royal Docks.



## Introduction



The Royal docks is located in Newham Borough on the eastern side of London. The Borough has always been a home for working class community who have lived there for centuries. However, for the past 15 years half of the population have disappeared and the few who remain are struggling to hold on their identity in the place they have always called home.

The Royal Docks has been a global center for trade since the 1850's. It stopped functioning as a working dock in the 1970's however, its global links endure today with investment through London City Airport – recently voted the world's best small airport. (Royal Docks, 2019). With the rapid change and development of the area, people are struggling to keep up with the rapid pace. Many cling on to the past, fighting to keep the last places going where the community meet. Others are fighting to keep on their jobs and feels helpless with an unknown future.

The new development scheme of the Royal Docks is visioning to promote the area as the new center of London and the area was announced as enterprise district that is suitable for housing and investment. The rapid growth in the area has gradually affected the affordability of living cost and most important is has affected the social and cultural relations within the context. The old residents of the area; those who have witnessed the transformation of the Royal Docks through time are finding it hard to integrate within the new development scheme. As was described by one of the local residents during the analysis phase, "we are getting old in an are that is getting younger", this statement reflect the reality of the area and opens a wider discourse about the relation between profit driven development and heritage and cultural values, how it is being promoted versus how it is being implemented on the ground.



LONDON'S ROYAL DOCKS ONCE ATTRACTED TRADE AND VISITORS FROM ACROSS THE WORLD. TODAY, THEY ARE ALIVE WITH ACTIVITY AS A RENEWED SENSE OF PURPOSE IS RETURNING TO THE AREA. A DISTINCTIVE LOCATION IS DEVELOPING WHERE PEOPLE AND BUSINESS ARE SUPPORTED TO REALISE THEIR POTENTIAL.



Your Royal Docks  
@YourRoyalDocks

Follow

"London's future is in the east where some of the world's most famous architects are transforming this historic industrial landscape." We had a fascinating, windswept time on Saturday, on the water with @OpenCityorg: [opencityshop.myshopify.com/products/archi](https://opencityshop.myshopify.com/products/archi)



An aerial, grayscale photograph of a city, likely New York City, showing a large airport with multiple runways and taxiways. A wide river, possibly the Hudson River, flows through the city. The skyline is visible in the background with various skyscrapers. The text 'Analysis Synthesis' is overlaid in a teal color on the right side of the image.

# Analysis Synthesis



## Context and Analysis overview

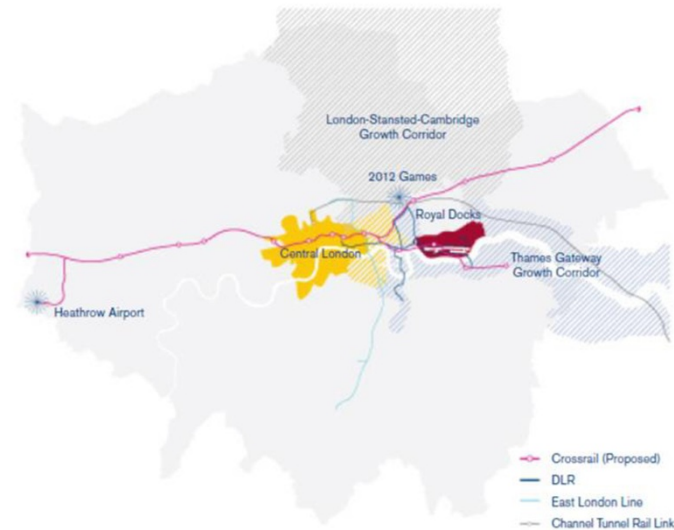


“ The Royal Docks was a hub of the trade from 19th Century to early 20th Century, at that time, this area including Victoria, Albert and King George V docks played as the main dock of the Great London. This glittering prosperity increased the total number of regional employment opportunity, and it was accompanied by a huge demand for accommodation for Dockers and workforce. As a result of this influx, the residential area subsequently expanded to the Silver town. It was generally expected this prosperity might prolong until the 20th Century due to a brief boom in trade of post-war. However, this area dramatically declined because of the economic shift and the subsequent transfer of the Dock as part of the domestic developmental plan.

Massive unemployment and social problems occurred across East London since 1981, the beginning of the shutdown of the commercial traffic. Recently, this area has dreamed of revitalizing by successfully hosting the London City Airport, ExCel, and connecting the public transports with DRL and cable car.

The Royal Docks, where past and present technology coexists in the same place with the fascinating background history and development process, struggle to preserve a wide range of cultural, architectural and historical heritage such as monuments, buildings. Such old buildings and structures provide a distinct impression. Nevertheless, a few numbers of listed buildings could not be harmonized with the shape of the refurbished city plan, and have been ageing because it was not able to devise the way of the public use. On the other hand others are getting younger through redevelopment plan.

The present situation depicts a marginal point that the changes of heritages that are managed at the local government level are based on the economic logic rather than focusing on people. “ (Aging Group, Phase 1 report, 2019)



**Stothert & Pitt Cranes \_Listed building**

15 April 1961



now





# Reframing Diagnosis



## Reframing Diagnoses



Based on the conducted analysis from the previous phase, the team has directed the focus on the reframing diagnosis on the relation between the river and the surrounding through time, by looking at the special, economic and social impact of the river on the area, the aim of this analysis is to understand the transformation of this relation throughout time. The main variables that were taken into consideration are:

- The historic trajectories of the impact of the Docks on the surrounding social meeting points.
- the transformation of the use of the Docks and the impact of activating London city airport on the area.
- The current development scheme and the relations between the old residents and the new residents in the area.
- The proposed visions for the area; the creation of the new center of London and what are the boundaries and limitations of social interaction within the new development plans

The used methodology in this approach has focused on building maps based on the historic data and different resources to show the transformation of this relation through time. Adding to that a customized version of an analysis that shows the positive or strong influence on certain actors or activities versus the negative and weak influence on others,

Furthermore, the team has worked on looking at the value of real-estate that is currently introduced in the area to understand the price vs value and how the heritage landmarks and the river are part of this rapid investment growth in the area. Looking at many aspects; the river, listed heritage buildings, London city airport and public spaces as assets to increase the price of real-estate, we have concluded a summary map that indicates rooms for maneuvering and cracks where we can intervene to redirect the vision for a more just development

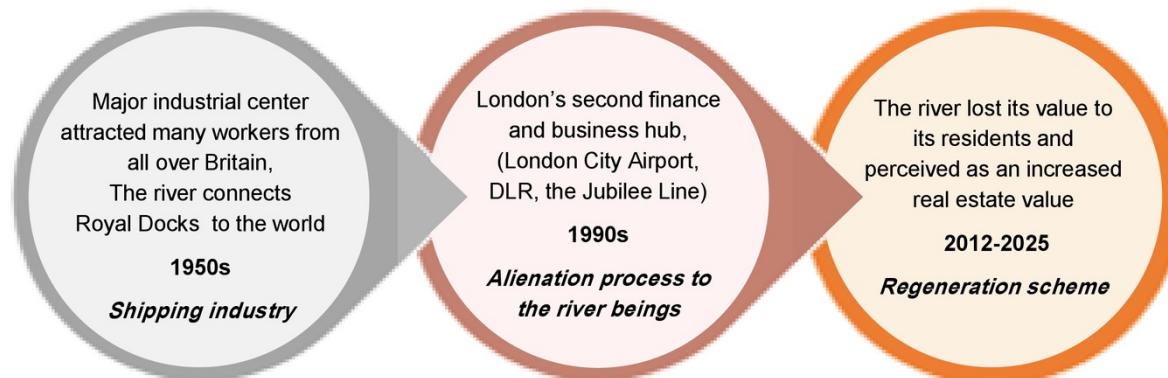


Figure 1: Historic Trajectories



## Past : Docks Area

### Dock's Era

1850 - 1939



- 1855 Victoria Dock
- 1880 Albert Dock
- 1921 King George Dock V

As the British Empire expanded and technology was improved, a group of entrepreneurs built docks to meet the demand for trade.

Also, the factories were built from 1852 in Silver town.

In this era, the cargo industry was thrived. In addition, along with the expanding railway, docks could play a critical role unloading millions of cargoes.

### World War II

1939 - 1945



As a result, employment opportunities and a demand for accommodation rapidly increased. Various people from workers to sailors started to dwell and form a community in this area. The pubs were the most important places where people interacted and communities were created.

During World War II, the Royal Docks suffered damage, but it remained open to supply food to Britain. Despite the severe damage the docks were still busy for trade after war.

In this period, people started to protest against governments, which did not work for the community, in the special way. They held a local festival, 'Ferry Festival', as a fillip for the community. It could be happened because of a strong sense of community which was formed in pubs and social spaces and still remains as a intangible heritage in people's memories.

### Decline and Closure

1945 - 1981



- 1974 The first Ferry Festival
- 1981 London City airport was proposed

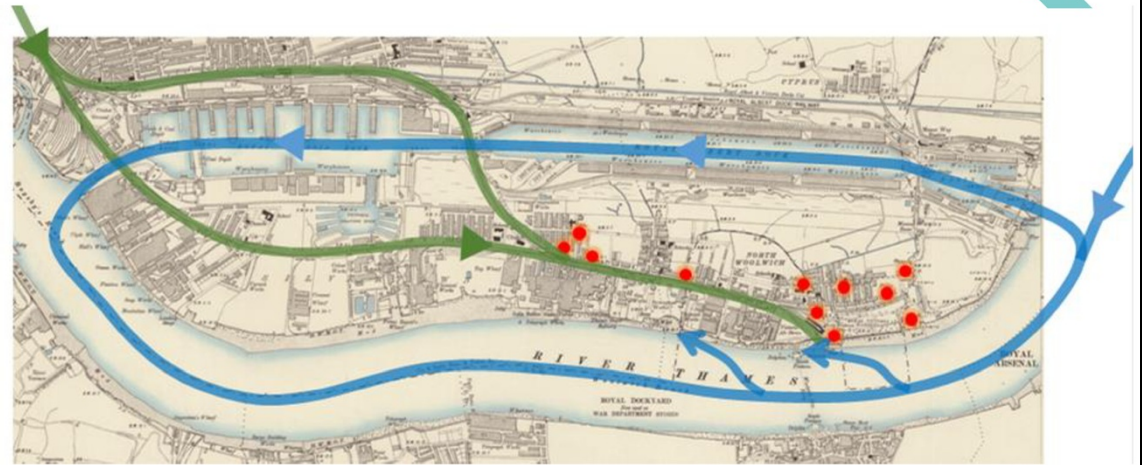


Figure 2: Map of Royal Docks in 1890s (source of old map : National Library in Scotland)

— Ferry Route    — Train Route    ● Pubs and Social Spaces

British Empire Expansion	Positive	Negative
1. Docks was built to meet the demand for trade	1. Employment opportunities and a demand for accommodation rapidly increased	1. Unemployment across the East London
2. Factories were built	2. Workers and sailors started to dwell and form a community in this area	2. Local festival, 'Ferry Festival'
	3. The pubs were the most important places where people interacted and communities were created	

## Present: Airport/ Railway Era

The construction of London City Airport and DLR

Early 1990s

London City Airport's Master Plan

2006



London Olympic Games

2012



New real estate development

2018

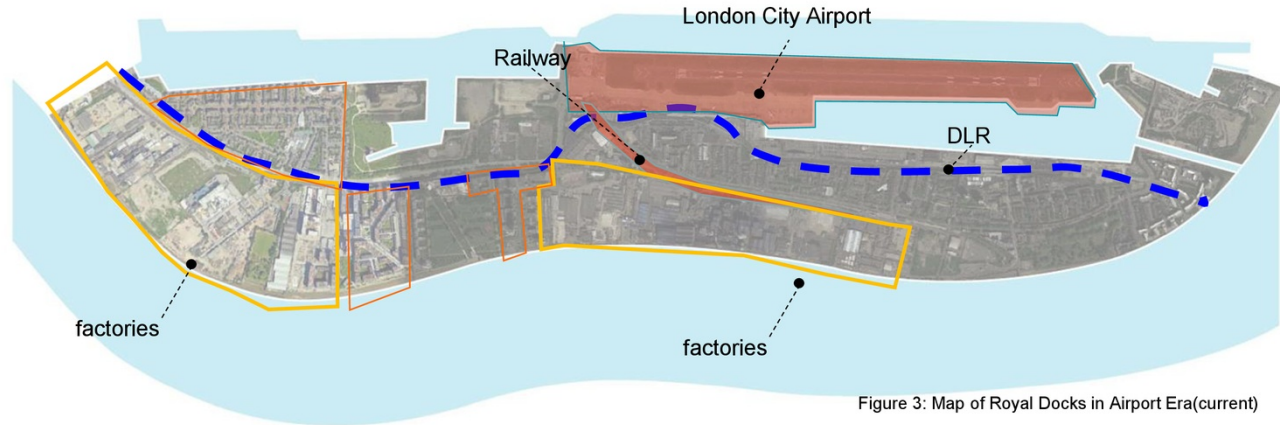


Figure 3: Map of Royal Docks in Airport Era(current)

	Positive Impact	Negative Impact
<b>London City Airport</b>	The airport is a transport center for the financial district, bring people from all over the world to the Royal Docks.	<p>Passengers flying by plane will not stay in the Royal Docks, and the airport itself is a boundary obstructing accessibility.</p> <p>Aircraft noise and pollution affect residents' lives.</p>
<b>Railway</b>	The DLR is a link to the royal dock and the financial district or the central London, bring people to the Royal Docks.	<p>The DLR is a visual obstacle, and there is a lot of negative space under the viaduct.</p> <p>The railway along the Albert Road is a disconnection to the river .</p>
<b>Factories and New Development</b>	New real estate development brings more young families to the Royal Docks.	<p>There is a lot of unused land inside the factory, and the factory buildings and wall outside are physical and visual boundaries.</p>

The Royal Docks has been planned and constructed for the financial Center for last 20 years. As transportation facilities, the airport and the railway create connectivity between the Royal Docks and other areas while causing disconnection and boundaries inside the Royal Docks.

The east-west direction viaduct and the fence as well as the factory and high-rise residence cut off the access to the river.



## Present: Land Use and Real Estate Value



•••• Avg. 620 £/sq ft

16 Fairfax Mews,  
London, E16 1TY

Sale Date	Price Paid
7 Dec 2018	£ 595,000
14 Sep 2015	£ 535,000
30 Jul 2002	£ 280,000
30 Jul 1999	£ 176,510



•••• Avg. ??? £/sq ft  
6 Saville Road, London,  
E16 1DS

Sale Date	Price Paid
4 Nov 2013	£ 242,000
19 Sep 2006	£ 218,000
25 Jul 2005	£ 160,000
09 Jul 2001	£ 99,950

Overall, real estate prices in the royal docks area tend to be more expensive near the river, and the more a house is located in the east, the more expensive it is. It is because east area including silver town has been developed recently and Britannia Village provides a pleasant waterfront environment..



•••• Avg. 490 £/sq ft

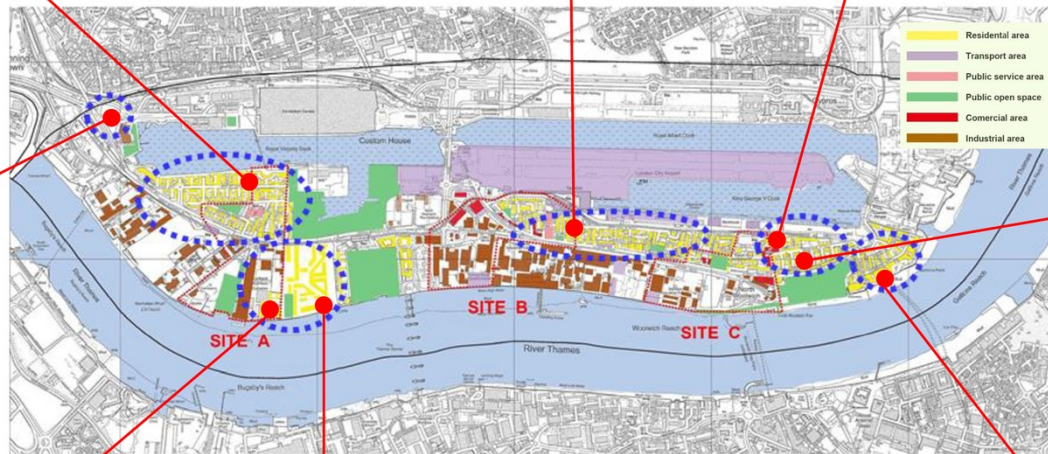
39 Pier Road, London,  
E16 2LH

Sale Date	Price Paid
17 Feb 2017	£ 375,000

•••• Avg. 680 £/sq ft

Apartment 2201, 1, Tidal  
Basin Road, E16 1US

Sale Date	Price Paid
10 Dec 2018	£ 730,000



2 Storey Street, London,  
E16 1LT

Sale Date	Price Paid
14 Oct 2016	£ 310,000
17 Aug 2010	£ 157,000
26 Oct 2001	£ 77,000

Figure 5: Price of Houses



•••• Avg. 670 £/sq ft

16, Flotilla house, 12,  
Cable street, E16 SX

(New Build)

Sale Date	Price Paid
29 Nov 2018	£ 625,000



Liner House, 16,  
Admiralty Avenue, E16  
2SJ

(New Build)

Sale Date	Price Paid
26 May 2018	£ 415,000

•••• Avg. 500 £/sq ft

1 Sheerness Mews,  
London, E16 2SR

Sale Date	Price Paid
4 Dec 2018	£ 375,000
28 Mar 2002	£ 211,500





## Future: "Form following profit" Era



LUXURY HOUSING



EXCLUSIVE HOTELS



FRAGMENTED RIVERFRONT



PRIVATISED WATERFRONT

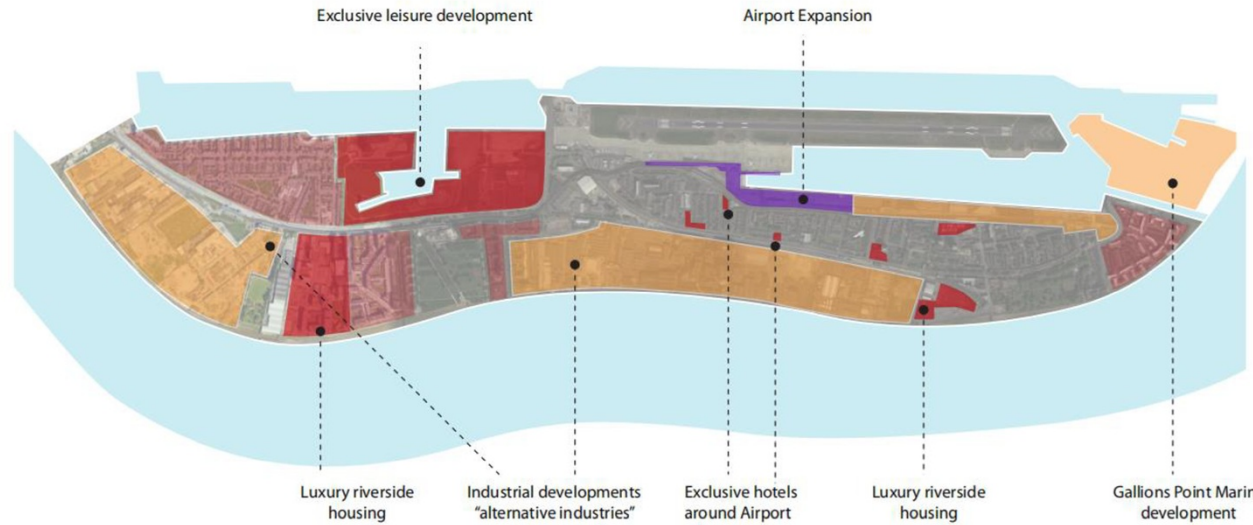


Figure 4: Map of Royal Docks in Future

Urban Practice	Positive Impact	Negative Impact
1. Riverside sites developed as high income housing.	1. Fragmentation of the river front.	1. Reactivation by new investment.
2. Airport expansion.	2. Conflictive coexistence of industrial and residential uses	2. More population in well located area.
3. New (alternative) industrial developments.	3. Reduction of available affordable housing and gentrification.	

The plan for the future Royal Docks will be profit driven development, especially commercial real estate development along the river side. At the same time, the new development is raising the value of the land.



## Cracks and Rooms for Maneuvering

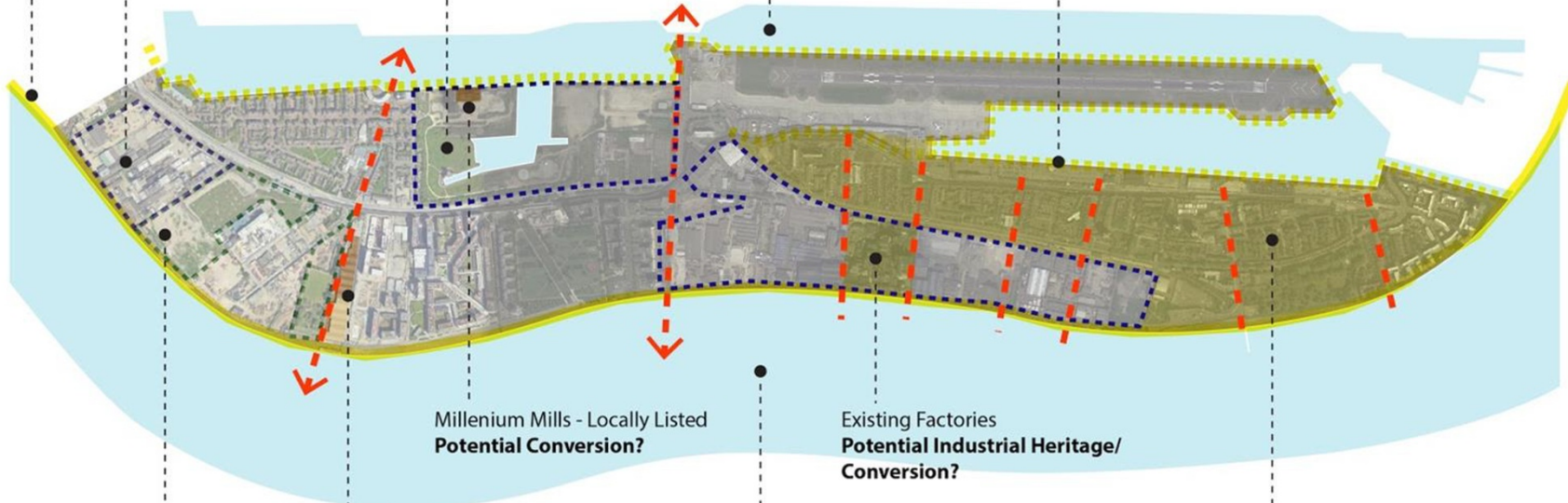


Flood defense and 10m safeguard  
**Potential riverfront walk?**

Employment Hub  
**Potential Residential + Employment mix?**

Newham Biodiversity Area  
**Landscape Values?**

Potential riverfront walk/  
**Landscape values?**



Millenium Mills - Locally Listed  
**Potential Conversion?**

Existing Factories  
**Potential Industrial Heritage/ Conversion?**

Existing greenland  
**Potential New Park?**

Brickwork Warehouses  
**Potential Conversion?**

Thames River:  
Biodiversity Metropolitan Level  
**Potential conectivity?**

**No Local Plan Designation**  
Long-term Intervention?  
Land ownership?

**Budget:**  
"Newham families receive visit from Mayor of London following Newham Council's successful bid of **£107 million** for affordable housing funding"

**Newham Local Plan:**  
-Lack of family units (3 or more bedrooms)  
-New developments must comply with 35-50% affordable housing units  
-(Affordable: 80% of the average market rent in the area)

Figure 6: Cracks and room for maneuvering



# Vision and Design Principles



## Theoretical Framework

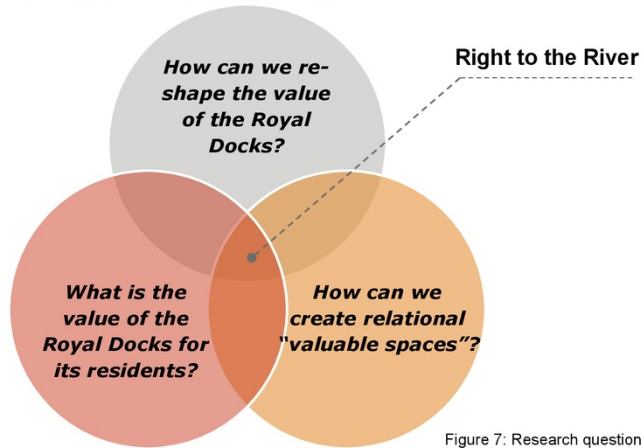


Figure 7: Research questions

Tension between aesthetics History and Politics resulted in “enclosed developments” (Sevilla-Buitrago, A.,2015) excluding the ageing population (Phase I report). While the history and value of the Royal Docks is claimed to be preserved by keeping the historical buildings and physical features, the politics of the development for the three sites is alienating and confining them so they become inaccessible and unaffordable for local residents.

Residents discourses’ expose the existing tensions and their potential escalating within the expected new developments.

Locals we met in the pubs provided us a sentence that we believe powerfully represents the current tensions:

***“they are ageing in an area that is getting younger”.***

Ideas regarding *value* and how it is defined are useful to understand issues such as the politics of the global development stakeholders, the perceived aesthetics of the heritage buildings, and the history of its ageing population.

Some of the future challenges for the area are: the place’s potential loss of value for the current residents and the disregard of newcomers for the history of the place.

Furthermore, new spaces might be segregated and alienated, while the old heritage buildings might be commodified into luxurious facilities and services.

Some of the question we raised to open the discussion about the future of the Royal Docks are: What is the *value* of the Royal Docks for its residents? How he value of the Royal Docks can be re-shaped? How are relational “valuable spaces” created?

The theoretical framework developed from the previous questions was based on the spatial political economy by David Harvey and the Foucauldian notion of power relations as fundamental to social interactions and the way we perceive the surrounding.

In Harvey’s writings on the *right to the city* he questions this assumption: “*we have been made and re-made without knowing exactly why, how, where and to what end? How then, can we better exercise this right to the city?*”

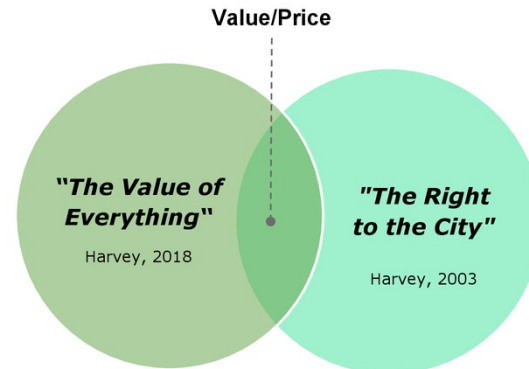


Figure 8: Intersectional theoretical concepts

# Theoretical Framework



Harvey tries to understand what really matters to us and our human experience and goes on elaborate on the *value of everything*. He differentiates between *value* and *price* as they are not the same thing and a better way is needed to talk about value (Anti-capitalist chronicles,2018). What is of value to us might not be necessary price worthy and vice versa.

To Harvey, value/ price relation is a complicated relation and he further asks, why do we value things the way we do? He recalled a classical theory of economics called *labour theory of value* stating that the value of commodity is fixed by the labour which is concealed within them.

However, a moral dilemma appears: *if value is produced by someone, then, why are the direct producers of that value not rewarded?*

The value theory of labour states that value is created and measured by different mechanisms and means, defined by people's choices, desires and needs.

In the Royal Docks, the idea that value underpins price is replaced by the idea that price determines value.

Following the same line of thinking, the value of the Royal Docks was created by the rich history of its social fabric and social relations, translated into social and cultural activities such as the Ferry Festival, active public spaces, and docks specific language.

The daily socialization of the residents and visitors at the pubs was an appreciated practice as stated by the aging residents. Indeed, it was a relevant feature of the Royal Docks life.



Figure 9: The pubs of Royal Docks  
Source: Newham Archives Local Studies



Figure 10: Cundy's - The Railway pub: Its heyday and current state  
Source: Newham Archives Local Studies



Figure 11: The Ferry festival announcement  
Source: Newham Archives Local Studies



Figure12: The changing value of Thames River  
Source: Newham Archives Local Studies: <https://www.homesandproperty.co.uk>

*"Cundy's pub for example was the pub that feature in the strike that shocked the Capital and helped launch the modern Labour movement, finally closing to the community in 2009".*

The value of the Royal Docks was derived from the port and its related activities, all brought by the presence of the Thames River. The Thames River represents the most valued asset for the Royal Docks.

The value of the River has changed through history due to the changing nature of its function. From an incubator of industrial and trade activities to a real estate market value generation. The changing nature of the river implicated in a change of the resident's relationship to their river.





## Vision “ Right to the River”



*“We need to be sure we can live with our own creations (a problem for every planner, architect and utopian thinker). But the right to remake ourselves by creating a qualitatively different kind of urban sociality is one of the most precious of all human rights. The sheer pace and chaotic forms of urbanization throughout the world have made it hard to reflect on the nature of this task. We have been made and re-made without knowing exactly why, how, wherefore and to what end. How then, can we better exercise this right to the city?” ( Harvey,1999.p.939)*

Through history, The relations between the river and the urban will always be subjected to change and transformation which is an essential part towards growth and development. Yet, the current regeneration scheme in the royal Docks is directed towards focusing on the value for better investment that is alienating the river from its residents and disconnecting it from the surrounding by privatizing the right to the river. The relations between the river and the urban will always be subjected to change and transformation which is an essential part towards growth and development. Yet, the current regeneration scheme in the royal Docks is directed towards focusing on the value for better investment that is alienating the river from its residents and disconnecting it from the surrounding by privatizing the right to the river.

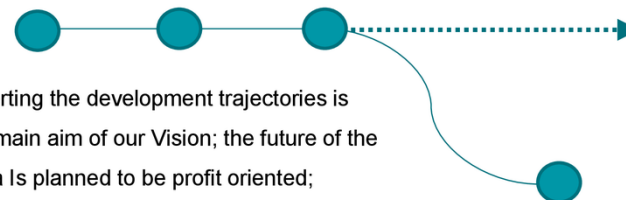
Furthermore, the following trajectories affect the shape of the possible interactions between the old generation and the new comers to the are:

- The socio-economic profile of the new comers is different for the residents and spaces of interaction such as the pubs are not present anymore.
- The daily practices of the new comers are very different from the current residents. They are a young high tech innovative social group. They are attached to their incubators and online jobs. Spaces of interactions are very limited if not any.
- The growing number of hotels in the area, in particular, the converted heritage buildings into hotels also brings temporary and short stay visitors that will rarely interact with the residents.

We envision Royal Docks to reclaim its right to the Thames river. Not Merely as a right of access to what already exist by a right to change it after what peoples heart desire. The vision aims to reconnect the river to its surrounding by making longitudinal and transversal possible from the river side to the internal areas of the royal docks. Transversal and longitudinal lines of connectivity's are a form of representation of potential elements on different scales, different manifestations and nature.

We acknowledge and believe that the relations will continuously transform and evolve. Yet, we firmly believe that this transformation shall take into consideration the tangible and intangible heritage of the area with consideration of the existing social norms and activities, inclusion and the right to public space are essential parts of development.

Our vision truly believes that the inalienable right to the River is worth fighting for. Although the river is less of value to its residents now but It can always be reclaiming its value back.



Diverting the development trajectories is the main aim of our Vision; the future of the Area Is planned to be profit oriented;

Yet, our vision is to divert it to a more Just and inclusive development



## Design Principles and Guidelines

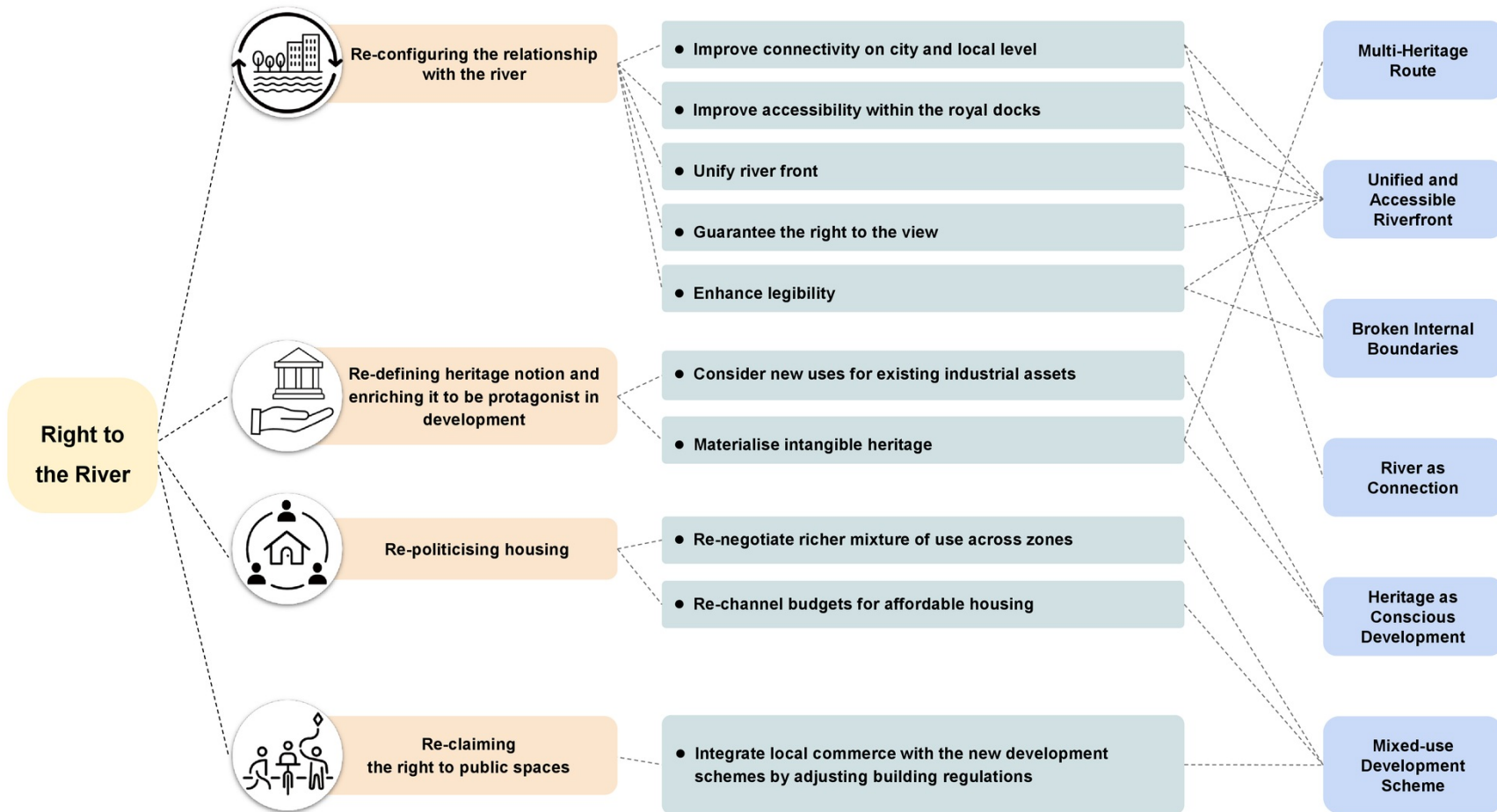


Vision

Principles

Guidelines

Strategies





## Interventions and Strategic Responses

# Strategy Summary

## ① The Multi-Heritages Route



The route linking the heritages and old pubs of the Royal Docks area can provide tourist attraction to visitors and walking trail to residents.

## ③ Breaking Internal Boundaries

current



Strong boundaries exist due to the overpass railway which hinders accessibility. Adding north to south pathway is important to breaking the internal boundary

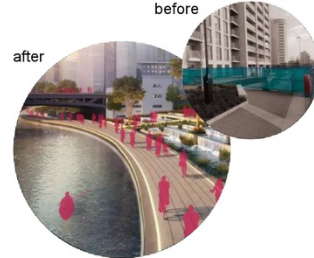
## ⑤ Heritage Conscious Developments



\* Case study :  
Cultural Centre Renovation  
(SLH\_China)

By using old buildings and structures of the site, a new creative hub including art spaces markets and public events can be created. Warehouse renovation is a good example for the industry area which will be demolished in Royal Docks.

## ② Unified and Accessible Public Riverfront



Current riverside road are segmented and disconnected. Unifying the riverside walk path can provide a great view and experience to the public.

## ④ River as Connection



By creating new ferry station near the old pier, connectivity of the local and the city can be enhanced.

## ⑥ Mixed-use Development Scheme



Housing

commercial space

The royal docks tends to be functionally segmented and compartmentalized. It needs to provide affordable housing which combines multiple function such as commerce space, residential units, offices, etc.

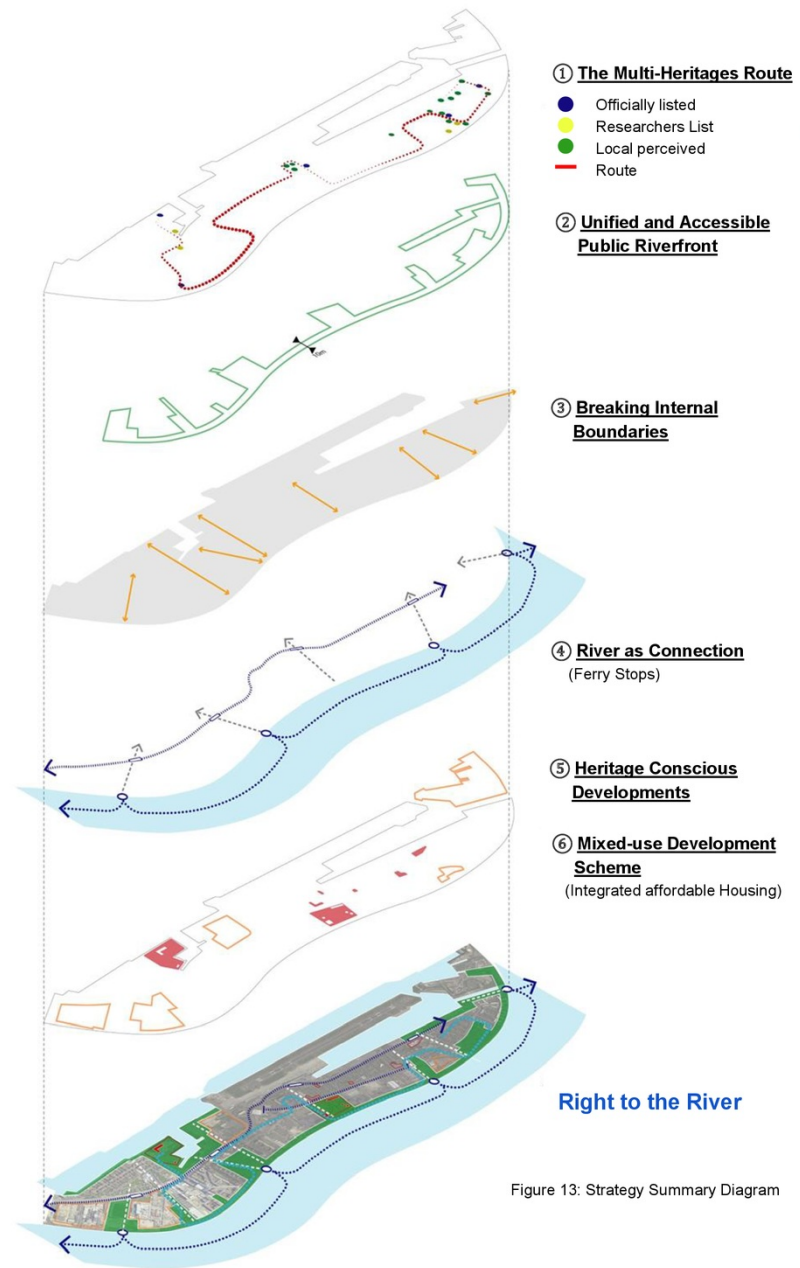


Figure 13: Strategy Summary Diagram

# Timeline and Categories of Interventions

## 1. Multi-Heritage Route

	Physical	Policy/ Legal	Social
Short-term	Trace the heritage route through existing streets, add urban furniture and signs		Develop workshops to define the locally perceived heritage and valued assets
Intermediate	Refurbish and recover heritage buildings and infrastructures	Expand list of locally listed buildings and include intangible heritage	Train members of the community to be the guides of the "heritage routes"

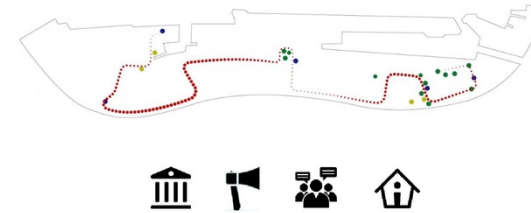


Figure 14: Intervention diagram 1

## 2. Unified and Accessible Riverfront

Short-term	Build sections of the boulevard within public land	Enforce the 10m security strip as stated on Newham Plan throughout the riverfront	Kickstart workshops on relationship between the community & river/ Participatory Design
Intermediate	Reclaim & homogenise private plot's sections of the riverfront, connect with existing sections	Identify and solve potential land property issues on private plots and negotiate with port authorities relocation of piers	Co-produce new uses for the waterfront/ rethink activities such as the Ferry festival
Long-term	Extend beyond eastern and western ends of the docks, and to the north through new green areas	Redefine greenlands as public space on the Local Plan	Include members of the community in new initiatives like the Industry Museum

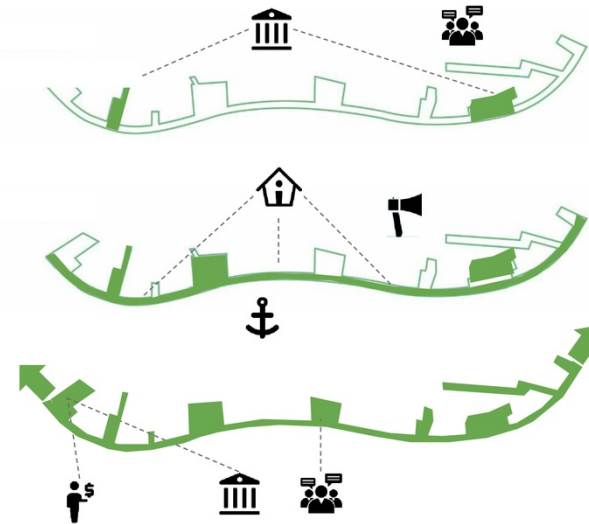


Figure 15: Intervention diagram 2

# Timeline and Categories of Interventions

## 3. Broken Internal Boundaries

	Physical	Policy/ Legal	Social
Short-term	Improve existing connections and pathways to the river		Develop a participatory process on pathways priorities, security issues.
Intermediate	Add new north to south pathways, add pedestrian bridges for DLR & highway	Negotiate potential rights of way or changes in the Newham Plan	Continue participatory process on security issues, transportation, etc
Long-term	Build a new underground DLR/ Crossrail section in the area	Negotiate with TfL/Greater London underground routes	

## 4. River as Connection

Short-term	Remove redundant piers and infrastructure	Negotiate with Port authority	Incorporate community into decision making
Intermediate	Add new ferry stations	Incorporate new ferry route into TfL system	
Long-term	Strengthen inter-modality (DLR, Crossrail)	Develop interconnected transportation system	

## 5. Heritage as Conscious Development 6. Mixed-use Development Scheme

Short-term	Clear current warehouses and less valuable facilities		Develop participatory process on industrial heritages
Intermediate	Recover heritage industries for cultural uses	Redefine "industrial hubs" requirements in the Local Plan	Incorporate current dwellers into new developments
Long-term	Build new mixed-use schemes	Enforce share of affordable housing within new schemes	

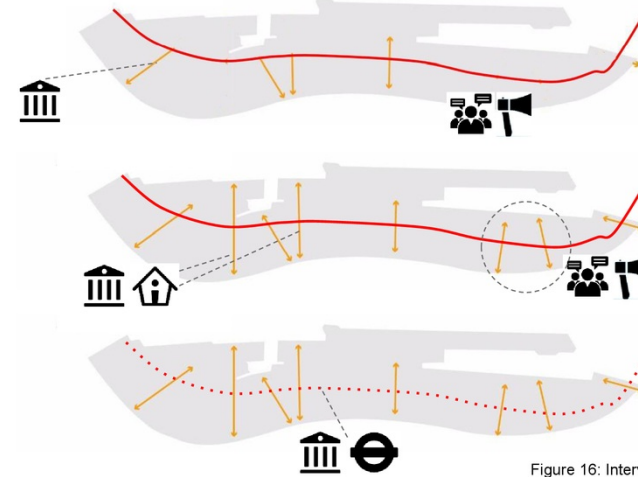


Figure 16: Intervention diagram 3

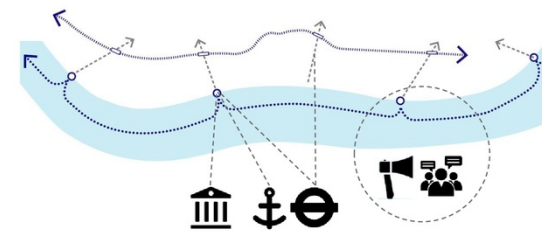


Figure 17: Intervention diagram 4

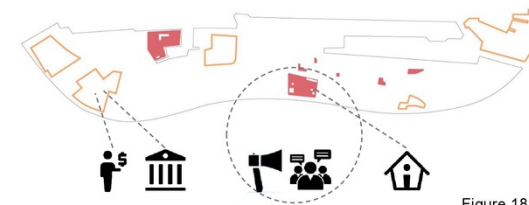
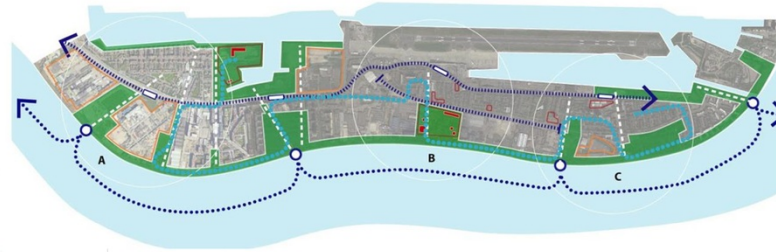


Figure 18: Intervention diagram 5

## Sites of Interventions



Site A

- Millennium Mills
- Connection of both waterfronts
- Connection to existing social infrastructure
- Integration to existing DLR
- Mixed use scheme:
  - Including affordable housing
- Riverside path
  - Continuous 10m wide public space
- New ferry stop

**Integration to existing DLR**

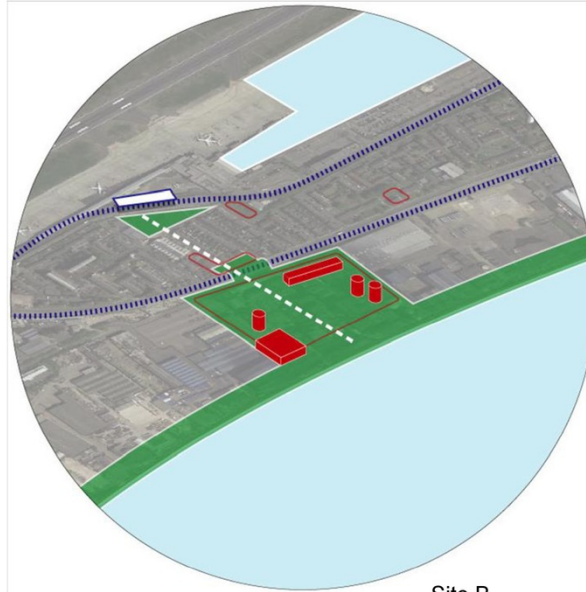
**Crossing over the Rail line**

**Heritage conscious development**

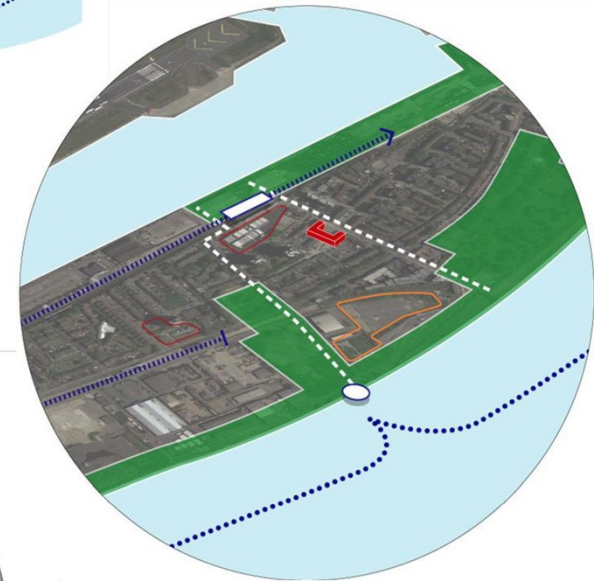
- Selection of industrial heritage

**Riverside path**

- Continuous 10m wide public space



Site B



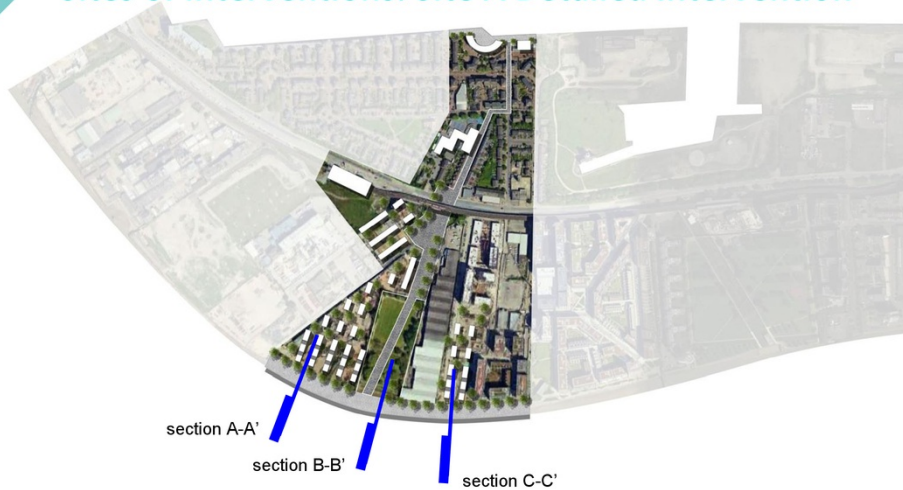
Site B

- Riverside path
  - Continuous 10m wide public space
- Integration to existing DLR
- Heritage conscious development
  - Intangible social spaces
- Mixed use scheme:
  - Including affordable housing
- New ferry stop
- Riverside path
  - Continuous 10m wide public space

Figure 19: Site Intervention 1c



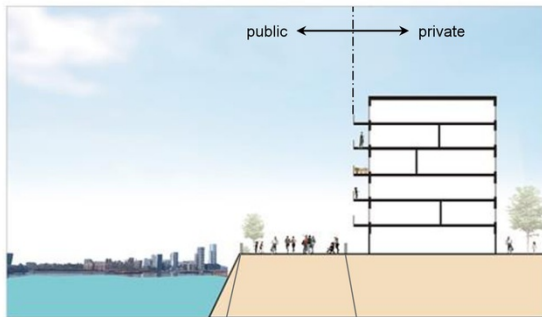
## Sites of Interventions: Site A Detailed Intervention



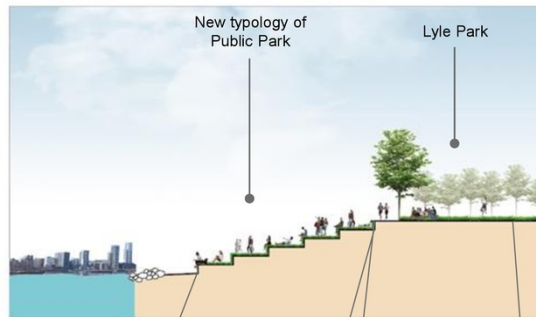
This proposal is built on multiple factors as :

- Assure a continuous connection across the site between the docks and the river front.
- Embed public space and define the areas of accessibility so public space become more visible.
- Unify and connect the river front across the whole site.
- Adjust building regulations based on the principle of the right to the view by working on levels and avoid densifying the area
- Work on reviving the public space across the river front which will create spaces of interaction.

section A-A'



section B-B'



section C-C'

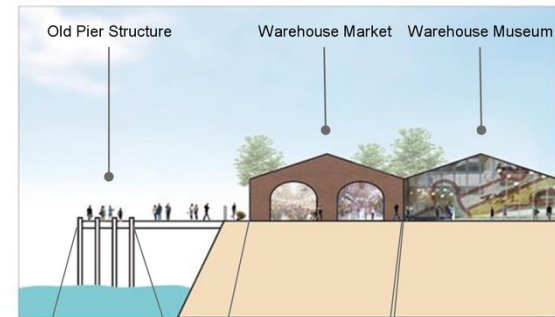


Figure 20: Site Intervention 2





# Conclusion



## Conclusion



Based on our understanding of the context and while working in the area, we realized that the Royal Docks is a location of high potential for growth and has a very important political, economic and cultural value within the context of London. Yet, most important, the Royal Docks' present a very rich history of relation between the Thames River and London city. Which for us is to be considered as an important issue to be further investigated in the area but also across the city of London.

The development approach to take the advantage of heritage and the waterfront as an asset to influence land and real-estate value is a world wide trend, and it is highly witnessed in London in specific, this generate a discussion about the value of the intangible heritage and the value of the residents of a certain area. Through-out our research on the Royal Docks we have also encountered the question of value and price, what are the main aspects that affect the pricing of a certain piece of land or a building; is the intangible aspect being priced; and how can we price the social value of certain locations that represent a history that is highly rich and shall always be remembered.

Furthermore, one of the main development challenges we encounter in the current gentrification and development schemes is how can developers maintain the identity of a certain location without wiping out every trace of the past; for us and many new residence in the Royal Docks; history was never reflected on the Urban context; and the new comers have limited local resources to understand the history and the value of the area; the historical value is being promoting on websites of the developers but not embedded in the development plans.

As part of our development brief; we have come up with some recommendations and list of proposed issue to look further into in order to extend this research:

- Land and building regulations policy makers; what are the implemented laws and how these laws can be adjusted to accommodate the existing business that are subjected for eviction within the coming 12 months.
- The existing Pubs and the elderly generation aren't being integrated within the development vision; the value of these locations as spaces of knowledge sharing and documenting heritage through story telling could be a great asset for the area to be revived; in our opinion these activities are essential for these small business to survive as many of these Pubs and falling in decay.
- The river front has a high potential to revive the whole area. By unifying, regulating and connecting the river front across the whole city and connecting the area with the existing London river transports by reviving some of the ferry stops. Connecting the Royal Docks with the city of London through the River has a high impact on the area.
- The diagonal connection between the docks and the river front is essential to create unity within the area and to revive the right to the River.



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