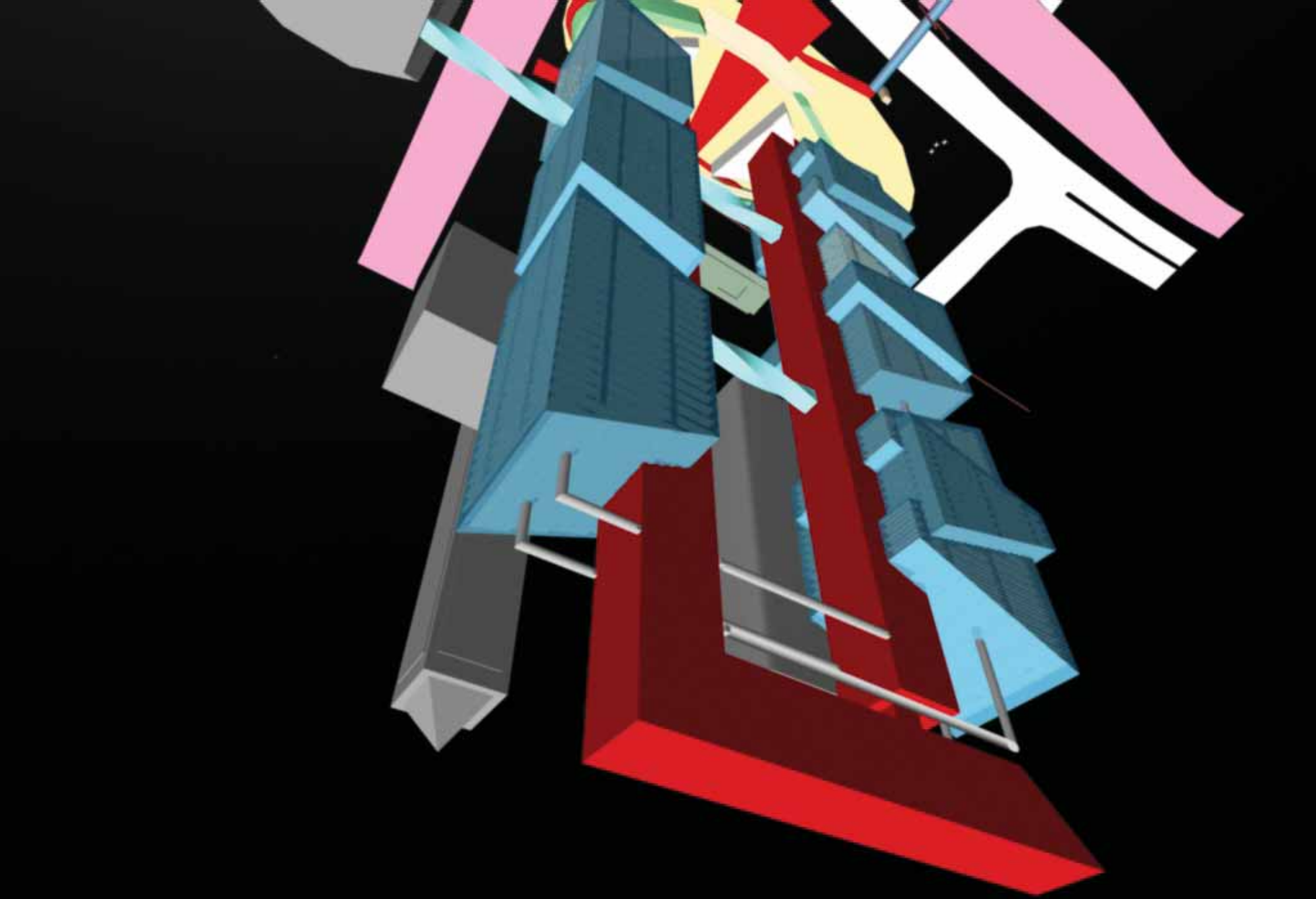


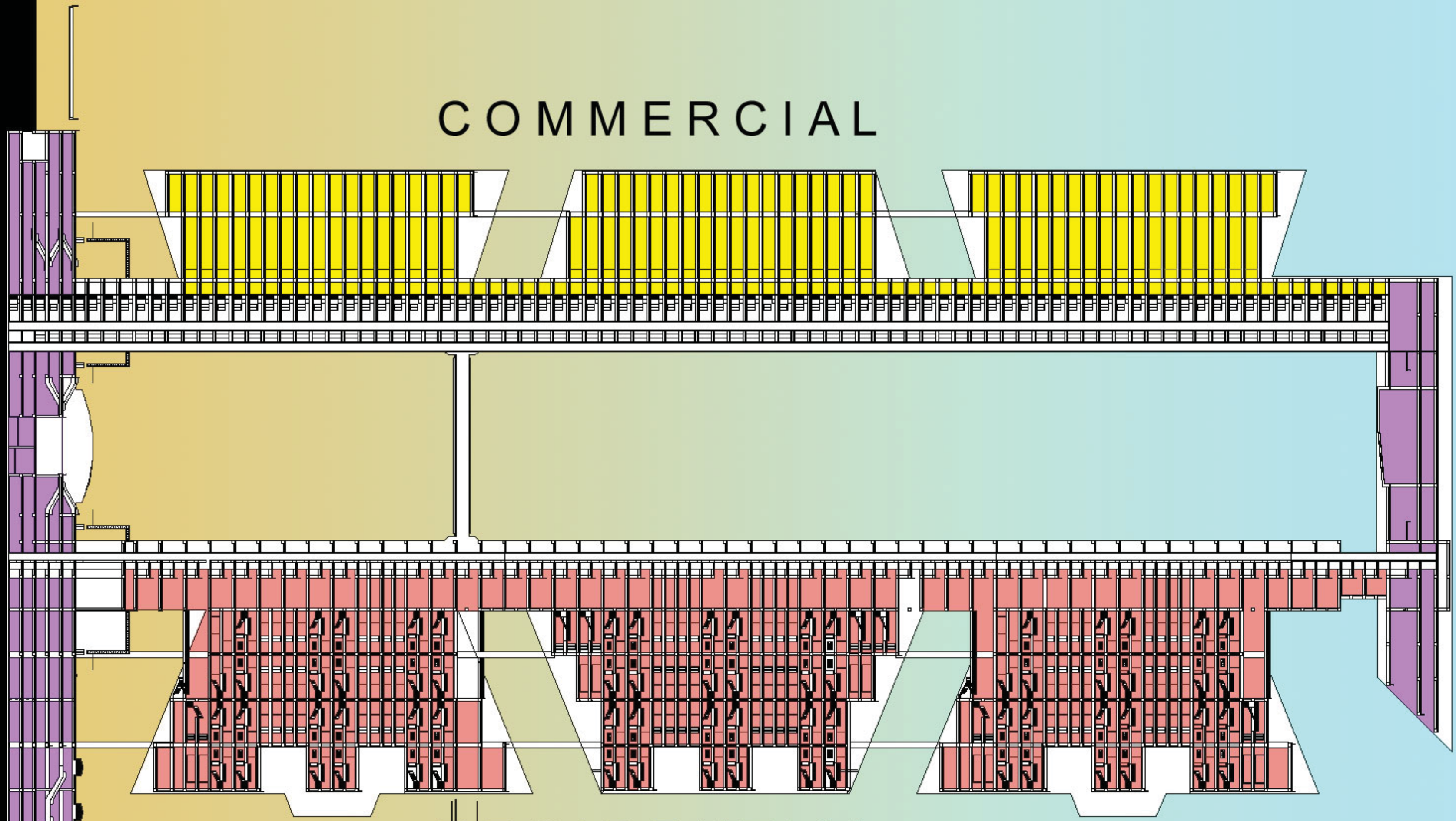
URBAN PLAZA

FRAMING OF 1 CANADA SQUARE

COMMERCIAL ENTRANCE FOYER

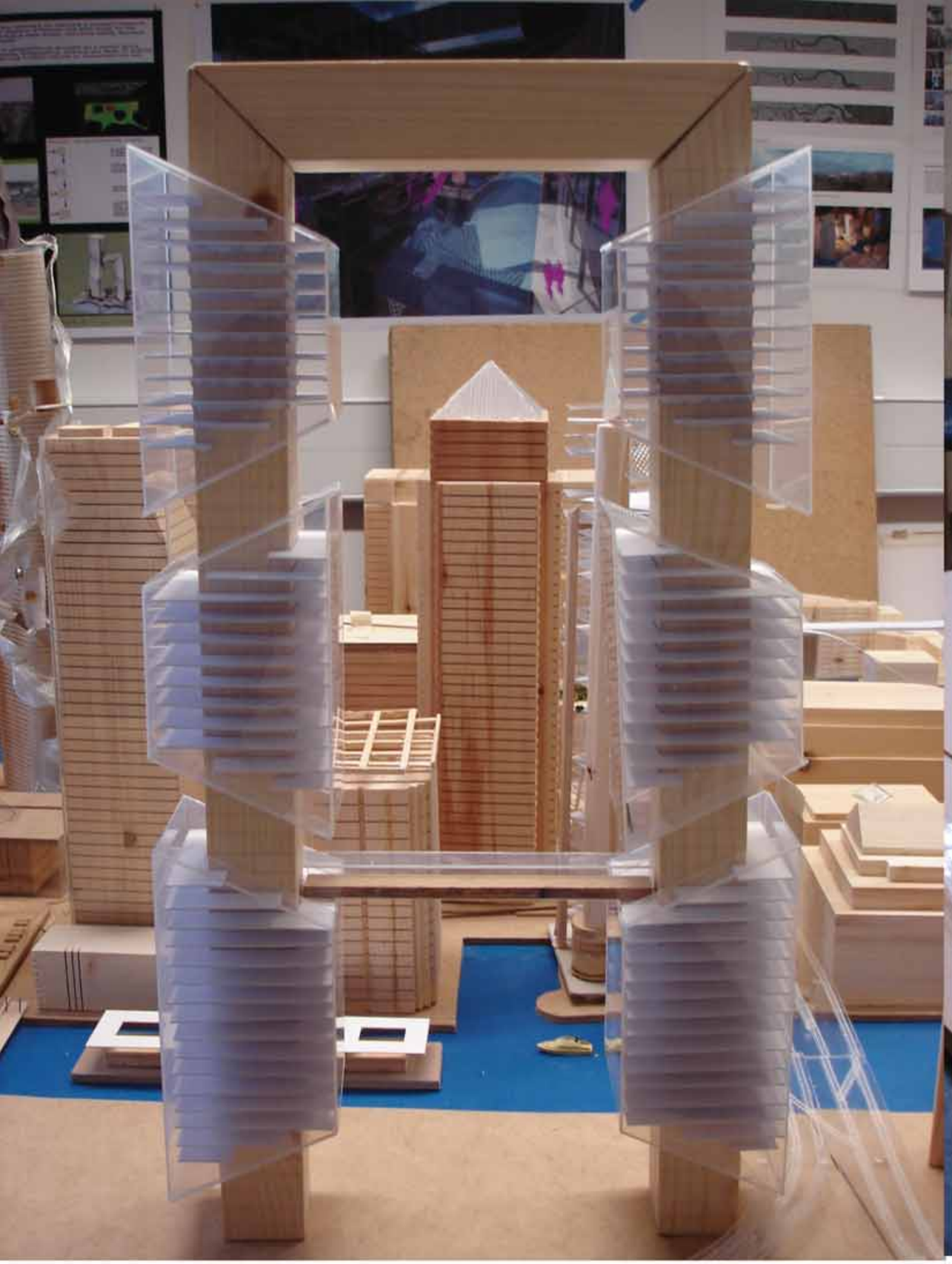

LINK BETWEEN
RESIDENTIAL&
CANARY WHARF

COMMERCIAL



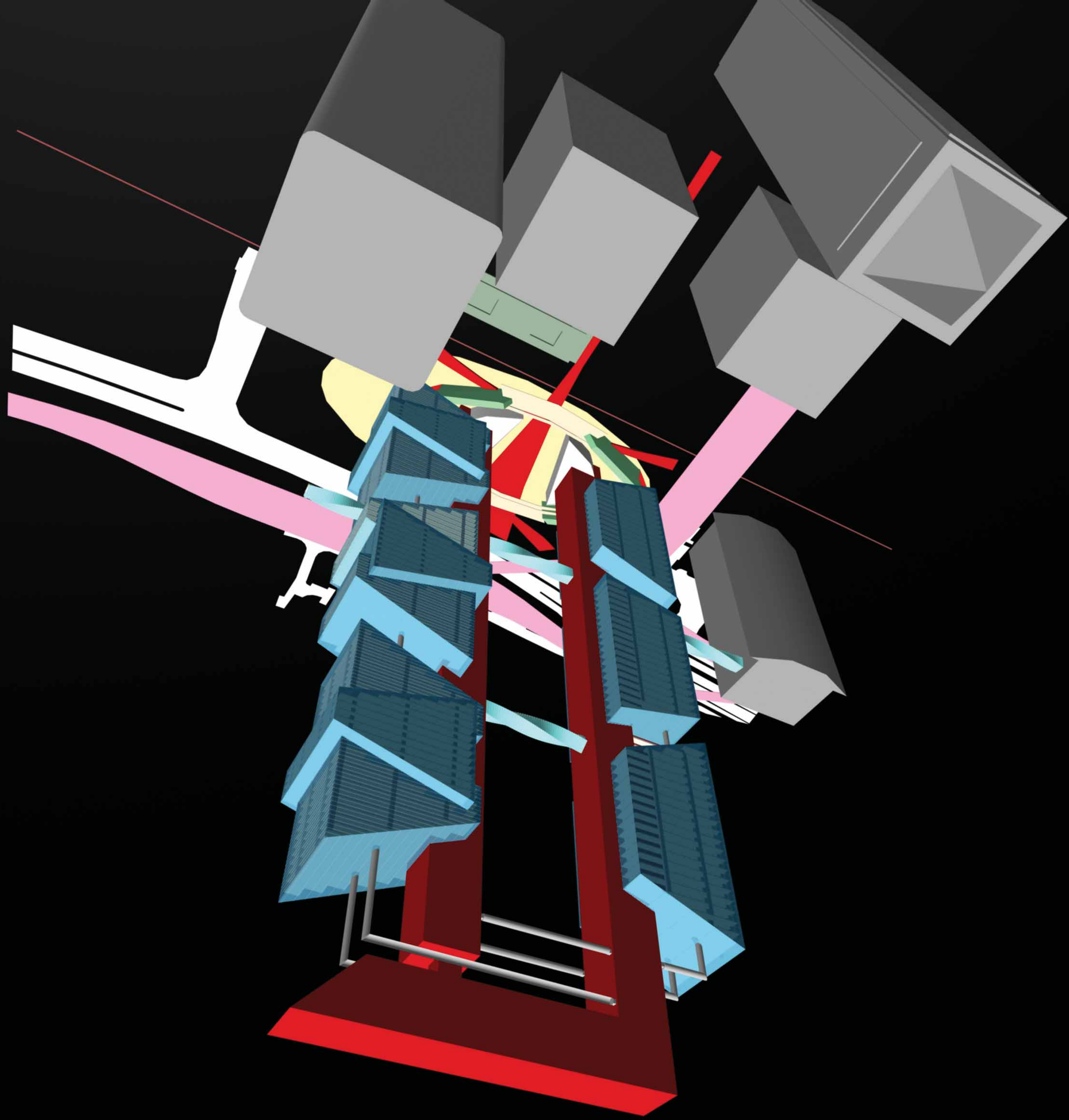
RESIDENTIAL

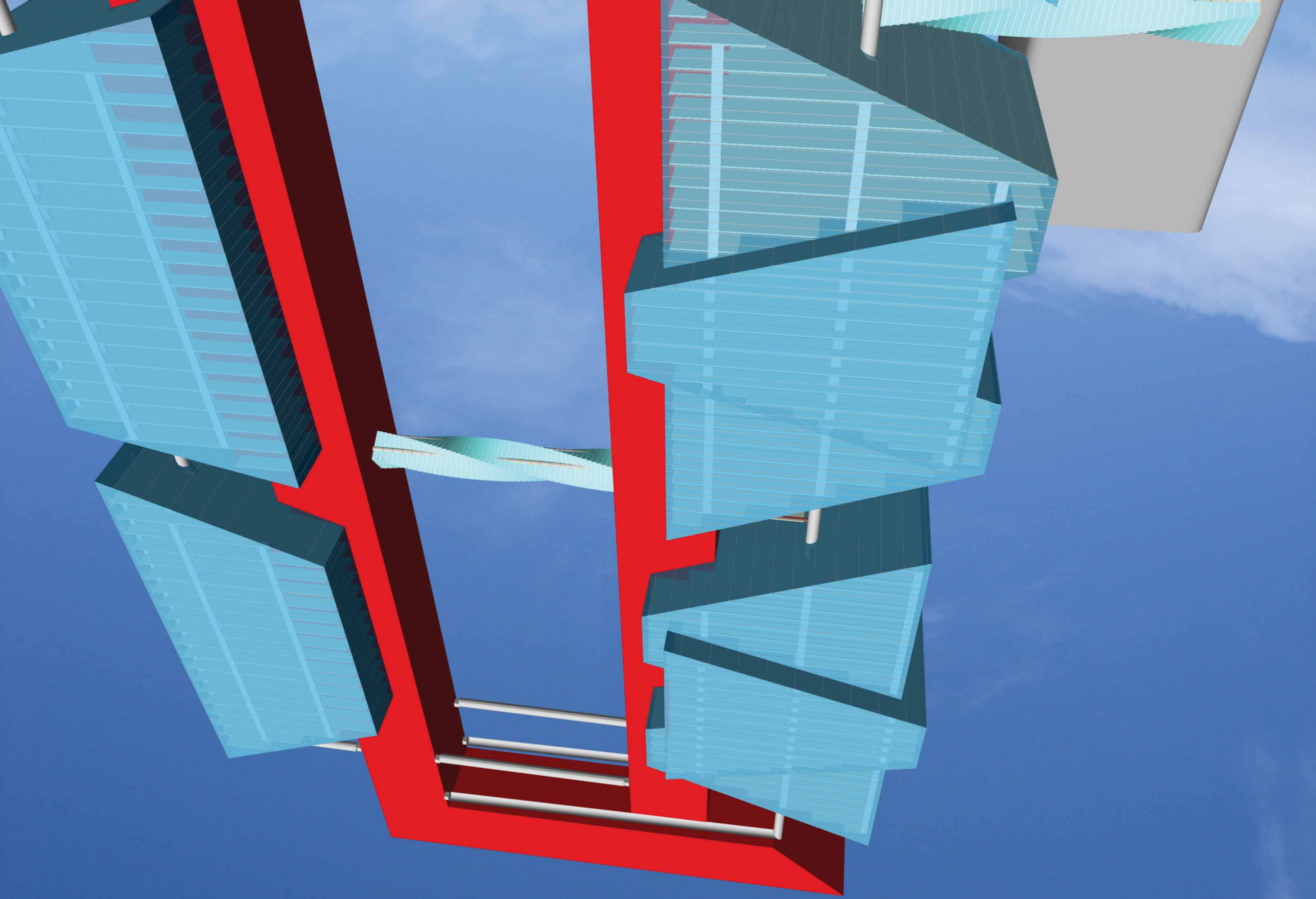
MIXED USE



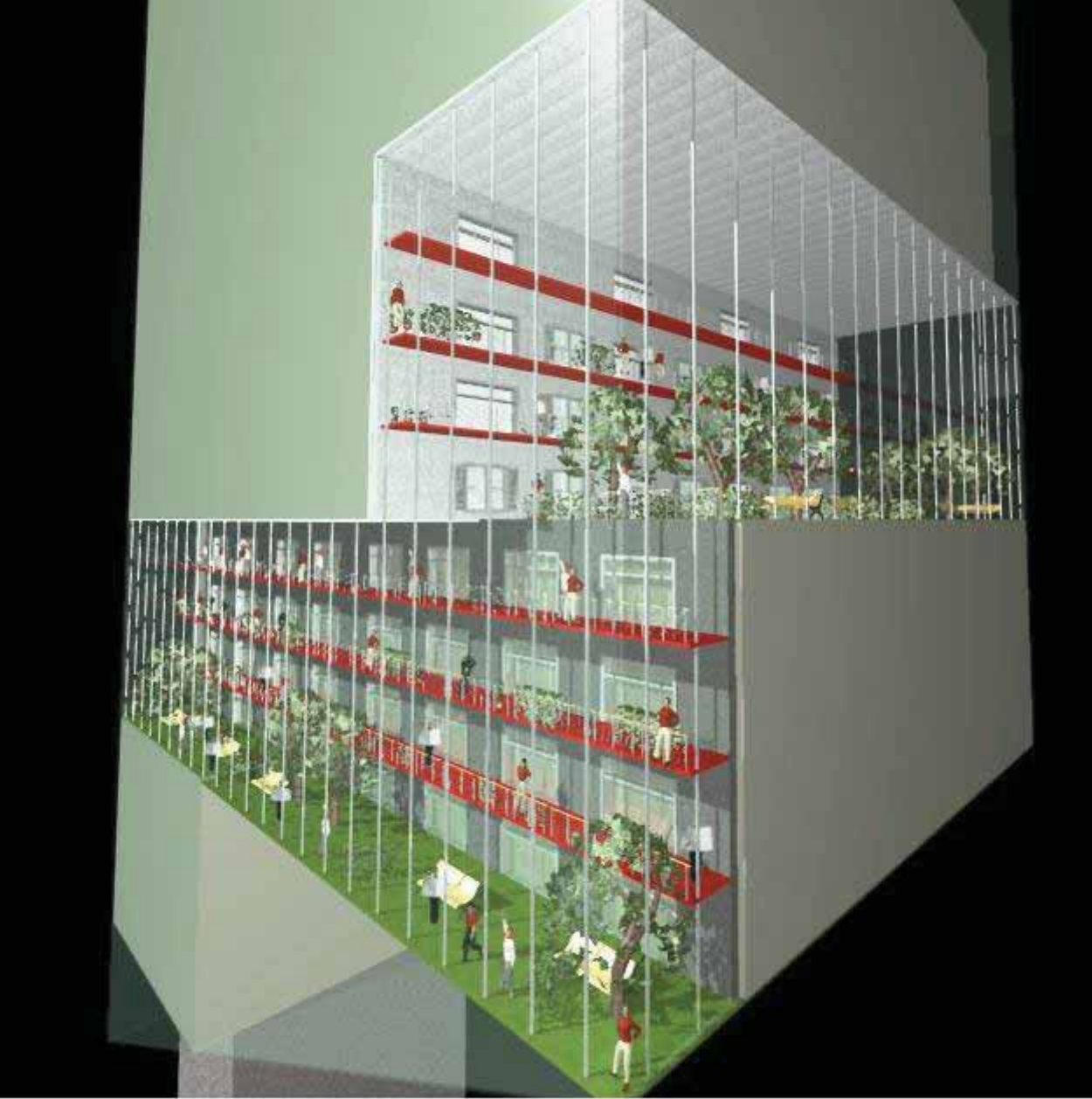
SITE CONTEXT

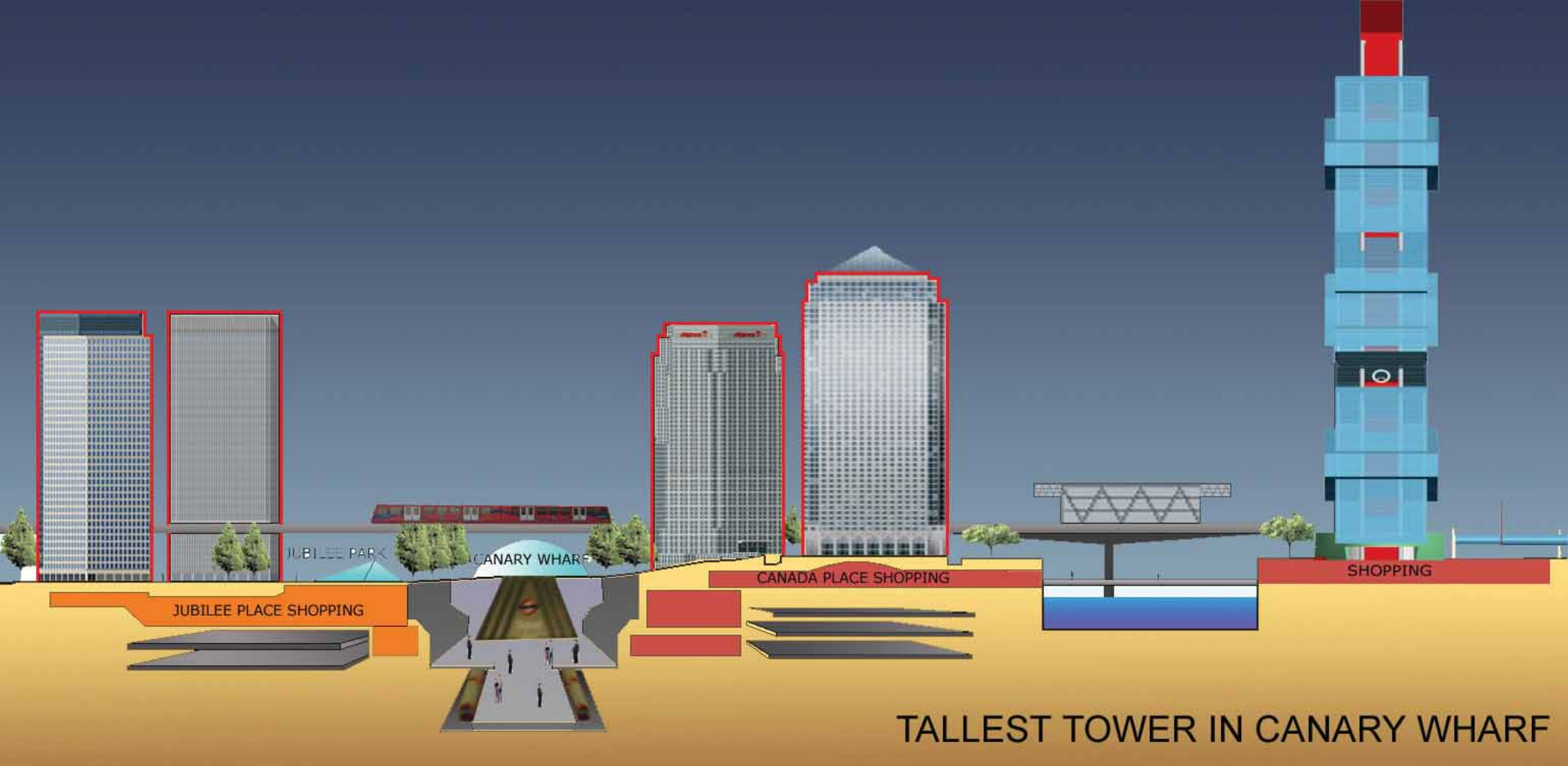

oasis

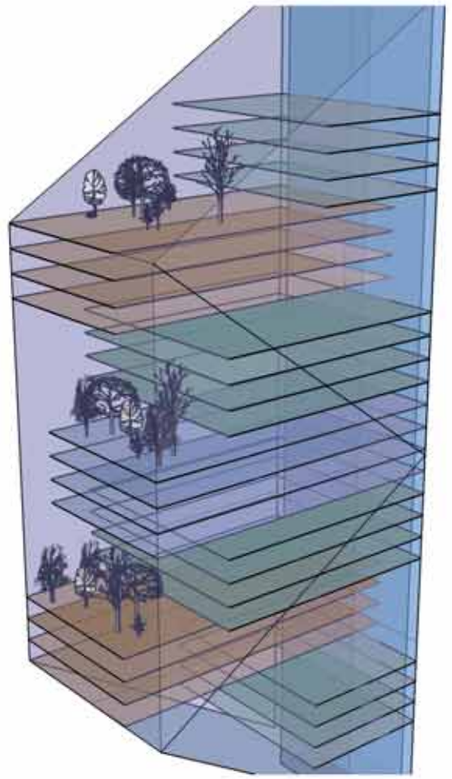


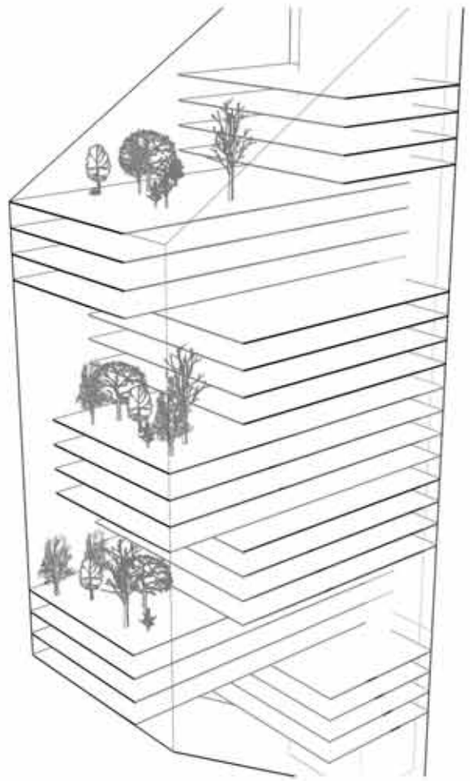


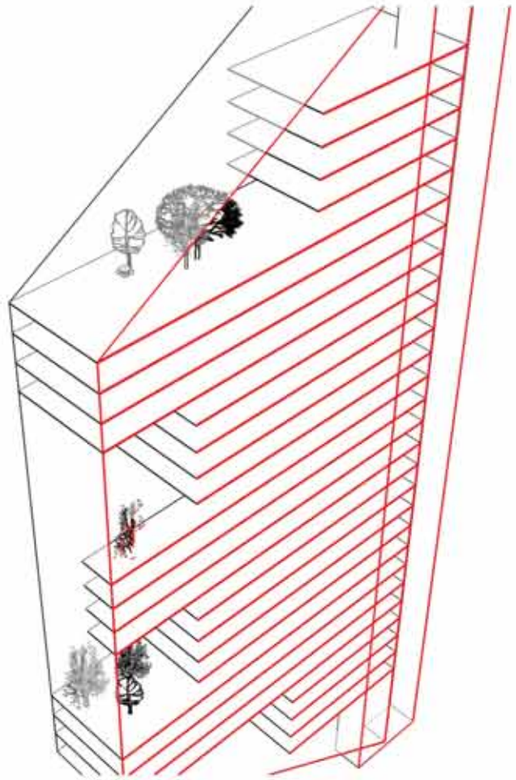
SKYCOURTS

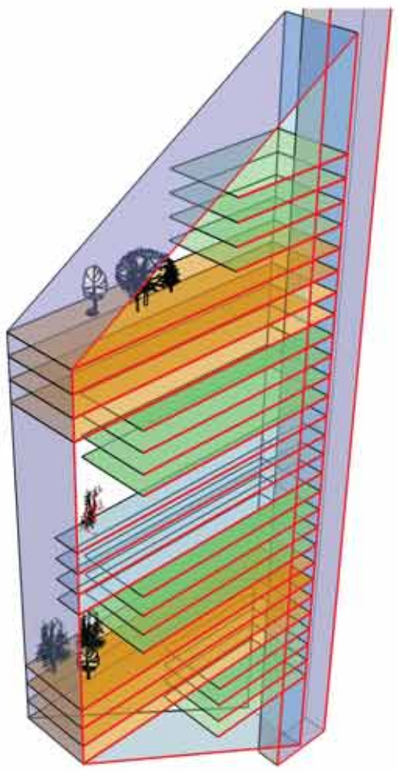


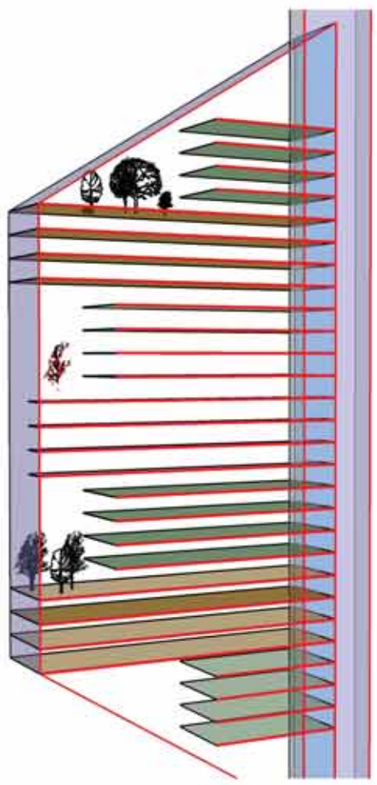

JUBILEE PARK
CANARY WHARF
JUBILEE PLACE SHOPPING
CANADA PLACE SHOPPING
SHOPPING
TALLEST TOWER IN CANARY WHARF

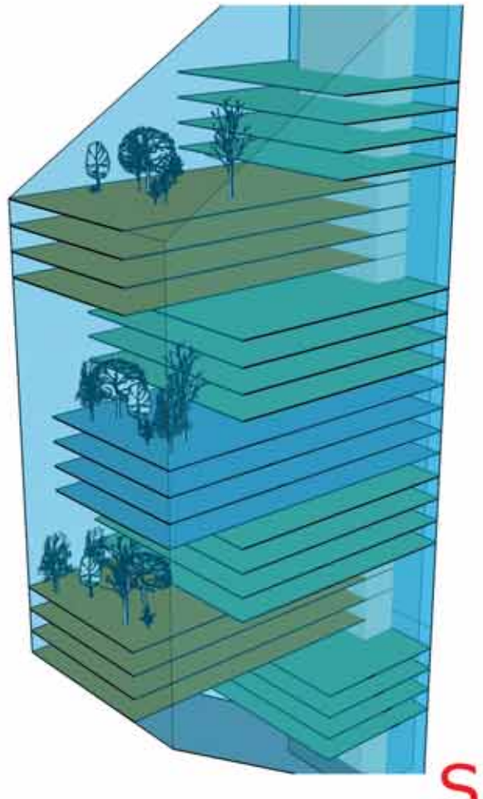






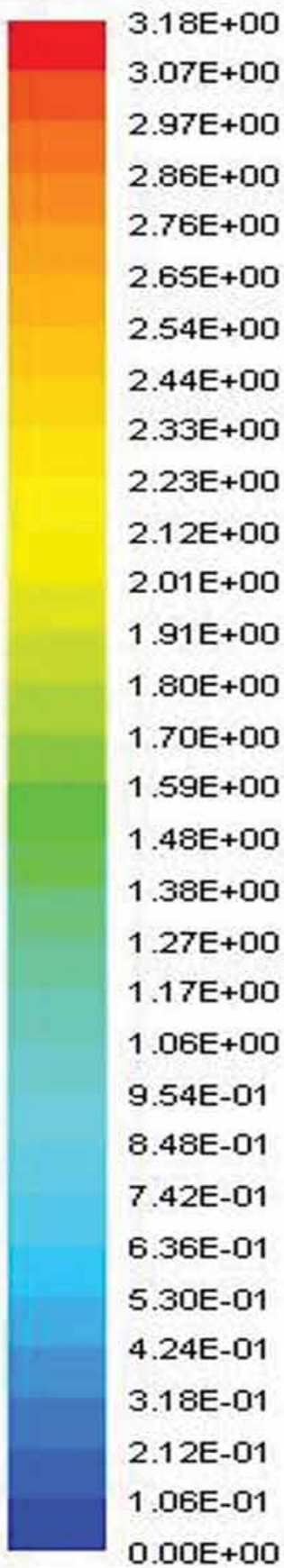


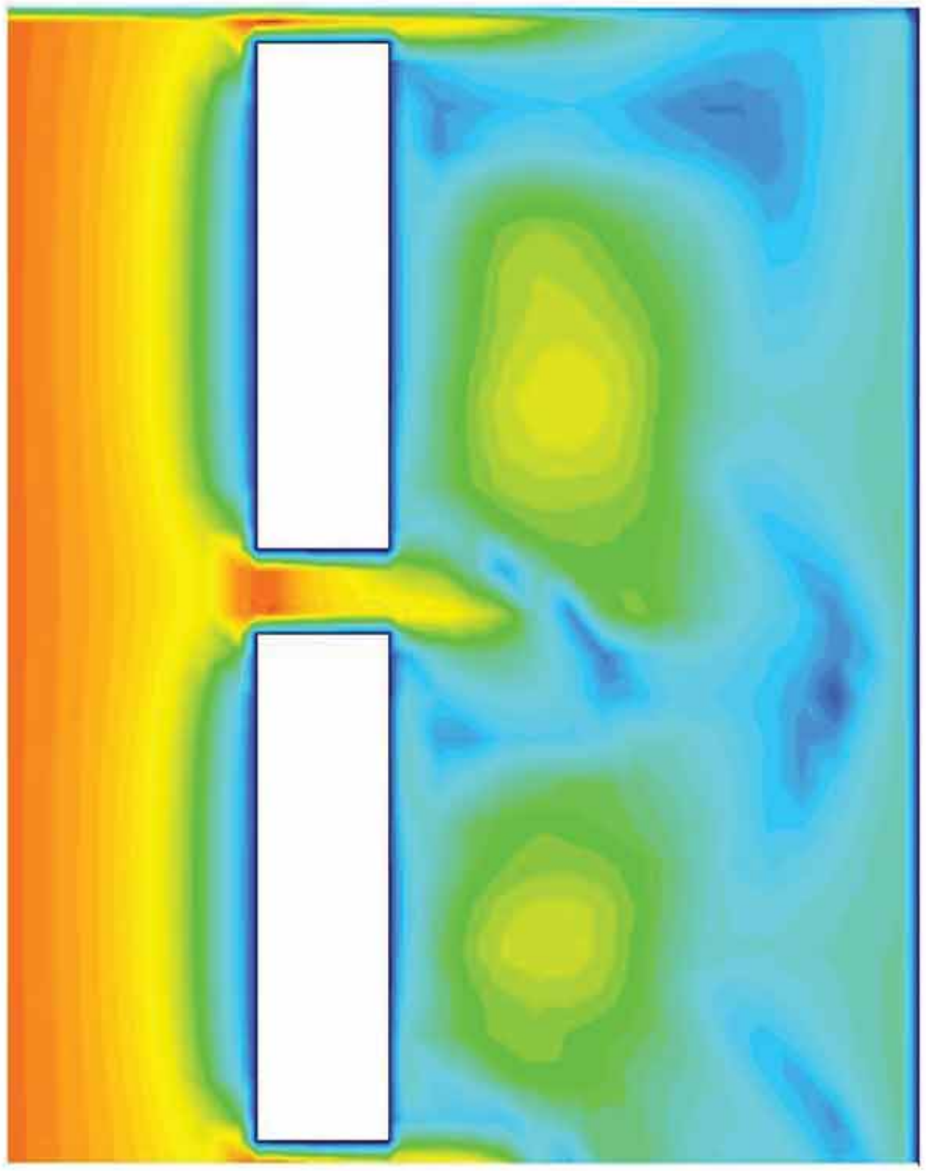


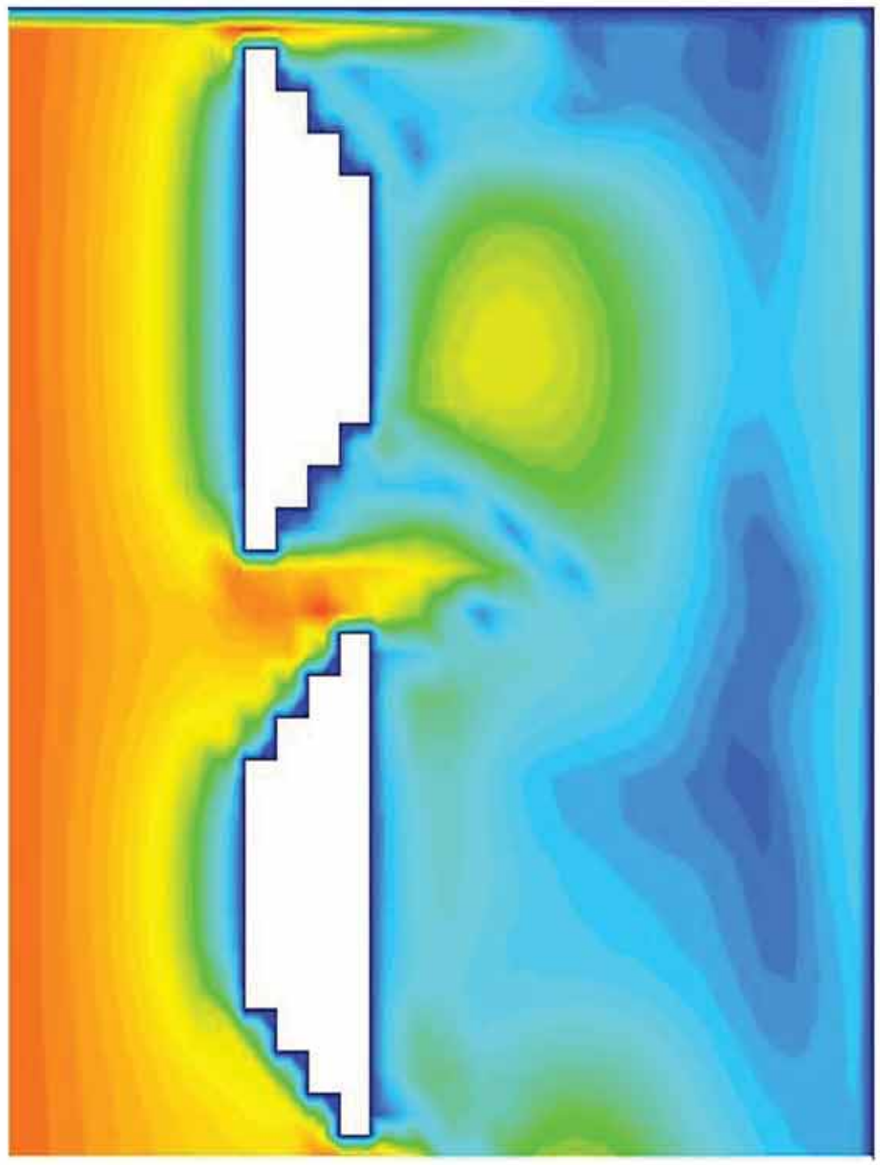


STAGGARED PLANS

VIEW FROM OLYMPIC VILLAGE







DUE TO THE REDUCING CROSS SECTION, THE WIND SPEED INCREASES IN THE REGION BETWEEN THE TWO UNITS. WITH THE CHAM-FERED EDGES THE HIGHER WIND SPEED REACHES TILL THE OTHER END OF THE BUILDING.

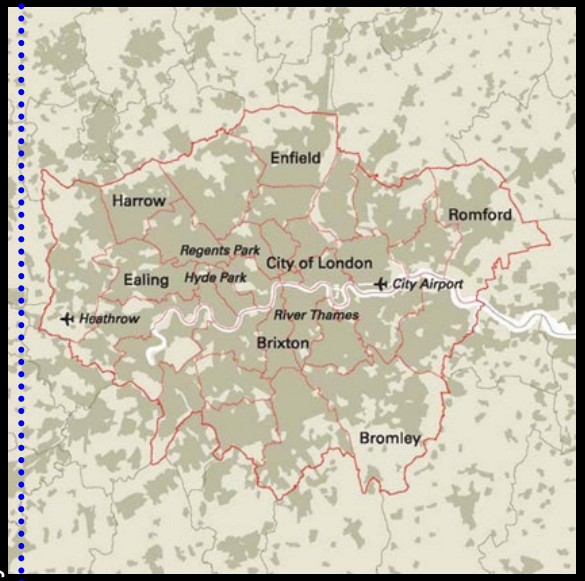
ENVIRONMENTAL STRATEGY

K1DTAB Tall Building Design

New Urban Vision for Canary Wharf

s i t e s t u d y

Geetanjali Dhar Husain Dohadwala Kaushik Mandal



The City of London is one of the very few economic spaces in Europe to have survived for over 300 years. During the 19th century and up to the early 1950's, London was the busiest port in the world.

Rapid Physical Transformation of the City

The period between the 1960's and the 1980's has changed the situation: British industry has been facing heavy competition from developing countries and has therefore trickled down.

In order not to lose its leading position on top of the world economy, London has undergone very important changes. One of the main projects concerned the docks of London.

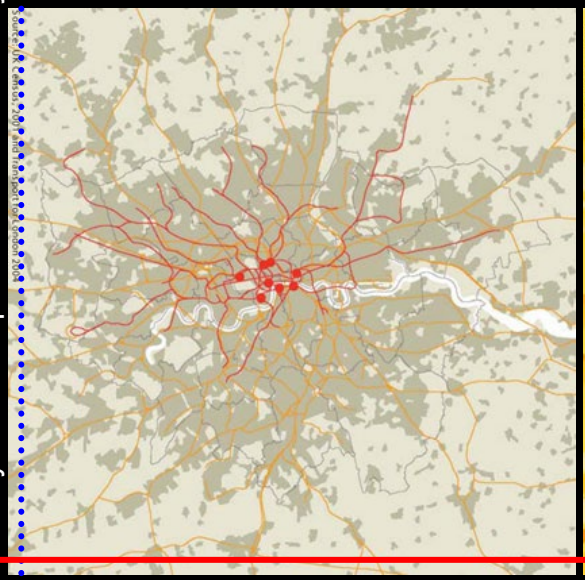
Factors : Demographic and Economic Boom

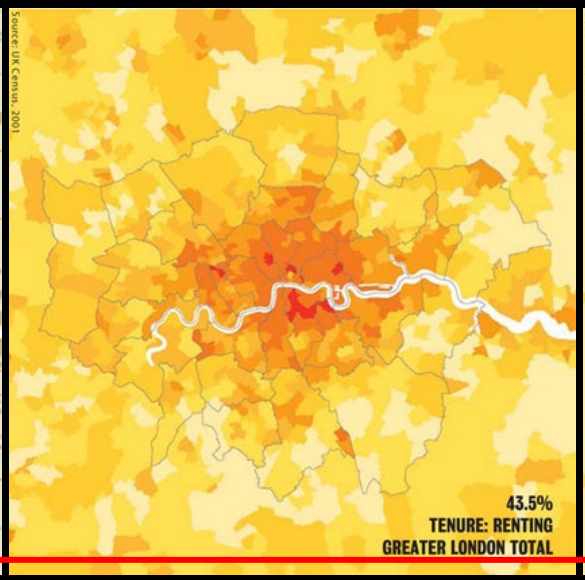
London Docks, downstream of the city, had been hit by the economic change. By that time the area had very few jobs, the docks had closed, over half of the land was derelict, transport was poorly developed. The British government decided in 1981 a complete regeneration of the Docklands.

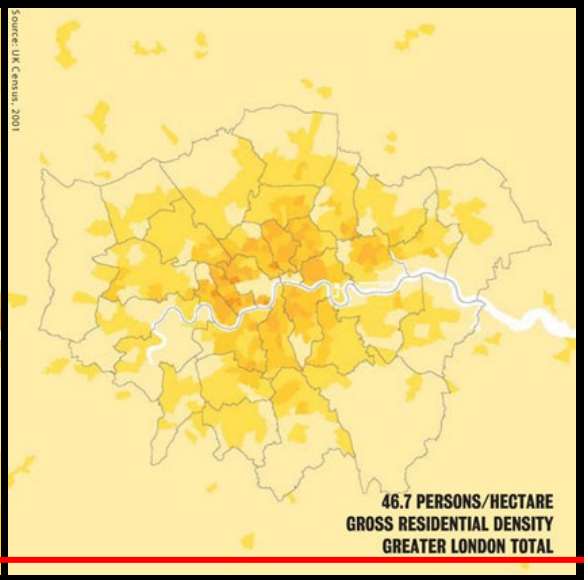
£10 billion investment in public transport

Adoption of 50% affordable housing policies

East London Development for the 2012 Olympics







300 years on top of the world economy

London : Europe's Global City

CANARY WHARF

Canary Wharf

From Londinium to the glittering towers of Canary Wharf, the story of the East End of London is that of immigration, innovation, enterprise, revolution and hope.

Canary Wharf, is a large business development on the Isle of Dogs, centered on the old West India Docks in the London Docklands.

25 high quality office properties

10.00 million sq. ft. of commercial space

5.80 million sq. ft. of developable space

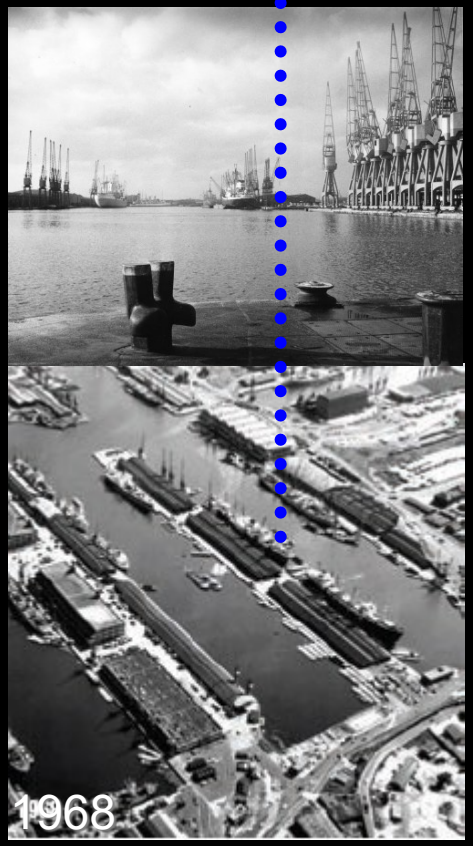
Canary Wharf : London's Financial Hub

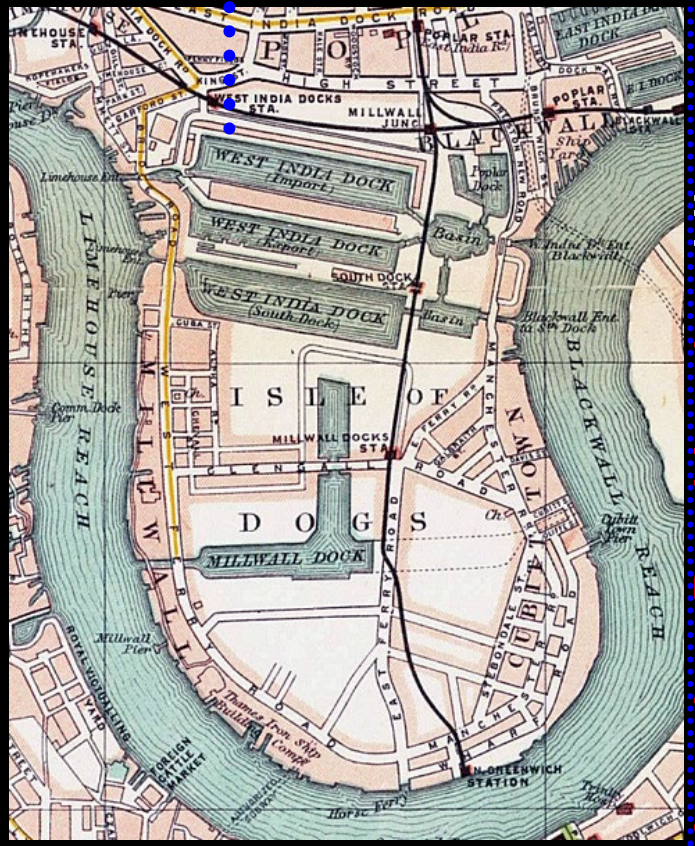
Named after the Royal kennels kept by Henry VIII on the site, the Isle of Dogs was originally known as Stebunheath (Stepney) Marsh, had been drained to support meadows, pastures and Cornfields

By late 16th Century the Port of London was buzzing with activity, trade was expanding and Docklands became a point of departure for merchants

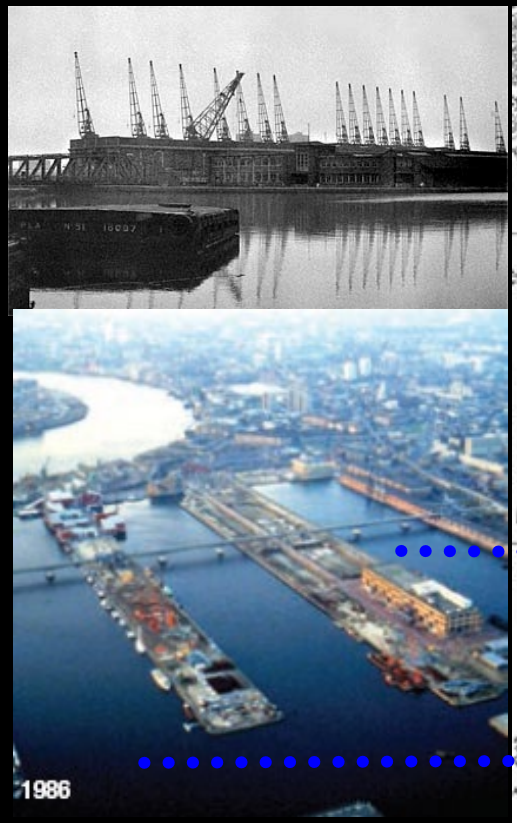
1799-Parliament passed an act permitting the construction of docks on the Isle of dogs

In 1802 West India Docks was opened and Canary Wharf remained a cargo warehouse till mid-1960s

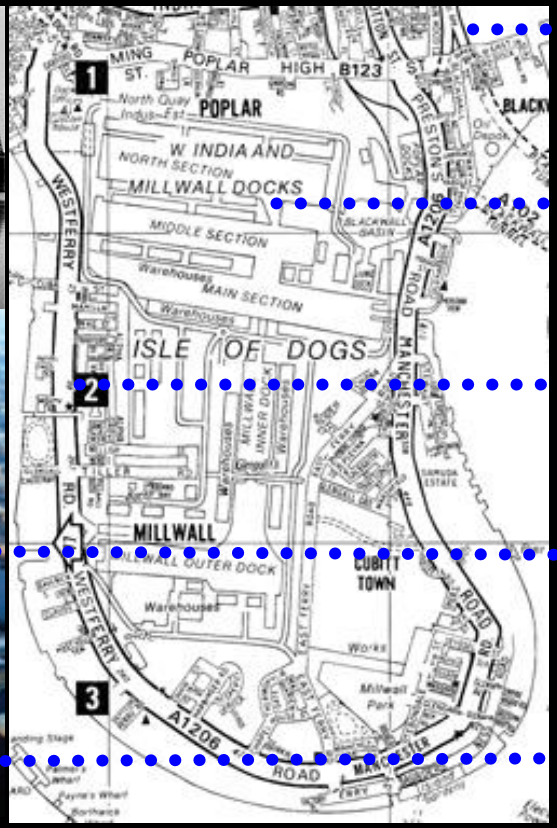




Bombed on September 7th 1940 Blitz but recovered but by 1980s all the Docks closed down



1986



In 1981 the Conservative Government's Local Government established the London Docklands Development Corporation

In April 1982 a portion of Isle of Dogs became an Enterprise Zone with a 10-year life cycle offering tax allowances to both investors and developers

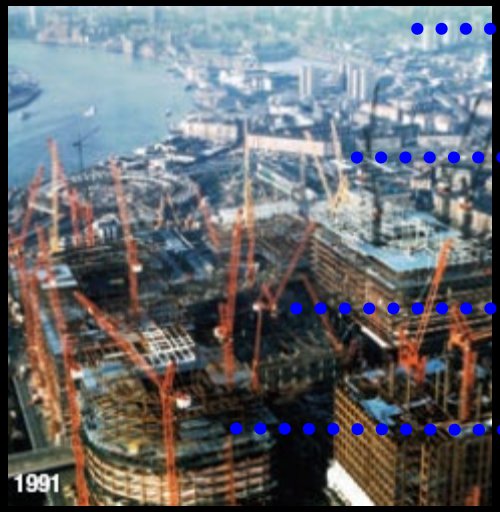
In 1986 G.Ware Travelstead working for Credit Suisse First Boston first proposed building a 10 million sq.ft. complex on Canary Wharf

Due to financial issues the scheme was sold to the North American developers Olympia and York, and their consultants Chicago based Skidmore, Owings & Merrill

The Master Building agreement was signed in July 1987 between Olympia and York and LDDC for a 1.1 million sq.m. development at Canary Wharf.

"The Canary Wharf Master Plan was conceived as a rudimentary analogue to the site's former life: buildings will be arrayed at dockside where great ships once berthed; cars will be housed in the centre of the wharf where export goods were once warehoused; and access will be provided on loop roads which follow routes similar to those that once served the ships and warehouses. The ordering discipline indigenous to the site should prove as serviceable to the present enterprise as to its predecessor."

Canary Wharf Master Plan, Skidmore Owings & Merrill



1987 also saw the opening of the first section of the Docklands Light Railway and London city Airport

Limehouse Link Tunnel which provides direct road link between city of London and the Docklands was initiated in 1988

Canary wharf was officially opened in 1991, 10 years after formation of LDDC

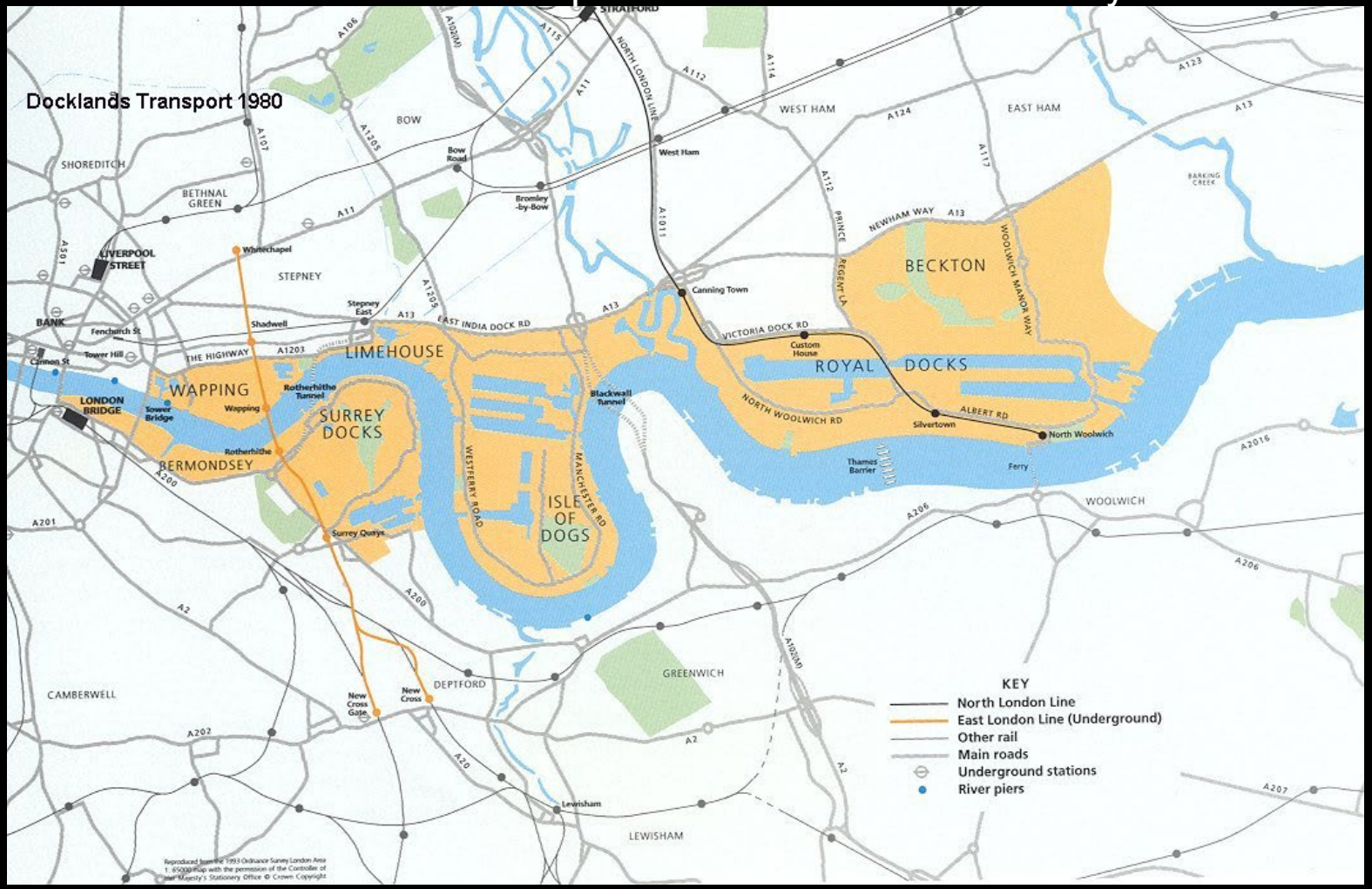
Jubilee Line Bill was granted Royal Assent in 1992 with Olympia & York contributing 400 million GBP

May 1992 the Olympia and York Canary Wharf Ltd. Went into administration and was renamed Canary Wharf Ltd. In 1993

Subsequently Canary Wharf was run by a consortium of banks led by Paul Reichman

1999- Canary wharf floated on the London stock exchange and the Jubilee line Extension opened ;LDDC closed its operation

Around 1980's : inadequate connections with the city



After 1980's : improved connections with the city

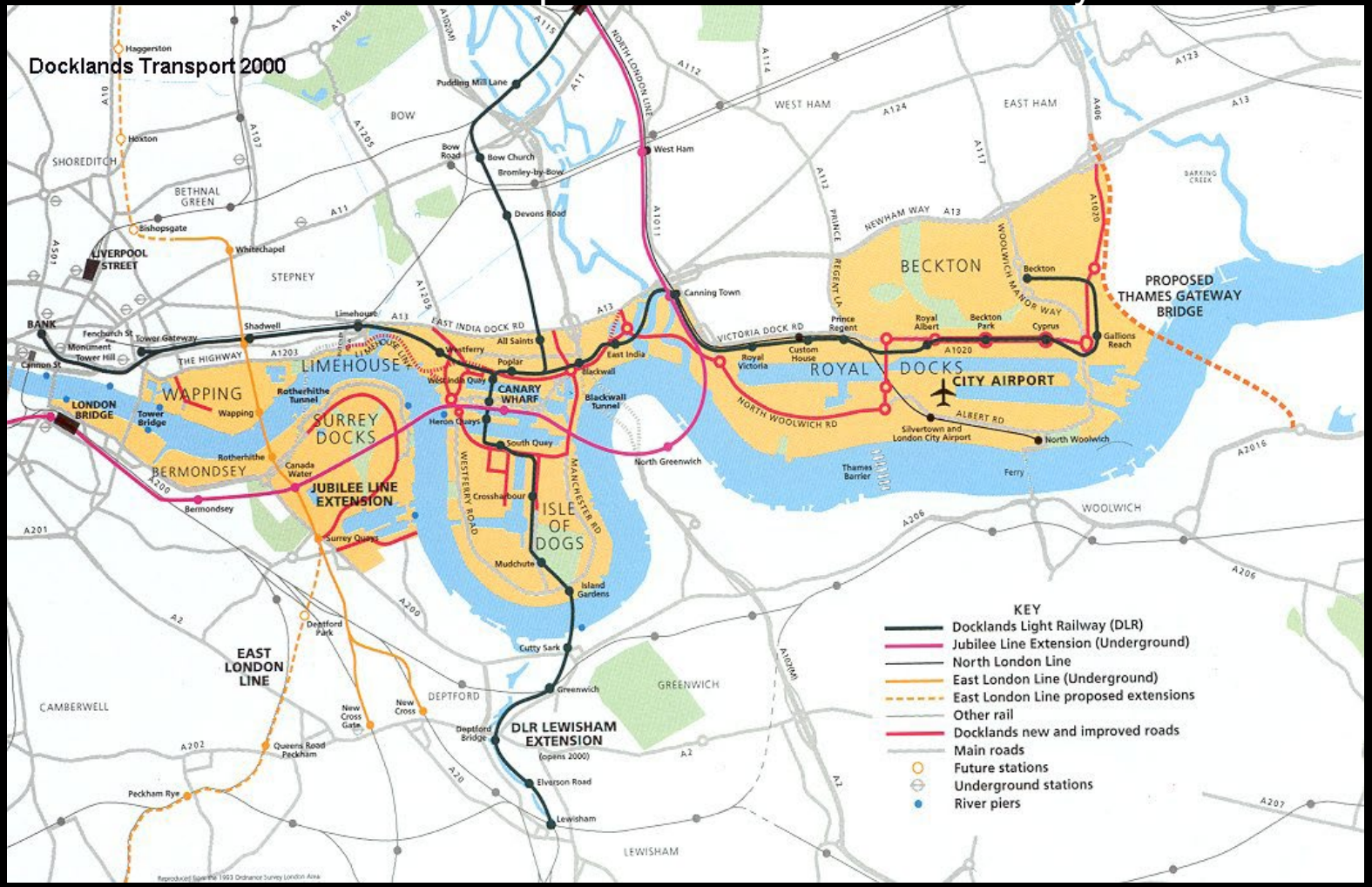
construction of the Docklands Light Railway (DLR), which connected the Docklands with the City

Limehouse Link tunnel a cut and cover road tunnel linking the Isle of Dogs to The Highway (the A13)

development of London City Airport, opened in October 1987 on the spine of the Royal Docks.

London Docklands : Transport Revival

Around 2000's : adequate connections with the city



After 2000's : significantly improved connections with the city

Isle of Dogs gaining a Tube connection via the Jubilee Line Extension

DLR being extended to Beckton and Lewisham

London Docklands : Transport Revival

Canary Wharf has established itself within London.

Development Incentives

Critical mass in place:

6 of the 12 largest financial institutions in London have signed long term leases

Cost advantages relative to the city:

Approximate 25% rent discount plus 40% occupancy cost discount

Planning flexibility:

Restrictions and constraints on new development are considerably lower

Improving planning transportation:

Jubilee line has enhanced public transit access to Canary Wharf

Public Transport

London Underground:
Canary Wharf station
Jubilee Line links Canary Wharf with Waterloo station, London Bridge station, and other tube lines.

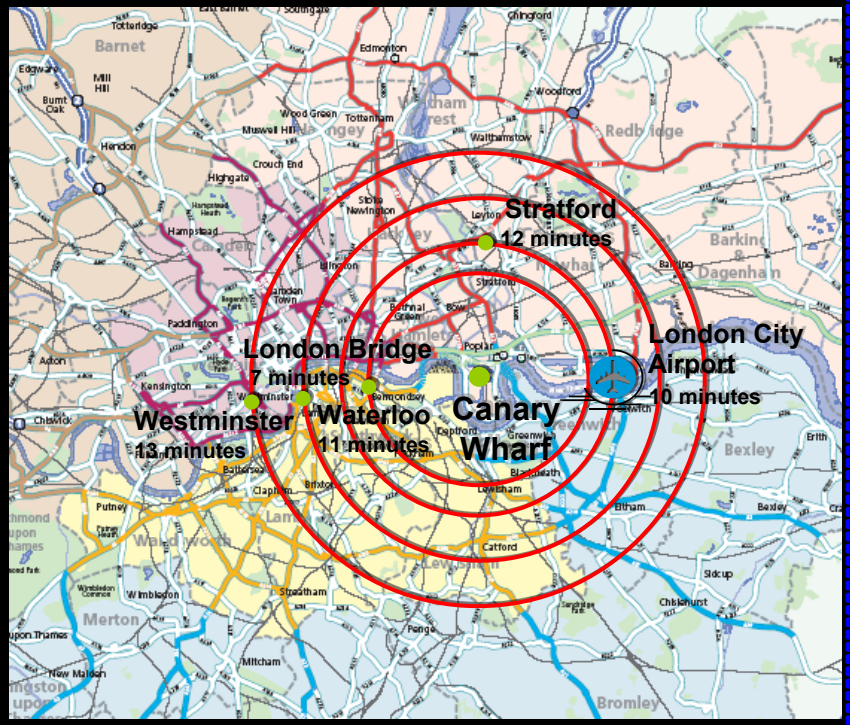
Docklands Light Railway (DLR):
Canary Wharf station
Trains run directly to Canary Wharf from Bank, Stratford and Lewisham.

British Rail:
Limehouse station
Situated on Commercial Road (A13), walk to the Limehouse DLR Station and catch a connecting train to Canary Wharf.

London City Airport
Catch a connecting London City Airport shuttle bus to Canary Wharf.

Transportation Network

Travel Time



Canary Wharf : Location

Public Transport has bridged the gap between Canary Wharf and London.

Access to Canary Wharf

By Car

M11, M25, or the North Circular

Easy access to the West End and the City via the Limehouse Link

and The Highway via Lower and Upper Thames Street

By Underground

Jubilee Line to Canary Wharf

The Jubilee Line Extension links East and West London from Stanmore to Stratford and gives easy access to London Bridge, Waterloo, Westminster, Green Park and Baker Street

Trains run every 3 - 7 minutes and typical journey take just 12 minutes from Waterloo to Canary Wharf, 7 minutes from London Bridge and 20 minutes from Baker Street

By Docklands Light Railway

The Dockland Light Railway runs into Canary Wharf from Bank and Tower Gateway, Stratford, Beckton and Lewisham, with convenient changes from the Underground and mainline rail services

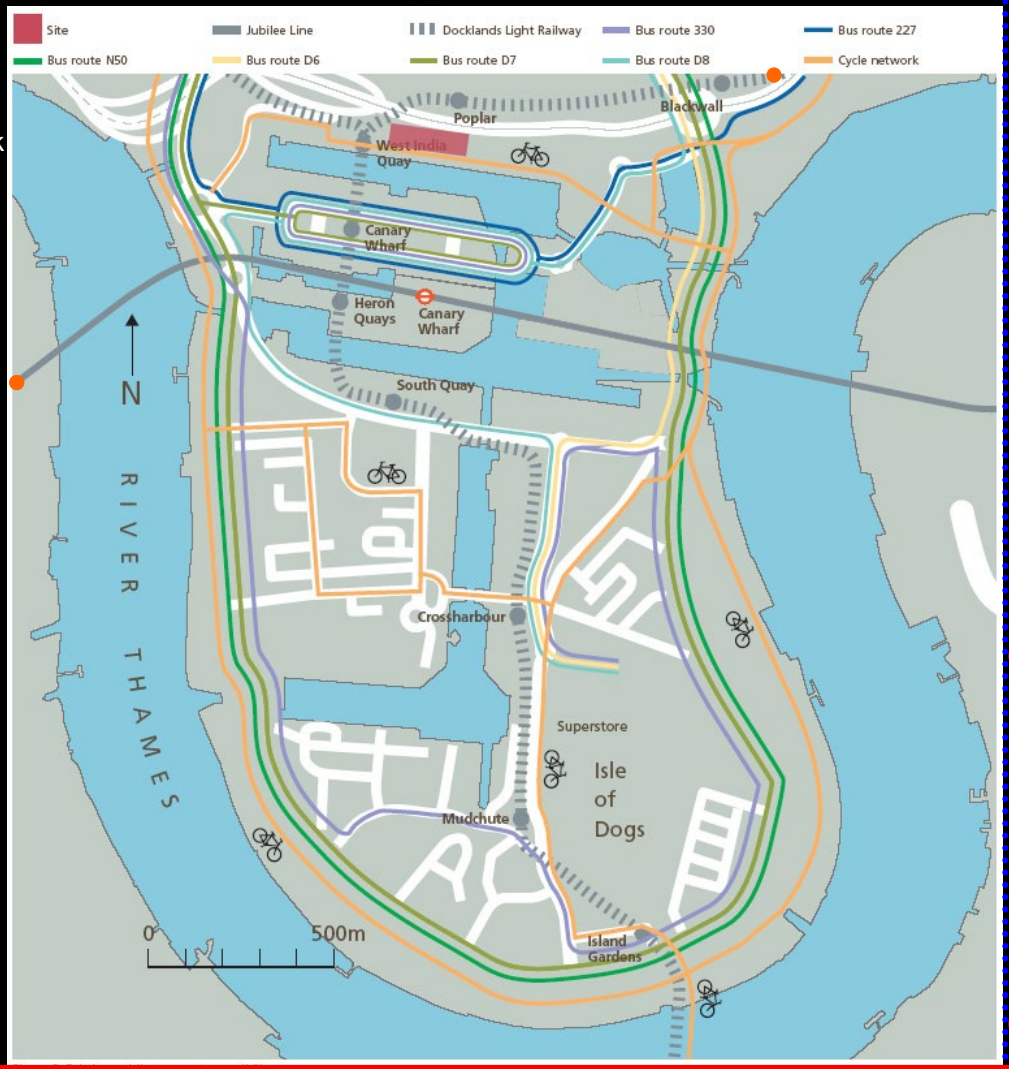
DLR trains run every 10 minutes and take approximately 10 minutes from Bank and Tower Hill to Canary Wharf

By Thames River Bus

Riverside piers at: Savoy, Blackfriars, Bankside, London Bridge

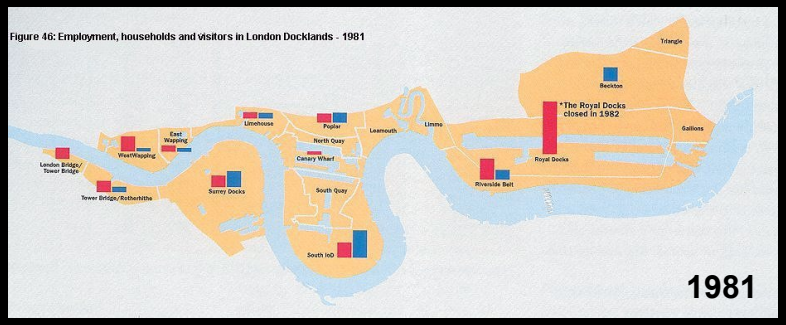
Services every 20 minutes

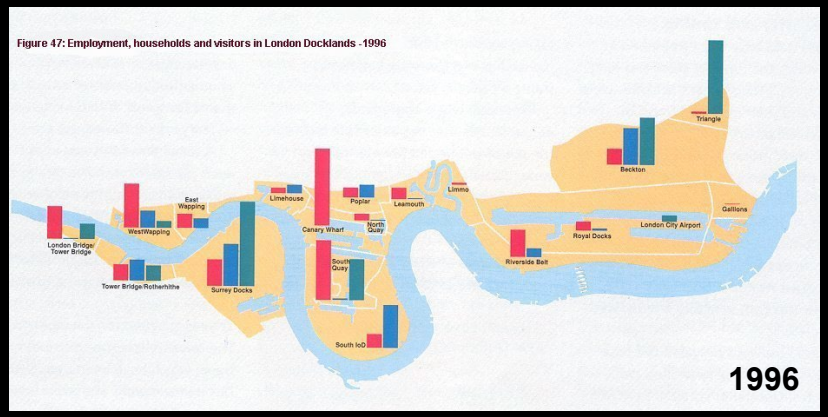
Savoy Pier to Canary Wharf approx takes 25 minutes

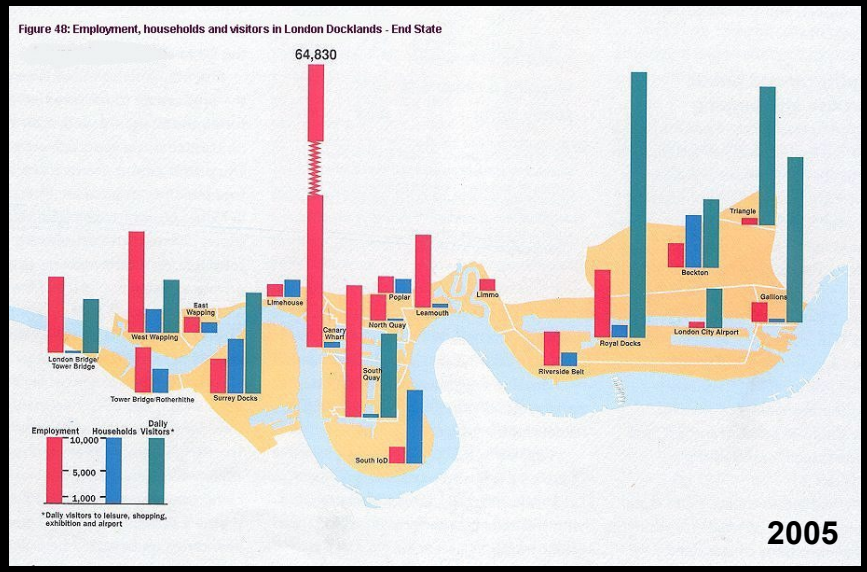


Canary Wharf : Location

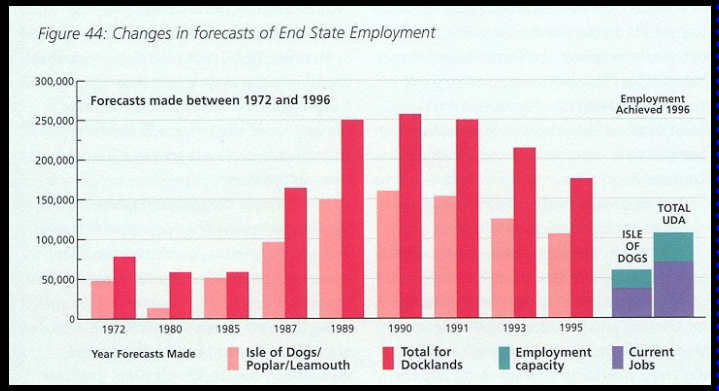
Employment, Households and Visitors in Docklands



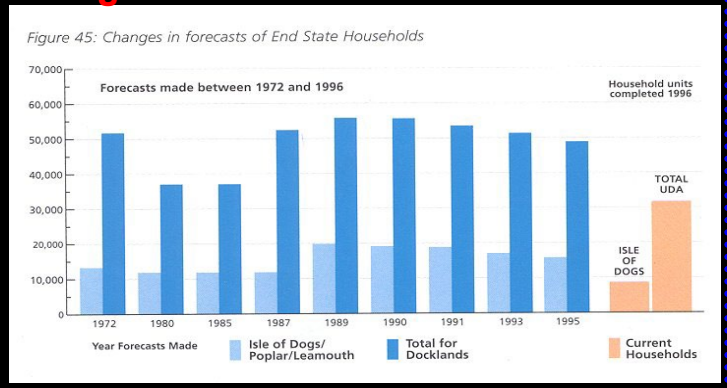




Employment Statistics Forecast for Docklands



Housing Statistics Forecast for Docklands



Transport Statistics of Canary Wharf

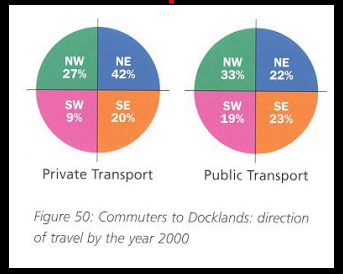


Figure 50: Commuters to Docklands: direction of travel by the year 2000

Table 7: Future Modal Split
(PM Outbound)

	Private	Public
Royal Docks	55%	45%
Isle of Dogs (CBZ)	22%	78%
Isle of Dogs (other) & Poplar and Leamouth	43%	57%
Wapping & Limehouse	42%	58%
Surrey Docks	43%	57%

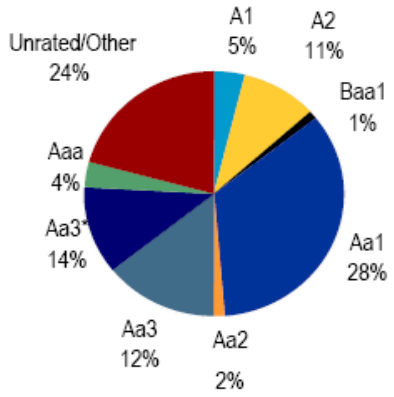
The forecast for the Isle of Dogs (Central Business District) compares to an observed modal split of 28% of trips by private transport and 72% by public transport. The observed modal split for the rest of the Isle of Dogs was 55% private and 45% public transport. Observed modal splits were obtained from the Isle of Dogs Cordon Survey November 1996.

Canary Wharf : Statistics

Canary Wharf Estate Statistics

S.No.	Building	Year of Construction	Total Area (Sq.Ft)
1	One Canada Square	1991	1,246,600
2	25-30 Bank Street	2003	1,008,548
3	1 Churchill Place	2005	1,000,000
4	10 Upper Bank Street	2003	1,000,000
5	10 Cabot Square	1991	636,600
6	40 Bank Street	2003	607,428
7	33 Canada Square	1999	562,745
8	20 Cabot Square	1991	558,400
9	20 Bank Street	2003	535,000
10	20 Canada Square	2002	529,000
11	25 The North Colonnade	1991	363,200
12	30 The South Colonnade	1991	296,100
13	1 Westferry Circus	1991-92	219,000
14	50 Bank Street	2001-02	213,860
15	17 Columbus Courtyard	1998-99	199,532
16	7 Westferry Circus	1992	179,300
17	15 Westferry Circus	2000-01	171,329
			9,326,642
	Retail		
1	Canada Place Extension	2003	201,000
2	Churchill	2005	40,000
3	Cabot Place	1991	98,400
4	Jubilee Place	2003	89,500
5	Canada Place	1991	66,800
6	Nash Court		8900
	Total Investment Portfolio		9,831,242

Distribution of tenant credit ratings

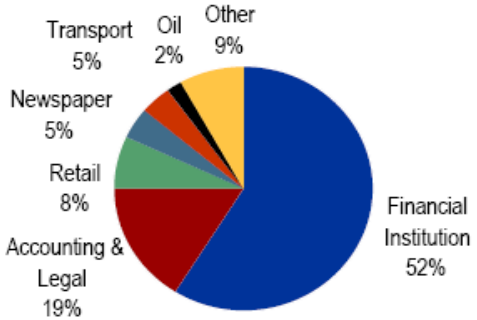


Top 10 Tenants by area

Tenant	Rating	Sq ft.	% of Total
Barclays	Aa1	1,832,746	19%
Lehman Bros	A2	1,008,548	10%
Clifford Chance	Aa3*	1,000,000	10%
Morgan Stanley	Aa3	706,300	7%
Citigroup	Aa1	82,606	1%
FSA	Aaa	363,200	4%
London Underground	Unrated	296,100	3%
CSFB	Aa3	287,400	3%
McGraw Hill	A1	266,200	3%
Skadden Arps	Aa3*	211,500	2%
		6,054,600	62%

** Presumed Rating (per Moody's)*

Distribution of tenants by industry

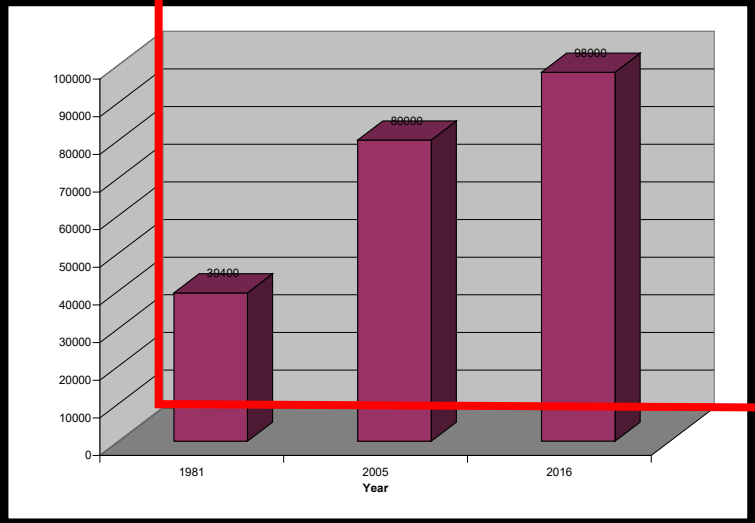


Canary Wharf : Statistics

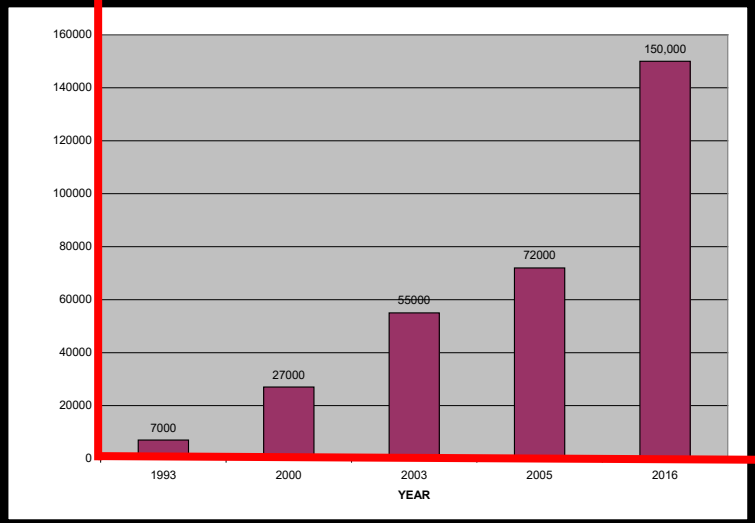
Canary Wharf Estate Statistics

1.	Floor Space(Grade A office+Retail)	1 million sq. m/8.6 million sq.ft
2.	Working population	60000
3.	%age LET	99.5%
4.	Office Buildings	10
5.	Retailers	200(25000 sq.m)
6	Bars, cafes, Restaurants	33
7.	Banks	7
8.	Main Occupation	Finance
9.	Least occupation	Oil & advertising
10.	Landscape	3.9 hectares
11.	Area under Construction	291,000 sq.m./5.5 million sq.ft
12.	Future Development	539,700 sq.m /5.8 million sq.ft
13.	Proposed Population	98,000
14.	Health Centres	11
15.	Primary Schools	11
16.	Secondary Schools	2
17.	Post-16 colleges	3
18.	Vocational training Centres	9

Population Statistics



Employment Statistics



Canary Wharf : Statistics

Statistics for Offices and Residential Requirements

Table A10 - Office Market Conditions and Ensuing Policy Options - Tower Hamlets					
Location	Value Measure £psf		Viability of Speculative Office Development		Policy Implications
	Offices Rent + Capital Values	Residential (New build at end 2003)	Short-Term 2004-2006	Medium-Term 2007-2011	
Spitalfields (Market Area)	£30-35 £450-550 @ 6.5%	£375-425	Possible	Very likely	Promote offices subject to London Plan policy 3B.4
Wapping (Inland)	£10-15 £125-175 @ 8%	£375-425	Very unlikely	Very unlikely	No purpose promoting offices
Canary Wharf	£35-40 £500-575 @ 7%	£550-600	Possible	Very likely	Promote offices subject to London Plan policy 3B.4 and para 3.125
Isle of Dogs Millennium Quarter (Non riverside)	£15-20 £200-250 @ 7%	£450-500	Unlikely	Possible	Consider revising policy to promote residential led mixed use
Bethnal Green	No market	£300-350	Very unlikely	Very unlikely	No purpose promoting offices
Source: London Property Research					

By end 2003 these 3 boroughs had a potential gain to stock of 37 million sq.ft. more than enough to meet projected demand of 2016

Tower Hamlets has the largest amount of both permissions and outstanding applications with a combined total of just under 17 million square feet

The majority of this space is located in the Isle of Dogs where 2003 saw two revised applications at Canary Wharf for a total of 4 million sq. ft at North Quay and Canary riverside

Tower Hamlets is the largest London borough in terms of its office development capacity

Potential gain to stock from 2003-2016 is 22 million sq.ft., 50% in excess of prospective requirement in 2016

In Canary Wharf Residential values are significantly higher than current office values

East Sub region already has sufficient office development capacity to meet projected demand to 2016

The City of London, Tower Hamlets, and Newham account for 33 million sq.ft (85%) of total projected demand of 39 million sq.ft. by 2016

Table 20 - Supply and Demand in the East Sub-Region 2001 to 2016								
Borough	Floorspace Demand Based on Employment Projection Sq Ft 000s		Committed Office Development Sq Ft 000s				Gain To Stock as % of Projected Demand to 2006	Gain To Stock as % of Projected Demand to 2016
	To 2006	To 2016	Comps Mid 2001 to End 2003 (Gain to Stock)	UC at End 2003 (Gain to Stock)	Permiss-ions at End 2003 (Gain to Stock)	Total (Gain to Stock)		
Barking & Dagenham	76	247	24	-	-	24	31	10
Bexley	264	802	-	-	182	182	69	23
City	6,466	15,070	5,796 (3,703)	2,308 (1,788)	12,489 (7,321)	20,593 (12,812)	198	85
Greenwich	301	1,485	47	185	3,172	3,404	996	202
Hackney	506	1,793	585	156	1,368	2,109	417	118
Havering	121	348	50	70	118	238	98	34
Lewisham	250	634	150	-	100	250	100	39
Newham	557	3,226	147	315	2,034	2,462	442	76
Redbridge	132	396	100	-	-	100	76	25
Tower Hamlets	6,117	15,181	7,964	1,996	12,858 (12,006)	22,818 (21,966)	359	145
Total	**14,790**	**39,182**	**14,863 (12,770)**	**5,030 (4,510)**	**32,321 (26,301)**	**52,180 (43,547)**	**294**	**111**
Source: London Property Research								

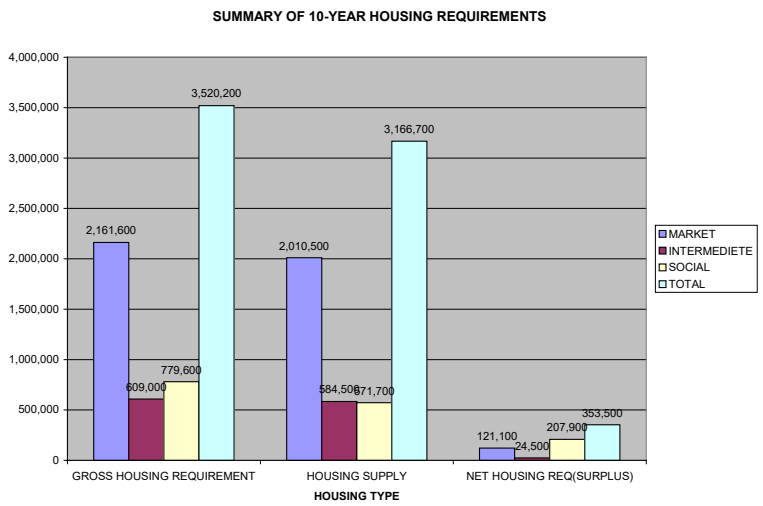
Statistics for Housing Requirements

Housing Requirement	Type of Housing			
	Market	Intermediate	Social	All Sectors
Gross Requirement				
1 bedroom	439,400	273,000	359,100	1,071,500
2 bedrooms	733,200	186,100	251,400	1,170,700
3 bedrooms	689,700	63,200	70,200	823,100
4 bedrooms	196,800	44,600	70,600	312,000
5+ bedrooms	72,600	42,100	28,200	143,000
Total	**2,131,600**	**609,000**	**779,600**	**3,520,200**
Net Requirement				
1 bedroom	29,700	43,800	40,500	114,000
2 bedrooms	50,500	2,400	112,400	165,400
3 bedrooms	42,000	(42,500)	(31,500)	(32,100)
4 bedrooms	(1,900)	(2,700)	59,400	54,800
5+ bedrooms	800	23,500	27,000	51,400
Total	**121,100**	**24,500**	**207,900**	**353,500**
Annual Net Requirement				
1 bedroom	3,000	4,400	4,000	11,400
2 bedrooms	5,100	200	11,200	16,500
3 bedrooms	4,200	(4,300)	(3,200)	(3,200)
4 bedrooms	(200)	(300)	5,900	5,500
5+ bedrooms	100	2,400	2,700	5,100
Total	**12,100**	**2,500**	**20,800**	**35,400**

Figure 8: **Gross and Net 10-year Housing Requirement by Property Type and Size**
Source: ORS Housing Market Model, London Housing Requirements Study 2002
Note: Figures may not sum due to rounding

Housing Type	Gross Housing Requirement	Housing Supply	Net Housing Requirement (Surplus)
10-YEAR REQUIREMENT			
Market	2,161,600	2,010,500	121,100
Intermediate	609,000	584,500	24,500
Social	779,600	571,700	207,900
TOTAL	**3,520,200**	**3,166,700**	**353,500**

Figure 7: **Summary of 10-year Housing Requirements by Housing Type**
Source: ORS Housing Market Model, London Housing Requirements Study 2002
Note: Figures may not sum due to rounding



Out of the projected **3,53,500** housing requirement, even though the gross demand for market type housing accounts for 34.3%, there is adequate supply so stress is more in favor of providing intermediate and social housing

Out of this **142,000** additional dwellings(40%) are expected to be accommodated in the East sub-region (According to London Plan) in 2016

Canary Wharf will require **3500** additional dwellings increasing the population to 9000 by **2016**

Wood Wharf project is expected to provide 1500 dwellings

2016 will also create 250,000 jobs out which 1,50,000 will be accommodated on the Isle of dogs

353,500 additional dwellings will be required by 2012 to meet the existing supply/demand balance

London : Statistics

Statistics for Hotel Requirements

Tourism and Hotels accounts for 10% of GDP and provides 10% of employment

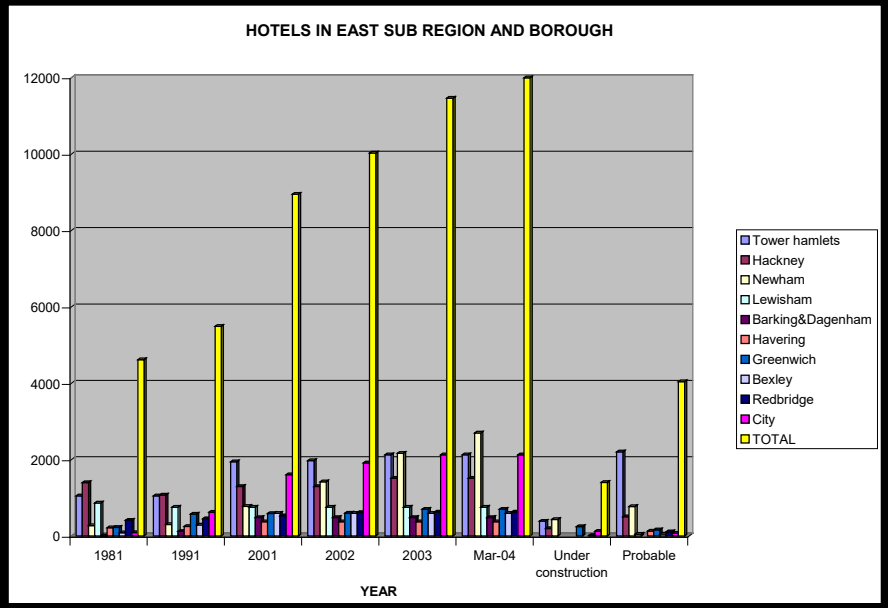
By 2000, there were 101,269 rooms and an additional 36000 rooms will be needed by 2016

The current planning permission is for 15,700 new rooms across London. The Central, East and West sub-regions account for 90% of this

Dramatic growth has been seen in the East sub-region with 3000 new rooms added and accounts for 11% current as opposed to 8.5% in 2001

The demand is for branded limited service (budget) hotels.

Canary wharf has the demand of upscale hotels and Serviced apartments due to concentration of corporate market



EAST	Rooms currently with planning permission
Tower Hamlets	2,203
Hackney	503
Newham	770
Lewisham	46
Barking & Dagenham	0
Havering	126
Greenwich	161
Bexley	50
Redbridge	110
City	72
	4,041

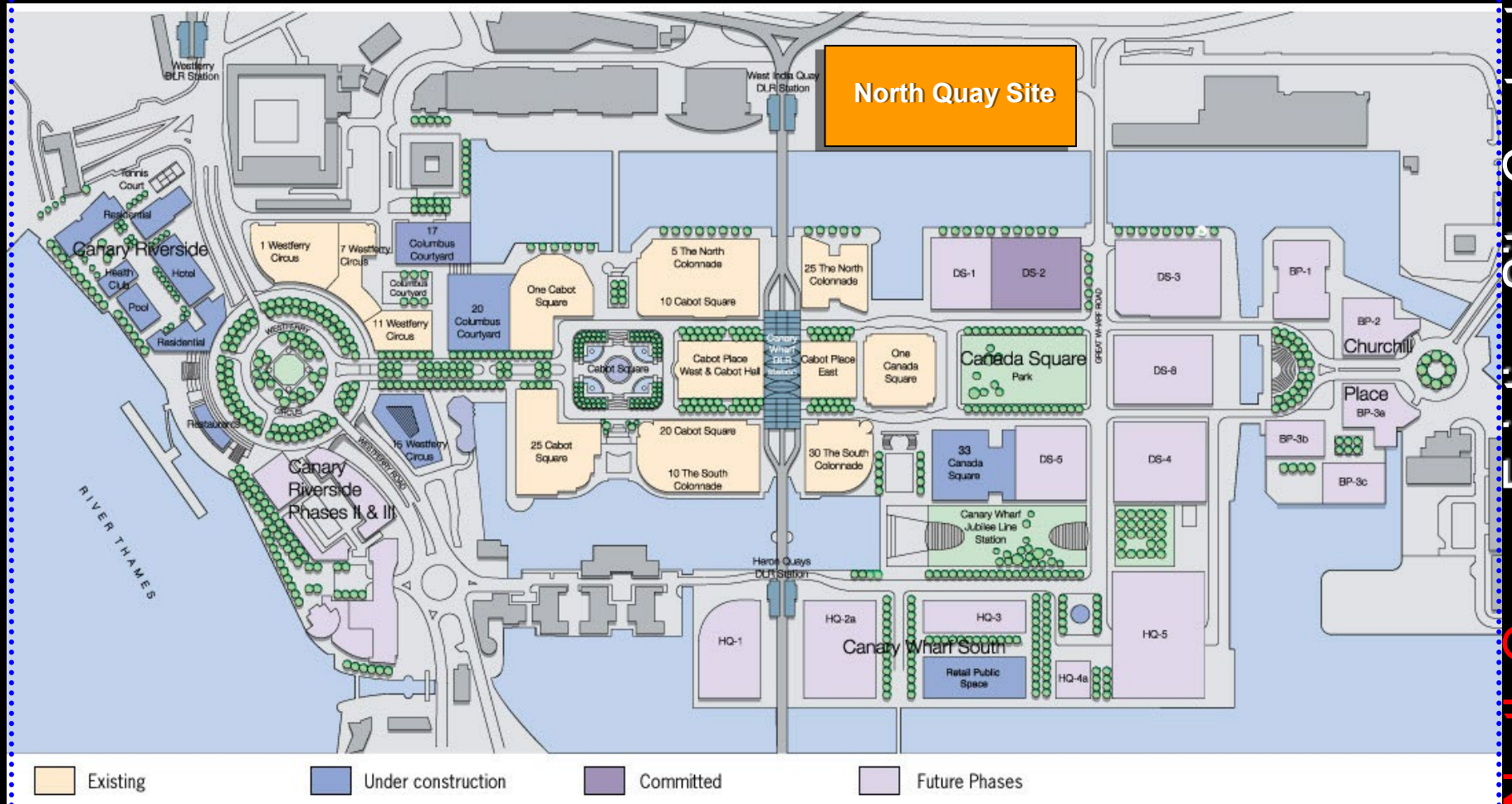
Tower Hamlets has the largest area of rooms supply

If all rooms with current planning permission are developed at Canary wharf, it will account for 50% of the total room supply in the East

North Quay : introduction

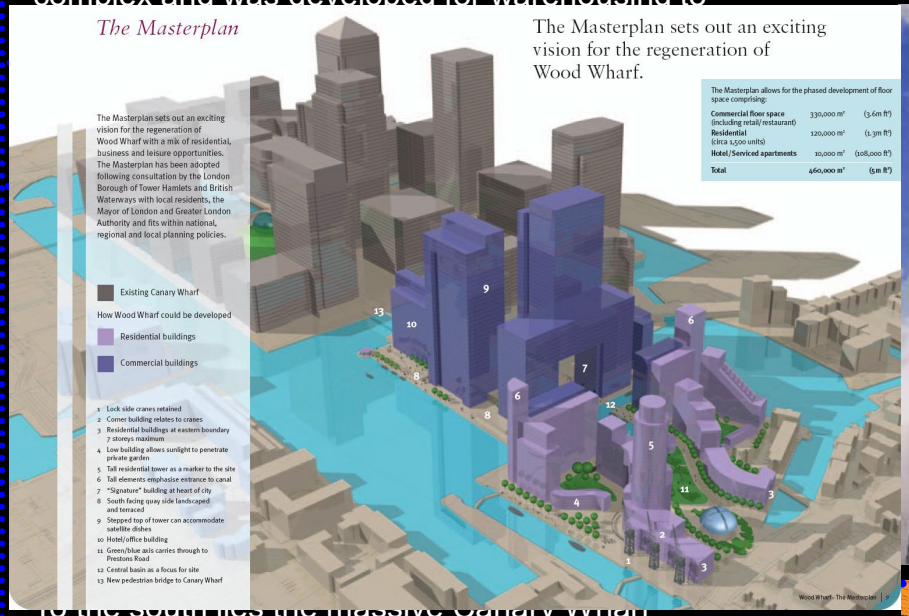
The site of North Quay lies north of Canary Wharf comprising of mostly office buildings, retail areas and open spaces. It was a part of the West India Docks. The site is flanked by the Aspen Way, which is an 8 Lane Dual Carriageway on the North, Poplar DLR station further north and West India Quay DLR station on the West, Hotel, serviced apartments and residential units further West.

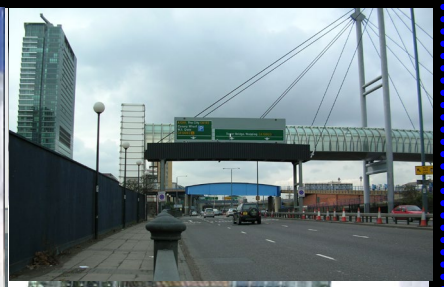
The site is approximately 3 Hectares and rectangular in shape.
Current usage of the site is for Surface Parking.



North Quay : Existing Site Context

Site is located within former West India Docks complex and was developed for warehousing to





To the south lies the massive Canary Wharf Development with 1 Canada Square the predominant landmark at 50 storey (244 m)

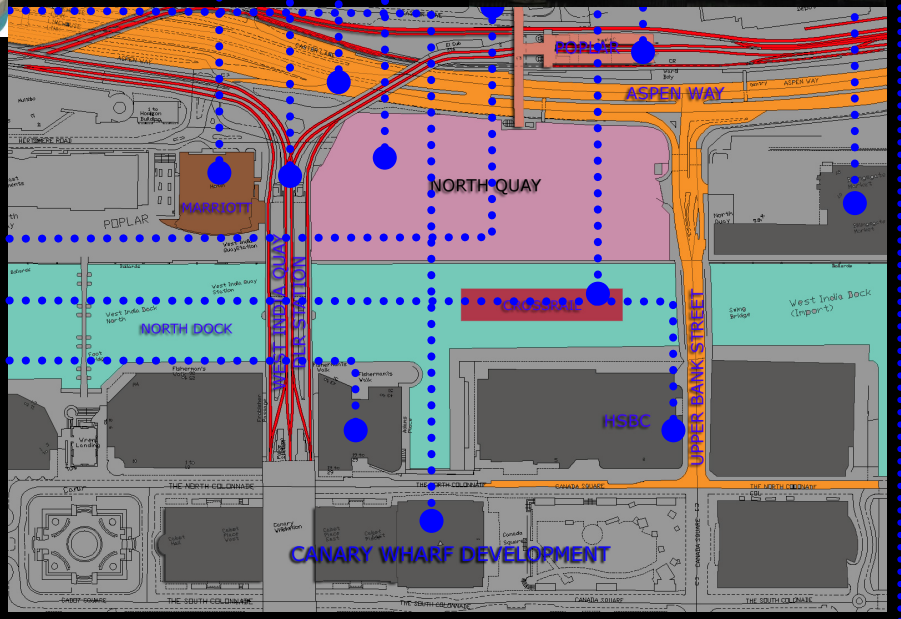
Other Major Developments near the site include Millennium Quarter (South-West) and Wood Wharf (South East)

North of site beyond the Poplar are low rise residential units

8 Canada Square (HSBC tower)-200 m

Bank of America

Site Area - 221,000 sq.m. / 2,378,825 sq.ft.



North Quay : Existing Site Context

North Quay : Land Use

Historically the site was used for shipping and storage of cargo till the docks closed in the 1980s

Currently the site is being used as a car park

In the vicinity are low-rise, low grade light industrial, office and warehouse units. These buildings are typically three storey steel clad constructions

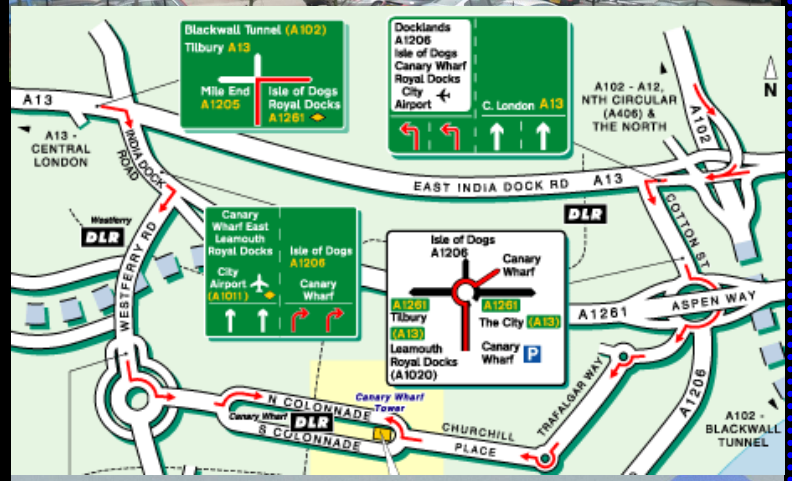
North Quay : Transport and Circulation

VEHICULAR ACCESS :

The Site is served by -Aspen Way, part of the Transport for London Road Network, is an 8-lane dual carriageway that links the to the Lower Lea Crossing,A13, Blackwall Tunnel and Limehouse Link and runs along the North boundary of the site

The southern boundary of the site is served by Upper Bank Street

Towards the west is the Hertsmere Road under the West India Quay DLR station. Currently it serves as a basement loading bay and provides access to the existing car park



PUBLIC TRANSPORT :

Buses :

The site is within close proximity to bus services providing routes operating along North and South Colonnade on Canary Wharf

Trains :

Poplar Docklands Light Railway (DLR) station which serves Beckton, Stratford, Crossharbour, Bank and Tower Gateway

West India Quay DLR station serves Stratford, Lewisham and Bank

Jubilee Line accessed via Canary Wharf station

North Quay : Existing Site Context

North Quay : Transport and Circulation

CYCLE ROUTES :

Currently the site has no cycle routes in the vicinity. The new development has to incorporate cycle routes

PEDESTRIAN ROUTES :

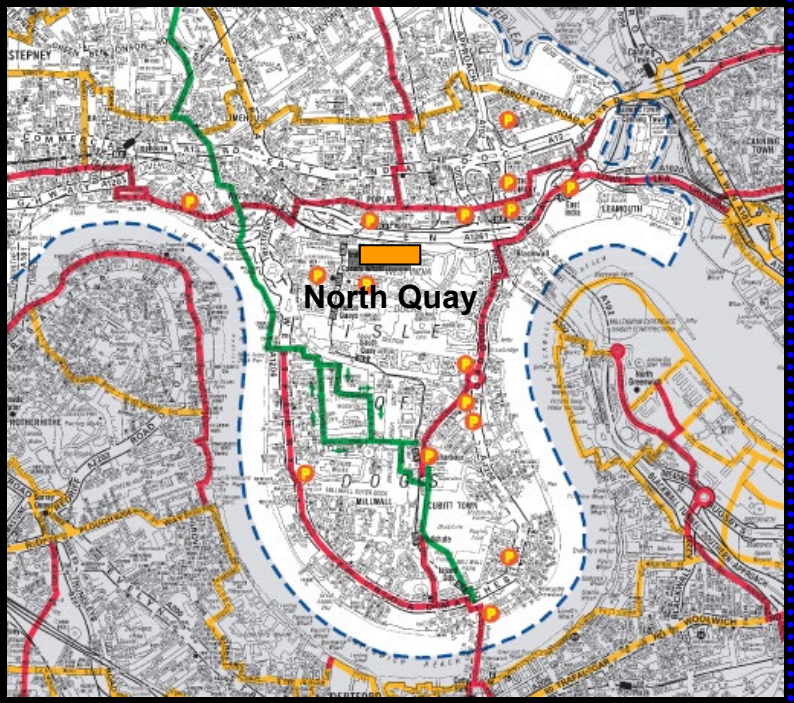
The site is currently accessible from the west through Pedestrian Access

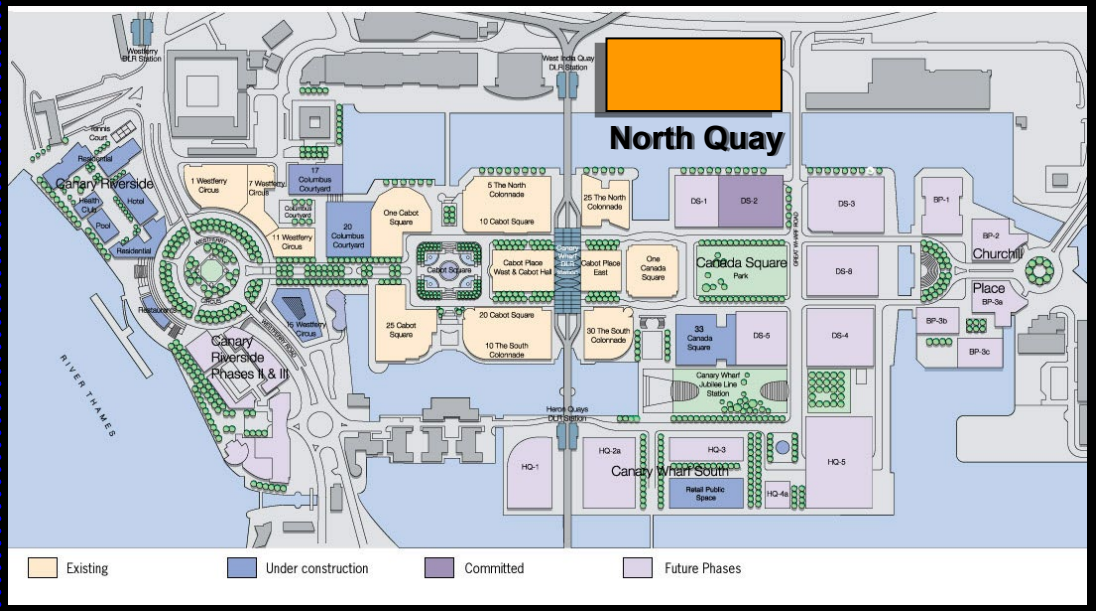
From North of site there are two links:

Pedestrian access from the Aspen way starting at the entrance of Marriott

From the overhead footbridge connecting the Poplar station to the site, crossing the DLR line at an elevated level. Elevators and stairs start from the pavement level

Southern approach to the site is from the Upper Bank Street





North Quay : Existing Site Context

North Quay : Influences and Constraints

Narrow and linear configuration of the site

Waterfront which needs to be developed as low rise zones

Neighboring DLR Line that abuts the site obstructs the view to the site from the Aspen Way

On the other hand it creates an alternate view from the north-west

Aspen Way and DLR have their impact on the Noise and ambient air quality of the site

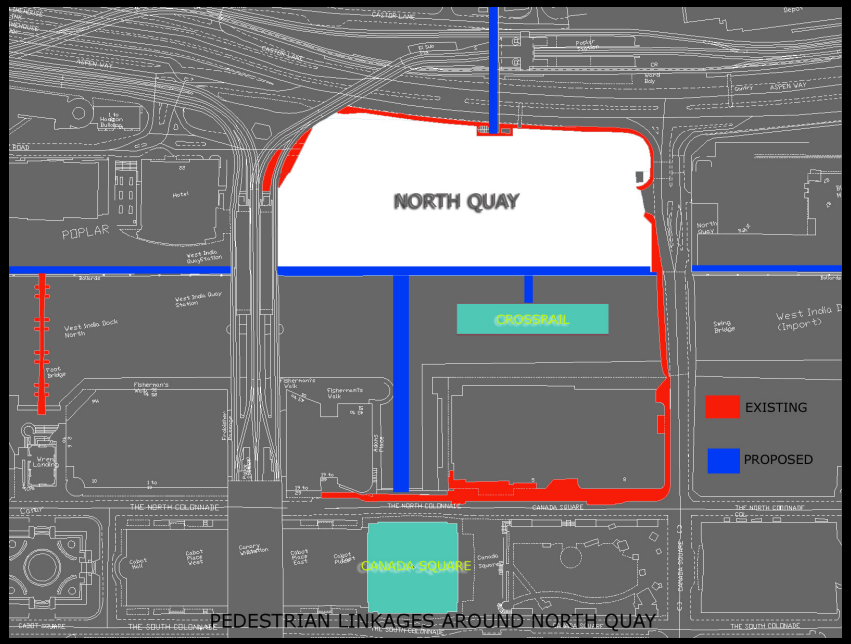
Relatively remote location with respect to the rest of the Canary Wharf development, off the main hub

Poor Pedestrian and Cycle Access to the site

Adjacent buildings of HSBC, Bank of America, Marriott & Site 2 will provide strategies for sky bridges

Proposed CrossRail station over the North Dock to be integrated in the new development

Sudden change of scale from the high rise building of Canada Wharf to the low scale residential zone



PEDESTRIAN LINKAGES AROUND NORTH QUAY

North Quay : Case History

Planning permission was granted in 1987 for 176,400 sq.m. of office / retail / leisure and residential uses

In 1992, further permission was granted for 181,263 sq.m of office/retail/hotel uses and 1500 car spaces. Building height to be 176m

June 2002 - permission renewed but car spaces reduced to 468

Feb 2005 - permission granted for Erection of two skyscrapers of 43 and 37 storeys and a lower central link building to provide 372,660 sq.m. of office floorspace , 5,324 sq.m. floorspace, public open space within link building, pedestrian bridge across North Quay, dockside walkway, access road & parking

North Quay : Micro Climate

The prevailing wind at North quay is from the South west

The presence of tall Building in Canary wharf and the presence of water bodies cause abnormal wind patterns with eddies and downdrafts

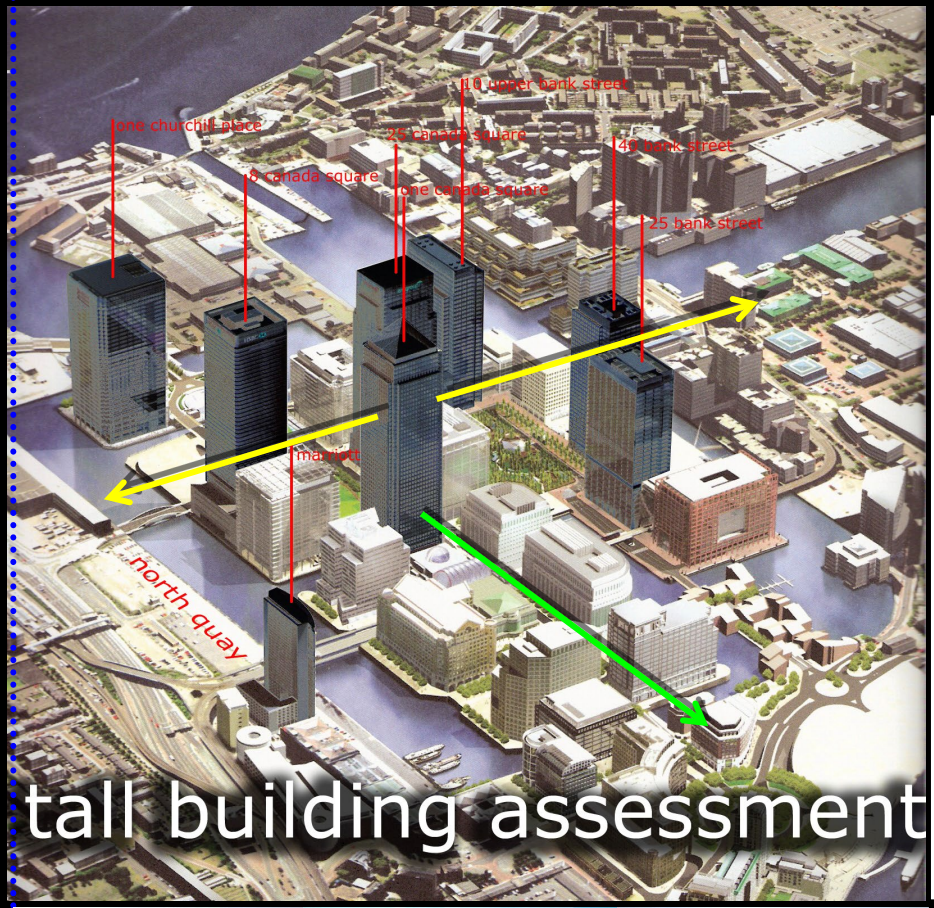
Studies show the wind load impact on the west side of the site is significantly higher due to wake buffeting from the adjacent taller buildings

The shadowing impact of the tall buildings with particular regard to adjoining water space, dockside and neighboring properties

Need for High Rise Buildings

Essential in Urban Areas to regenerate and achieve high densities.

To reduce pressures on Green Spaces.



Existing Culture of Building Heights

1 Canada Square	Cesar Pelli	244 m
Riverside South	Richard Rogers	214 m
8 Canada Square(HSBC Tower)	Fosters	200m
25 Canada Square (Citicorp Tower)	Cesar Pelli	200m
1 Churchill Place (Barclays Tower)	HOK	156m
25 Bank Street (Lehman Brothers)	Cesar Pelli	153 m
10 Upper Bank Street (Clifford Chance)	KPF	151 m
No.1 West India Quay(Marriott hotel)	HOK	111m

Key Points for Space Planning of North Quay

Mixed Use Development

Transport, Traffic Patterns, Site Accessibility, Parking

Contextual Reference

Sustainable Development

Biodiversity

Conceptual Strategy for North Quay

Place Making

Integrated development with a combination of skyscrapers and low rise buildings to negotiate the entire site

Space Making

Creating a vital, lively and memorable place for the public, which would be a favorite rendezvous and hangout for people and could function late into the night and on weekends

Massing

Since the site is elongated, it is proposed to place two skyscrapers on the east-west axis

The central block will be low rise to maintain visual transparency and connectivity to the rest of the Canary wharf buildings from the north of the site. The proposed development will thus form a sort of gateway to Canary Wharf from the Poplar / North quay side

Parking

Parking will be underground incorporating cars, disabled, motorcycle and cycles

Landscaping

Landscape design should be an integral part of the design exercise and not an afterthought. Pedestrian spaces with street furniture, signage, graphics, landscape elements assume importance along with open and semi-enclosed spaces.

Sustainable Development

The new development should incorporate the latest technologies in terms of improving energy efficiency, increasing the proportion of energy use generated from renewable sources, minimizing the use of treated water, utilizing rainwater harvesting and grey water recycling schemes and sustainable drainage systems

Facilities to be provided

'The Canary Wharf Project focuses entirely on day-time population of wealthy office workers, with little regard for local population. The shops and services are at the expensive end of the market and there are no facilities that seek to provide long term facilities for the existing community. The initial housing was also built for the private sector and the luxury end of the residential market, well beyond the scope of the local residents. '

Two Pronged Approach

Need for Community based facilities since North Quay is situated close to the local residential areas

Facilities for the employees, workers and visitors coming to the site on a daily basis

Nearest facilities at Beckton, St. Katherines Dock and Wood Wharf Development area

Typologies of Usage

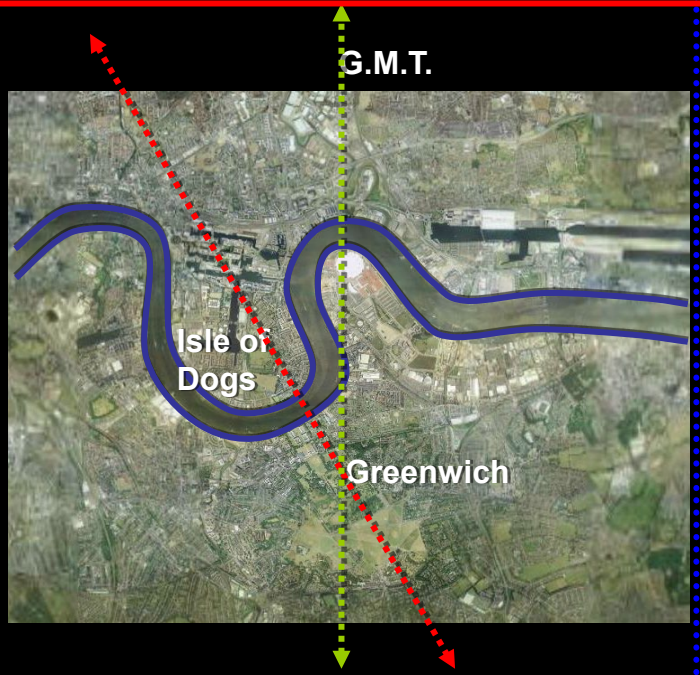
Community	Business
Library/book cafes	Hotel/ Service apartments
Museum/ art gallery/ theatre/ exhibition	Offices
Medical Facilities	Conference Centre
Health clubs/sports	Residential
Banks/PO/	

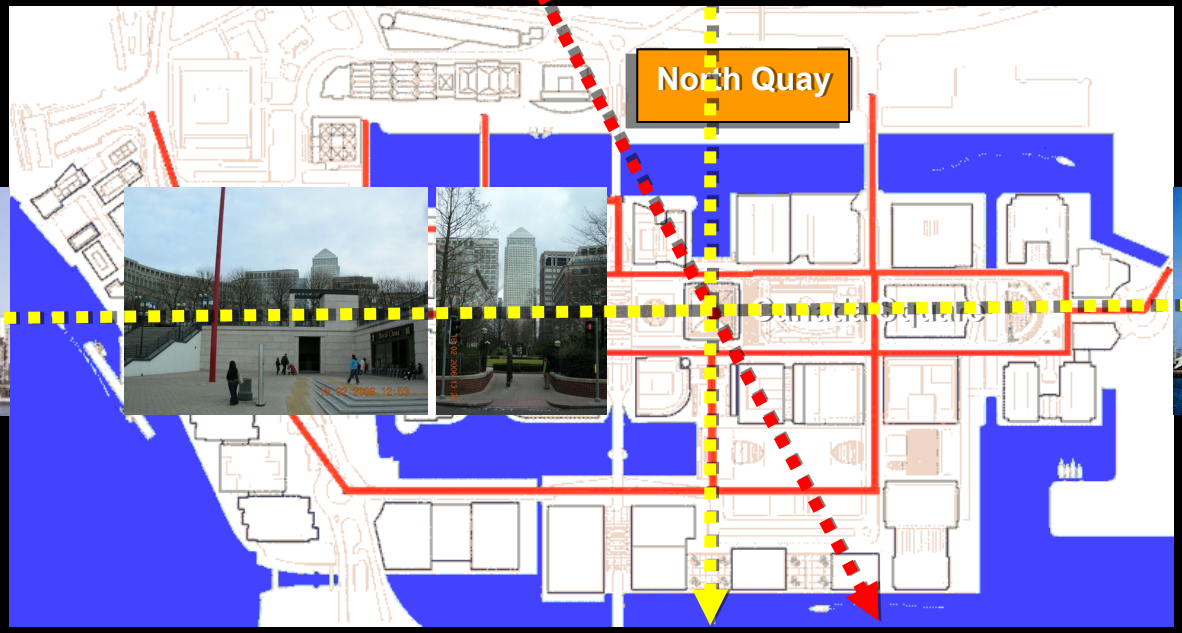
Entertainment/ Multiplex/
Retail/Shops/ Departmental stores/Chemists
Internet cafes/ Restaurants/Bars/ Pubs/ Lounge

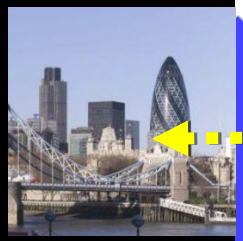
Visual Axis

protecting the pre-eminence
of the landmark buildings on the skyline

important cross-borough views, such as those from Waterloo Bridge to St Paul's, or from the Isle of Dogs to Greenwich.







Conceptual Strategy for North Quay

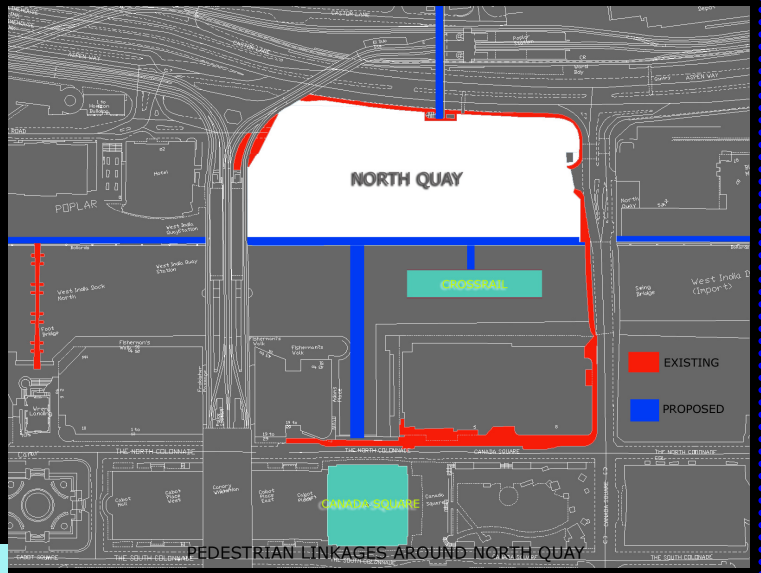
Accessibility

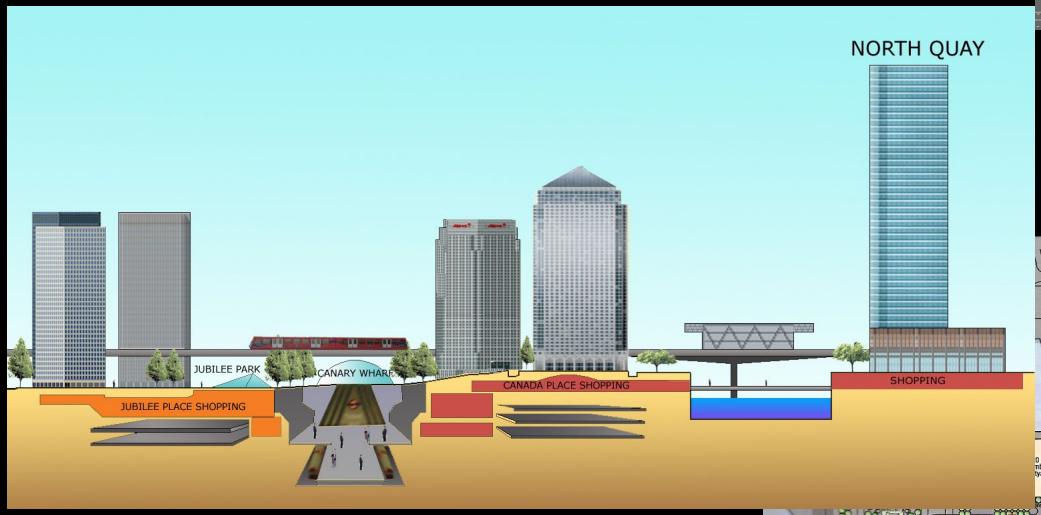
Side facing the waterway to be developed as a continuous promenade

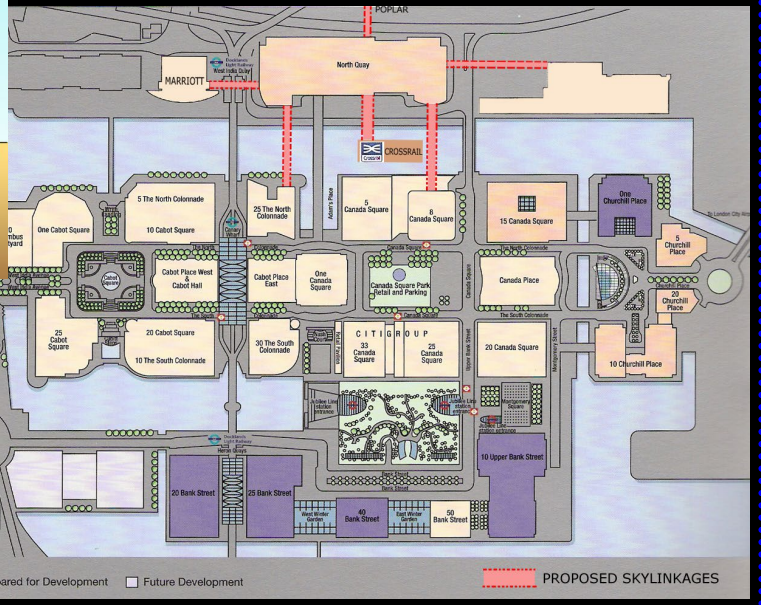
Linking the site to existing West India Quay DLR station

Overhead connections (sky bridges) with existing Marriot Hotel, HSBC and **SITE 2 and 3**

Ground connections across the canal with help of footbridges etc.







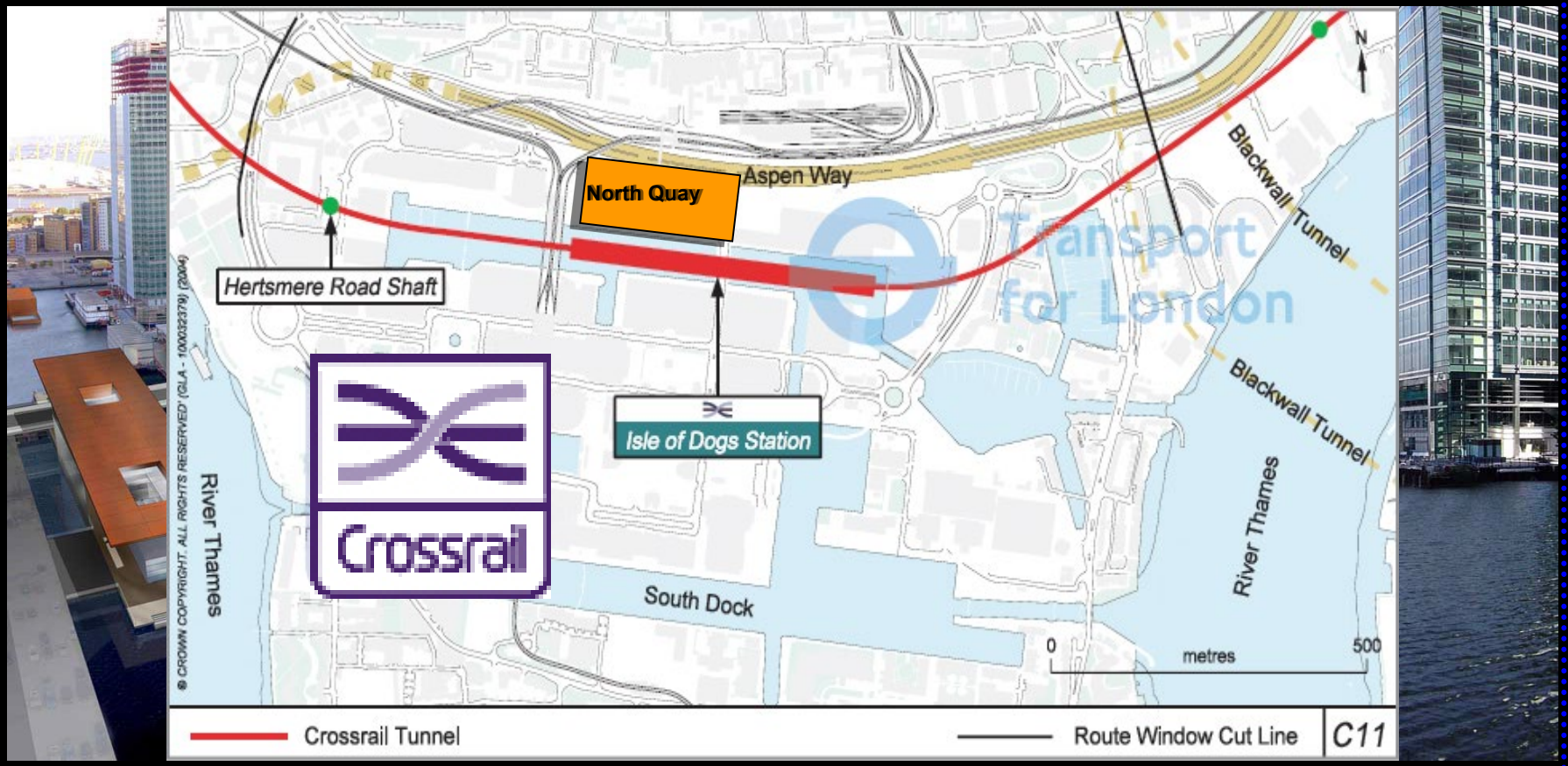
Movement Patterns and Circulation

Pedestrian and Vehicular segregation

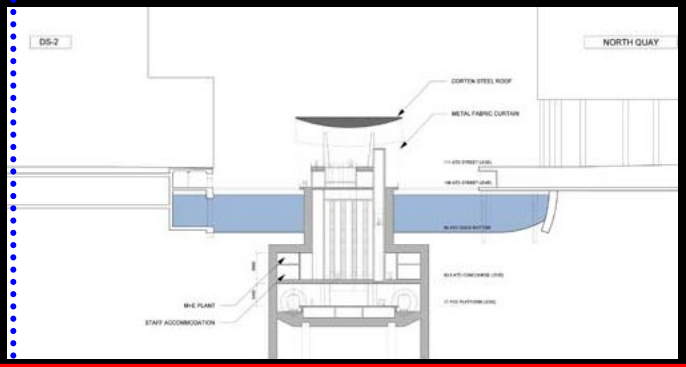
Vehicular circulation to be restricted to underground only. Ground lvl movement to be largely pedestrian

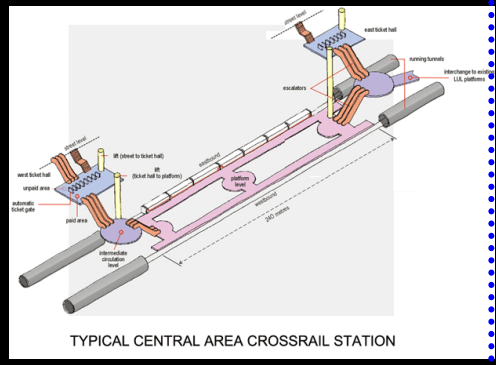
North Quay : Planning Strategy

Integrating the proposed Crossrail Station in the development



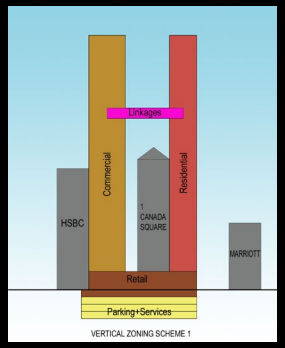
Visualisation of proposed **Isle** of **Dogs** Crossrail Station exterior by Ian Ritchie Architects

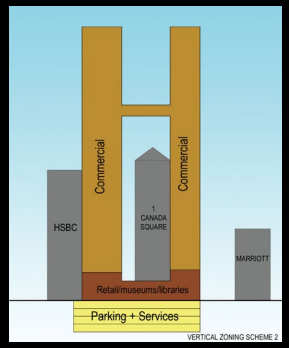


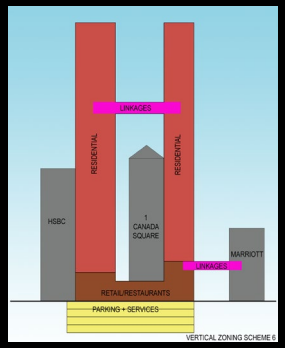


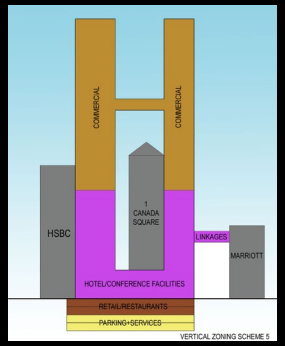
North Quay : Planning Strategy

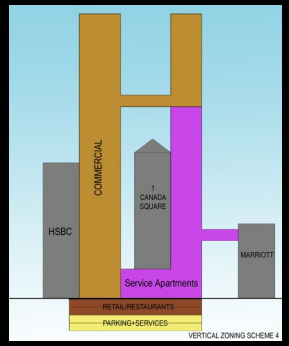
Design Development for North Quay

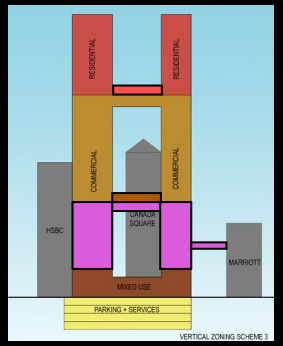


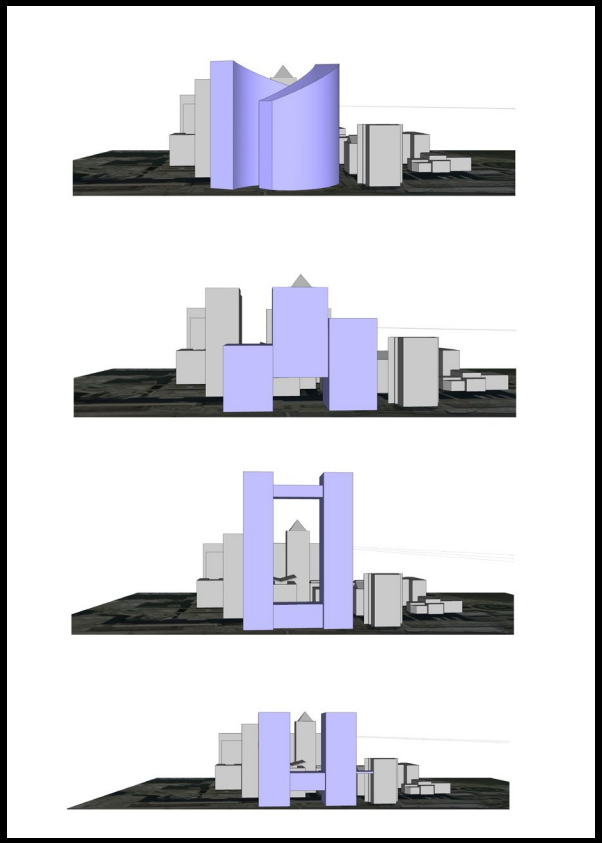






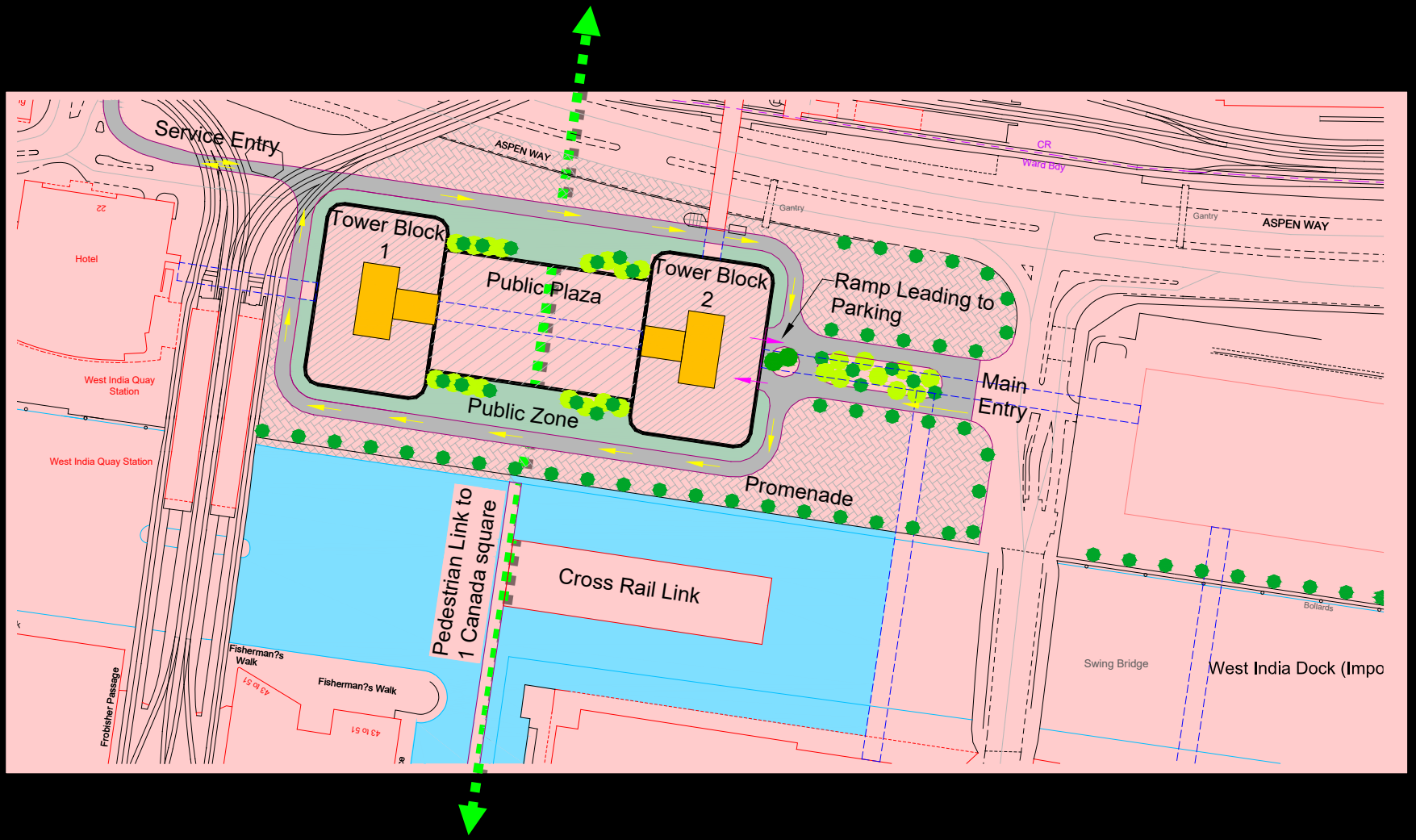






North Quay : Planning Strategy

Design Development for North Quay



North Quay : Planning Strategy

Design Brief for North Quay

It is a mixed use building with commercial and public activities on lower floors, office spaces on upper floors and residential units on topmost floors.

The commercial area is designated till 4th floor level, which will have all the shops and public facilities. The total area of the commercial space is approx. 30,000 sq.m.

The office space starts from 5th floor lvl of the building and goes upto 50th floor.

The residential units start from 50th floor till the 80th floor.

There are public and activity zones at the mid level of each specific space which are then again linked at that lvl with the neighboring building.

There is a direct link proposed from the building to 1 Canada Square at the commercial lvl through the proposed cross rail station.

The floor to floor height in the building is 4.5 mts

The total height of the building is approx 360 mts.

Area Statement

Commercial	30,000 sq.m.
Office Space	2,18,500 sq.m.
Residential units	1,42,500 sq.m.
Public Zones	19,000 sq.m.
Total Area	**4,10,000 sq.m.**

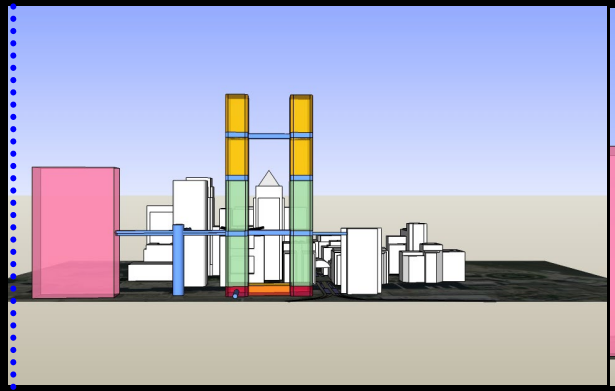
Area of Typical floor plate = 4750sq.m (both towers combined)

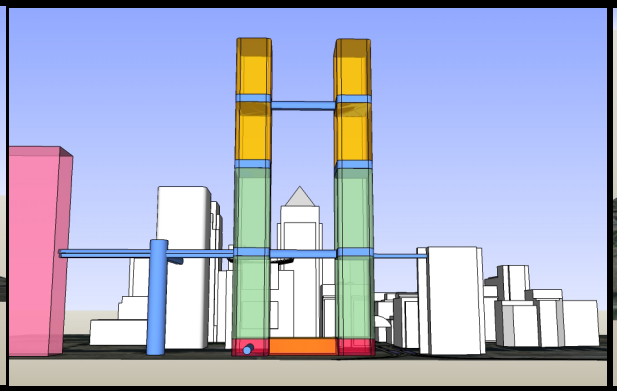
Area of typical floor plate at Commercial lvl. = 7500 sq.m

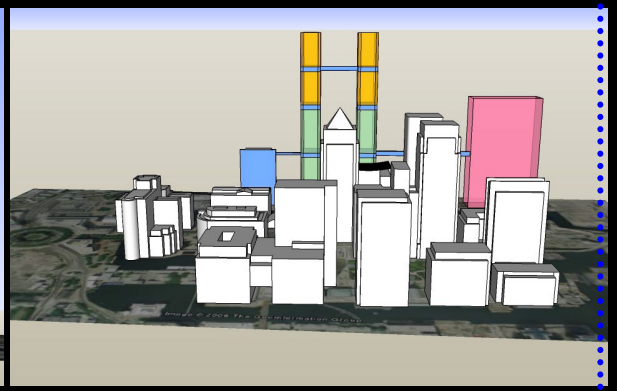
Towers are linked with Sky Bridge at 110 mts lvl with existing HSBC Building and the Marriot Hotel and also to the new proposed neighboring building.

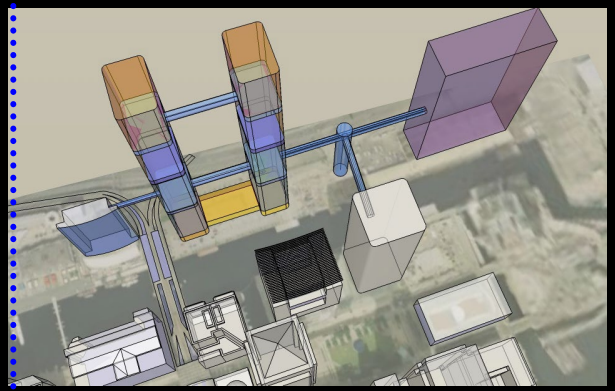
Both the towers are internally linked by Sky Bridge at 24th + 25th floors (108 mts lvl.) and 63rd + 64th floors (283.5 mts. Lvl)

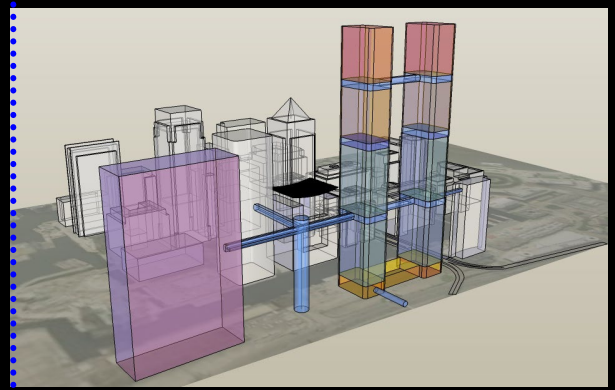
Design Development for North Quay

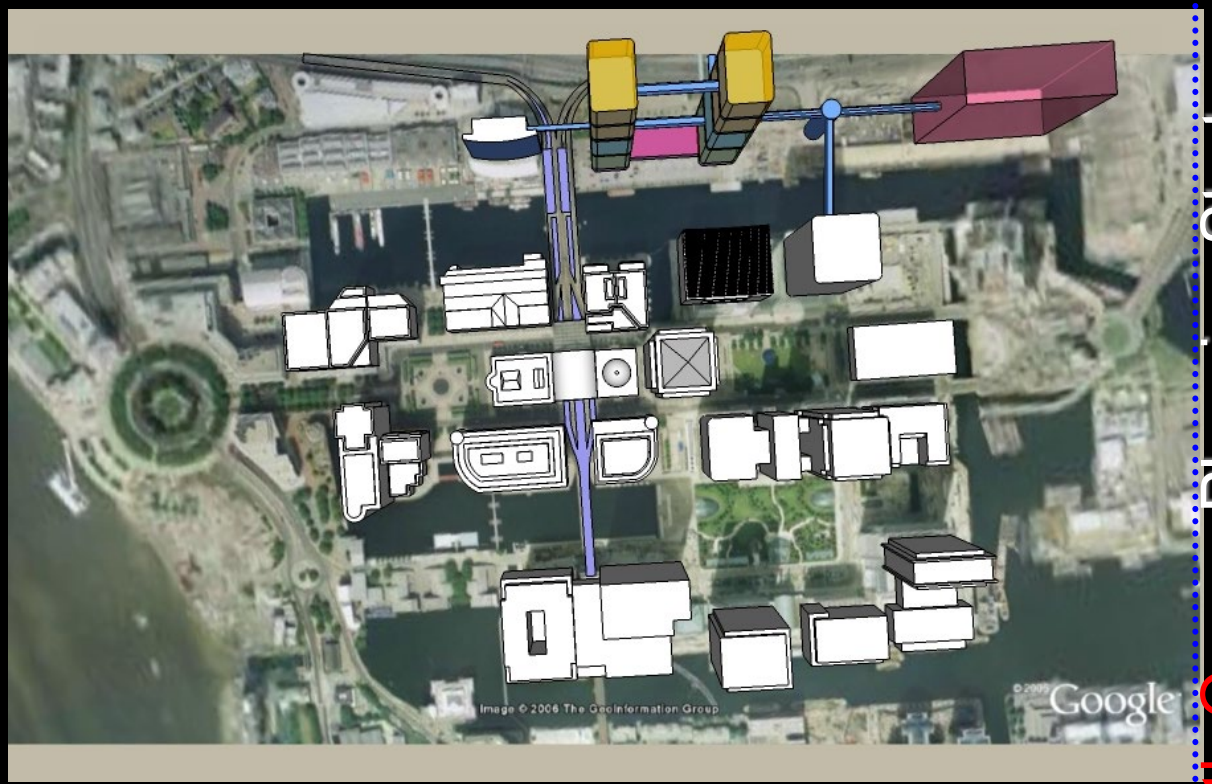












North Quay : Planning Strategy

Thank You