



waterfront

A large, white, stylized line drawing on a dark green background. The drawing depicts a network of waterways, with the word 'waterfront' written in a cursive, flowing script at the top. Below the text, the lines curve and loop, forming a series of interconnected paths. Several circular nodes are placed at key points where the paths cross or change direction, suggesting locks, bridges, or specific waterway features.

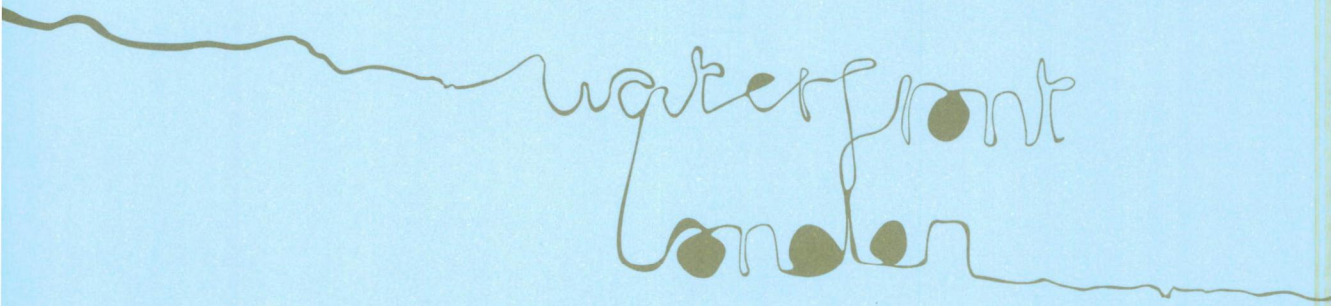
Rediscovering the rivers & canals of the capital

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10 January – 23 February 2008

New London Architecture

The Building Centre, 26 Store Street,
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Waterfront London is part of the NLA/Building Centre exhibition programme made up of six major exhibitions a year, which take on key themes to explore London and its built environment.

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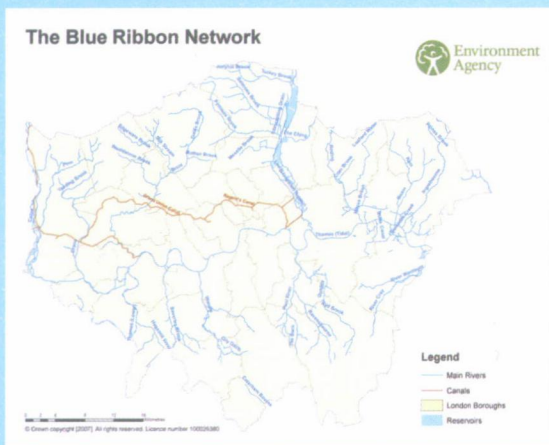
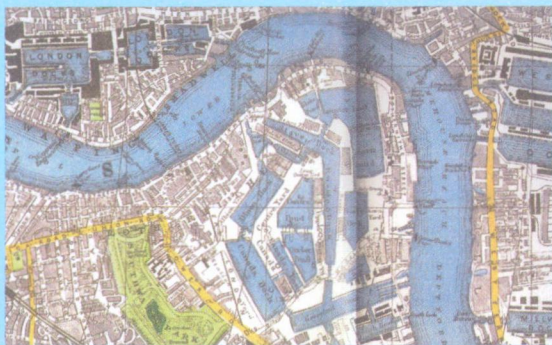
Introduction

It is hard to believe that just twenty years ago developers filled in 90 per cent of Surrey Commercial Docks – a Venice-like complex of ponds and locks of great beauty; that it was only just over a decade ago that the Government published a report that changed planning policies so that we might “restore the Thames to its former all-important role in the life and looks of London”. As recently as 2000 the Thames was designated as “public open space”.

For years London turned its back on its canals and waterways, burying its rivers and turning them into sewers. Now we are beginning to properly regard water as one of our major amenities.

Today residential developers can expect a 10 per cent uplift on housing that overlooks water, multimillion-pound penthouses line the Thames and anglers fly-fish for brown trout in its tributaries.

The Thames Strategy Report of 1995, commissioned from Arup by the then Secretary of State for the Environment John Gummer, discussed the need for improvements to river borne public transport and Bankside footpaths, architectural quality, and protection of views and heritage along a 30-mile stretch from Hampton Court to Greenwich. Stretches of riverbank and sites with development potential were identified. Gummer was keen to





ensure that the Thames remained a working river carrying freight, thus reducing lorry movements in the capital, that commercial wharves should be retained and provision of two new pedestrian footbridges at Charing Cross and from Bankside Power Station towards St Paul's Cathedral.

The Blue Ribbon Network which forms part of the London Plan continued many of the Thames policies championed by Gummer but created a London-wide water strategy including the canal network, the tributaries, rivers and streams as well as open water spaces such as docks, reservoirs and lakes. It includes culverted parts of rivers, canals or streams.

Following the publication of the Thames Strategy report the Millennium and Hungerford bridges were completed and a rash of riparian residential development spread from Richmond to Rotherhithe – not all of it to the sort of quality that would fulfill Gummer's aspirations.

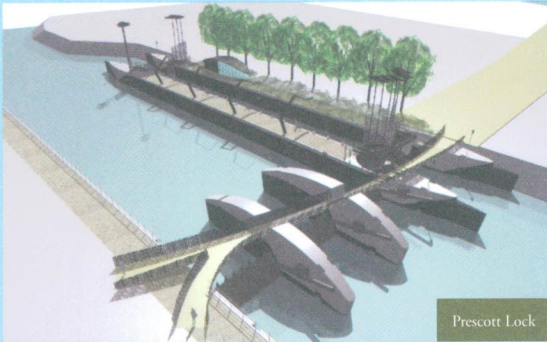
In this exhibition we look at current proposals for development around London's rivers, canals and docks – how well are today's designers facing up to the challenge of building on water, the context of so many of the world's greatest architectural vistas form St Petersburg to Sydney, from Rotterdam to San Francisco?

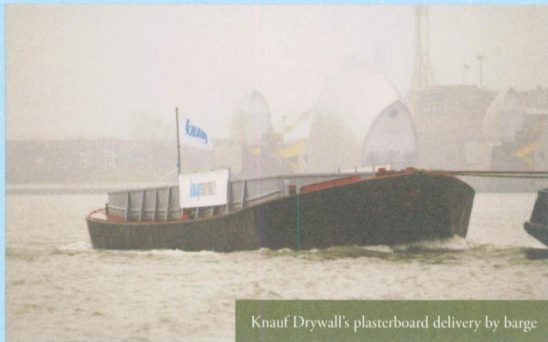
Water for transporting people and goods

Since the decline of the docks, the Thames and its associated water network has been a massively underused transport resource. A report by City Cruises estimated that fewer than 10 per cent of visitors take to a boat during their stay in London, compared with 28 per cent in Paris.

However, there are signs that water is beginning to be considered once again as a serious transport and leisure option. British Waterways London estimates there are 2000 private boats on its canal network. It has established a contract for gravel barge traffic on the Grand Union Canal between Denham and West Drayton and ultimately envisages the system carrying 2-3 million tonnes a year.

Prescott Lock is a significant development that will create a gateway for barges entering the Olympic Park. The lock will control the water levels above Three Mills Island, meaning an estimated 1.75m tonnes of construction materials can be brought in via barge, potentially taking 170,000 lorry journeys off local roads.



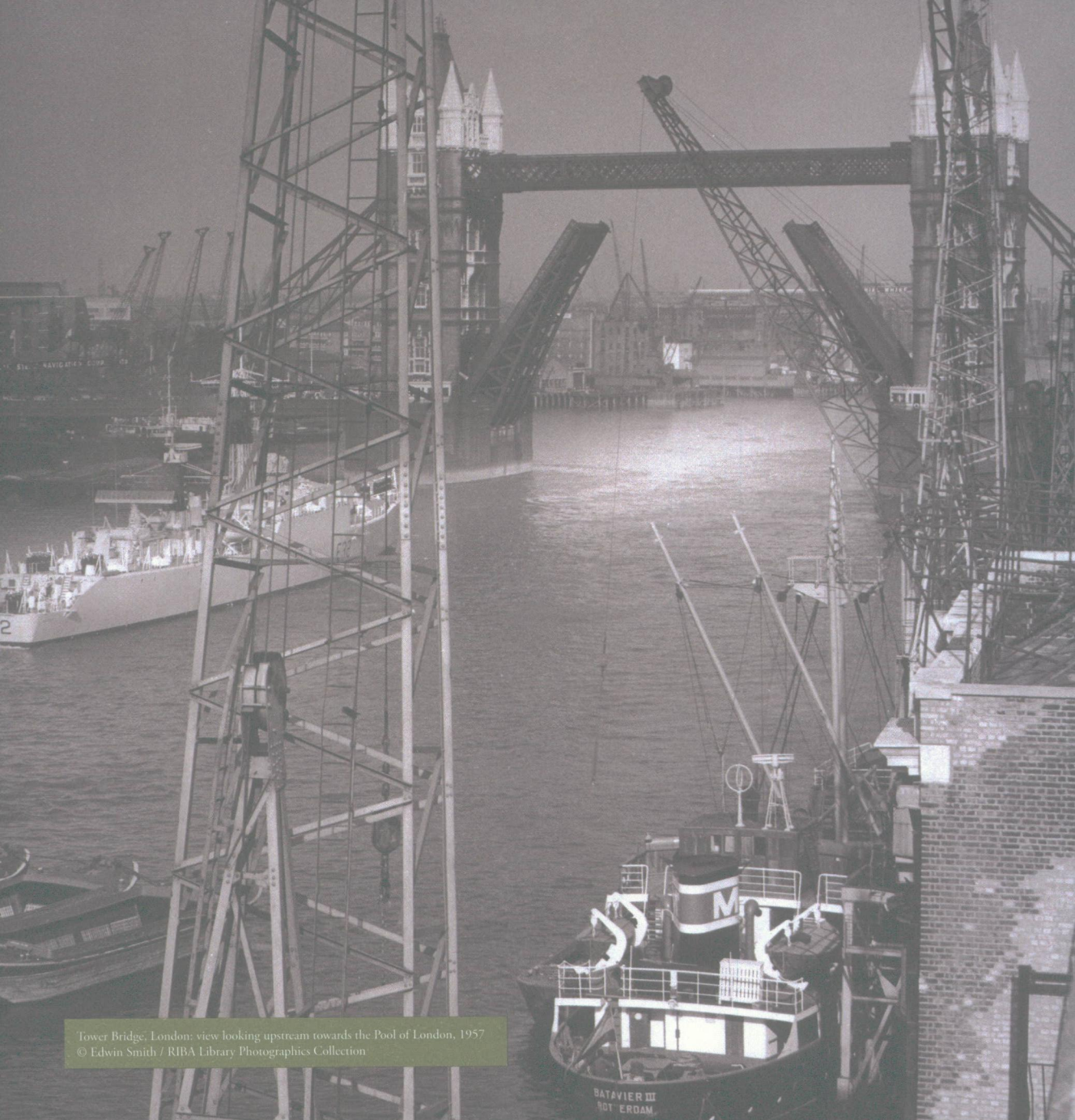


Knauf Drywall's plasterboard delivery by barge

Plasterboard manufacturer Knauf Drywall has carried out a test run to prove that materials can be sailed successfully to the London Olympics site. The firm shipped 14 lorry loads of plasterboard upriver in a single trip from its Sittingbourne factory to the River Lea.

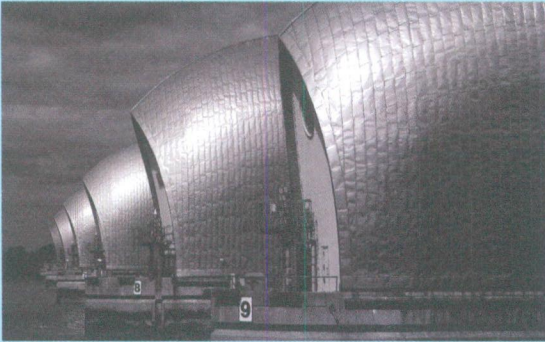
After the Olympics the Lea could be used to carry waste from new homes in the area and should attract more leisure activity. In the longer term a Multi-Modal Refuse Collection Vehicle currently being developed by the London Borough of Hackney and Transport for London could allow the smooth transfer of waste from road to water and onto an incinerator in Edmonton.

Meanwhile for passengers on the Thames itself, Thames Clippers, founded in 1999 with a single vessel carrying 1500 passengers a week, has seen its business grow to seven vessels carrying 20,000 passengers a week.



Tower Bridge, London: view looking upstream towards the Pool of London, 1957
© Edwin Smith / RIBA Library Photographics Collection

Water and planning



How will the fluctuations in climate effect the Blue Ribbon Network? It would seem the capital could suffer from both flooding and drought. According to Thames Water, on the one hand London could potentially suffer from reductions in river flows during the summer, on the other, if water level rises dramatically the sewers and water treatment centres could flood.

The Environment Agency say that 1.5 million people in the Thames region could be affected by flooding. Tide levels are rising by 60cm per century, while London sinks into its clay bed at a rate of 20cm per century. According to the Environment Agency the Thames Barrier, built in 1982, should be able to cope until 2070. When the barrier was opened it was expected to be used roughly once every three to five years, in 2000 – 2001 the barrier was used a total of 24 times.

Biodiversity

The Thames represents the largest continuous natural habitat in Greater London with more than 100 species of fish recorded in its estuary over the past 30 years. The greatest threat to the biodiversity of the river comes both from pollution and the loss of intertidal habitats to the creeping built environment.

The London sewer system combines foul sewers with the system for collecting rainwater run-off. When the system becomes overloaded from rainfall, sewage and rainwater discharges into the Rivers Lea and Thames to reduce the risk of sewer flooding of properties, and the overloading of London's sewage treatment works. As a result of current weather patterns of heavy rainfall and flash flooding, overflows into the Thames are occurring at the rate of about once every week, sometimes with severe consequences for ecology and amenity.



Government has now decided to progress with a single 30km tunnel of 7.2m diameter under the Thames, to intercept discharges from Hammersmith to Beckton. The project is expected to cost around £2.5 billion and to be delivered by 2019/20.

The River Wandle, which runs from near Croydon to Wandsworth, provides an example of the potential improvement of tributaries, as well as the problems they face. Cleanups of the river by the Wandle Trust in recent years led to a dramatic improvement in water quality. Brown Trout, Chub, Roach and Perch were all flourishing – until September 2007 when chemicals from a water treatment works operated by Thames Water, were accidentally flushed into the river and over 2000 fish were killed. Thames Water are currently working with the Trust to restock the river.

**The following are a
selection of projects
recently completed
or taking place across
London's waterways
from west to east**

Uxbridge Business Park

Design Team	AukettFitzroyRobinson, Lovejoy
Client	Goodman International
Project Status	Completion due Spring 2009
Borough	Hillingdon



West Southhall

Design Team	MAKE Birmingham, Lovejoy
Client	National Grid
Project Status	Proposed
Borough	Ealing



Alperton Village

Design Team	Dexter Moren Architects
Client	Mount Anvil/Ujima
Project Status	Planning permission granted
Borough	Brent



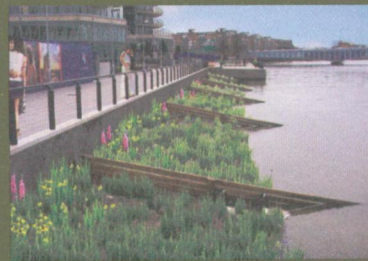
Wandsworth Riverside Quarter

Design Team	Carey Jones Architects, Lovejoy
Client	Wandsworth Riverside Quarter Ltd
Project Status	Completion due 2011
Borough	Wandsworth



Battersea Reach

Design Team	Broadway Malyan, Townshend Landscape Architects
Client	St. George South London plc
Project Status	Completion due 2014
Borough	Wandsworth



Lots Road

Design Team	Farrells, Townshend Landscape Architects
Client	Hutchison Whampoa
Project Status	Completion due 2012
Borough	RB Kensington & Chelsea



City Road Basin

Regeneration of the land and waterways around City Road Basin follows decades of industrial decline along the length of the Regent's Canal. Bennetts Associates' masterplan creates a high-density, mixed-tenure residential development that opens the basin up to public use, with parks and walkways around the water and a range of lively commercial and community uses at ground level.

A boat club for local schoolchildren and moorings for narrowboats support leisure activity on the canal. The placement of two towers at the point where the basin meets City Road provides the strongest possible change of identity for the basin area and a metaphorical gateway to one of Islington's largest but previously undiscovered amenities.

Various architects have made detailed proposals for individual buildings. Pollard Thomas Edwards architects (PTEa) restored and converted a listed Victorian timber mill for their own headquarters. At Crystal Wharf, PTEa and Groveworld put a contemporary building into the existing context. A walkway along the water makes it possible to open up this section of the canalside to pedestrian traffic in the future, linking City Road Lock with the west side of the City Road Basin. Crystal Wharf consists of three linked blocks arranged around a garden courtyard, with Diespeker Wharf forming the fourth side.

A landscape masterplan by Whitelaw Turkington provides a significant new civic square to the basin head and enables pedestrian access along the canal. A new linear park significantly increases public green space.

Design Team	Bennetts Associates, Pollard Thomas Edwards architects
Client	259 City Road Ltd, British Waterways, Miller Group, Groveworld, City Wharf Development Company Ltd, Harris Wharf Development Co Ltd and Diespeker Holdings
Project Status	City Wharf completion due 2008; Crystal Wharf completed 2003; Diespeker Wharf completed 1999
Borough	Islington



Cremorne Riverside Centre

Design Team	Sarah Wigglesworth Architects
Client	RB Kensington & Chelsea
Project Status	Completed September 2007
Borough	RB Kensington & Chelsea



Paddington Basin

Design Team	Farrells
Client	Paddington Basin Development Corporation Ltd
Project Status	Completed 2005
Borough	City of Westminster



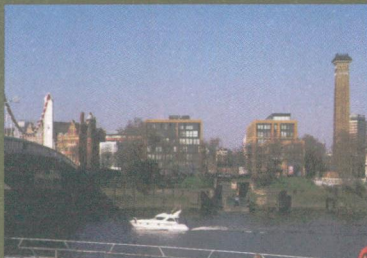
North Wharf Road

Design Team	Fletcher Priest Architects
Client	Derwent London
Project Status	Proposed
Borough	City of Westminster



Grosvenor Waterside

Design Team	Broadway Malyan, Allies and Morrison, The Amos Partnership, GLD
Client	St James Homes
Project Status	Completed September 2005
Borough	City of Westminster



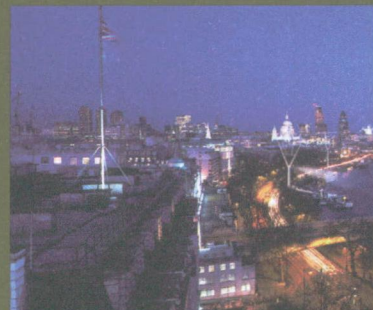
King's Cross

Design Team	Allies and Morrison, Porphyrios Associates, Townshend Landscape Architects
Client	Argent, London & Continental Railways, DHL – Exel
Project Status	Competition due after 2019
Borough	Camden



River of Light

Design Team	Marks Barfield Architects
Project Status	Proposed
Borough	Lambeth, City of Westminster, Southwark, City of London



London Promenade

Design Team	Michael Davis Designs with CM+ International
Client	Thames Promenade Board
Project Status	Proposed
Borough	Lambeth, Southwark



Victoria Embankment

Design Team	MacCormac Jamieson Prichard, Wirtz International
Client	Design for London, Westminster Council, Transport for London, Cross River Partnership, English Heritage, City of London
Project Status	Proposed
Borough	City of Westminster, City of London



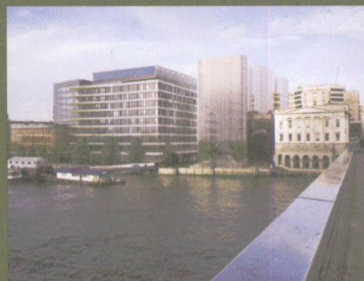
Watermark Place

Design Team	Fletcher Priest Architects, Townshend Landscape Architects
Client	Watermark Place Oxford One Investment Limited, UBS Global Asset Management and City Offices LLP
Project Status	Completion due Summer 2009
Borough	City of London



Seal House

Design Team	David Chipperfield Architects, Townshend Landscape Architects
Client	Sellar Property Group
Project Status	Proposed
Borough	City of London



Tower Bridge House

Design Team	Rogers Stirk Harbour + Partners
Client	Taylor Woodrow plc
Project Status	Completed 2006
Borough	Tower Hamlets



Lowe Building

Design Team	muf architecture/art LLP
Client	Jason Lowe
Project Status	Completion due Spring 2009
Borough	Hackney



White Post Lane

A block fronting the Union Canal will be added to an existing suite of Victorian warehouses. The new building will act as the hub for the sites numerous artists and artisans, housing a cafe and exhibition spaces.

The historic character of this area is warehouse buildings located adjacent to the canal to allow loading and unloading. The design seeks to reestablish this character and as such incorporates a loading hoist and dedicated delivery bays at each floor. This approach is envisaged to increase the longevity of the building and canal by facilitating transportation of goods via water, one of the most sustainable forms of transportation and future-proofing the development from carbon based methods of transportation. This function is clearly expressed and used to articulate the form of the canal-side façade.

The new building will be cut back at ground and first floor to create an open public realm between the new development and the canal. A two storey glazed link will also be added between blocks three and four to provide a weatherproof covering between the developments.

The ground floor deck will be elevated to provide a refuge area for canal users in the event of an extreme flood event. The lower ground and ground floor will be constructed from flood resilient materials that will allow the building and businesses to recover quickly after flooding has occurred.

Design Team	Baca Architects
Client	Schwartz Holdings
Project Status	Planning permission granted
Borough	Hackney



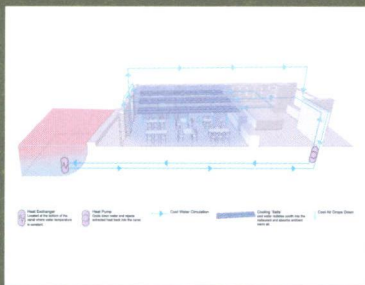
6 Orsman Road

Design Team	Buckley Gray Yeoman
Client	Redsat Orsman Limited
Project Status	Proposed
Borough	Hackney



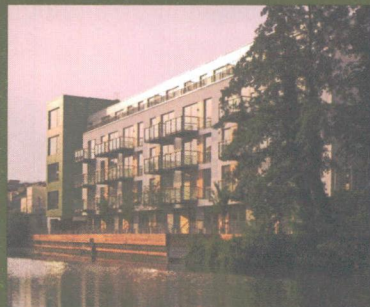
Water House Café

Design Team	Waugh Thistleton Architects
Client	Shoreditch Trust
Project Status	Completion due January 2008
Borough	Hackney



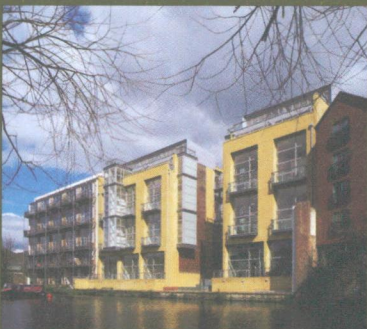
Kleine Wharf

Design Team	Pollard Thomas Edwards architects
Client	Places for People
Project Status	Completed July 2006
Borough	Hackney



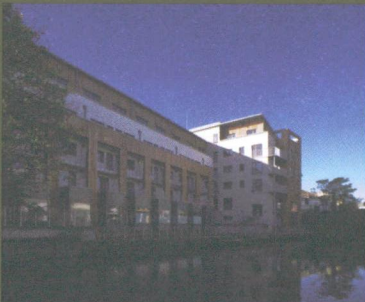
Benyon Wharf

Design Team	JCMT Architects
Client	Investland Ltd
Project Status	Completed 2006
Borough	Hackney



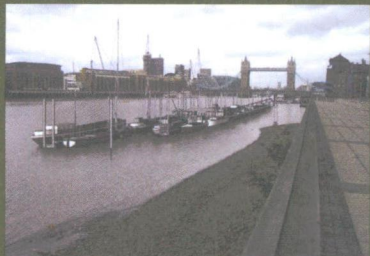
Timber Wharf

Design Team	Jestico + Whiles
Client	Community Housing Group
Project Status	Completed October 2007
Borough	Hackney



Hermitage Community Moorings

Design Team	Ollie Price & Anna Versteeg
Client	Hermitage Community Moorings
Project Status	Completion due Spring 2008
Borough	Tower Hamlets



Adelaide Wharf

Design Team	Allford Hall Monaghan Morris
Client	First Base
Project Status	Completed November 2007
Borough	Hackney



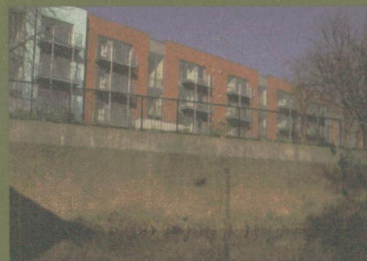
Hale Wharf Commercial Barges

Design Team	Ian Darley Maritime Consultancy
Client	British Waterways London
Project Status	Completed December 2007
Borough	Haringey



Carr Street

Design Team	RMA Architects Limited
Client	Bethnal Green and Victoria Park Housing Association
Project Status	Completed February 2007
Borough	Tower Hamlets



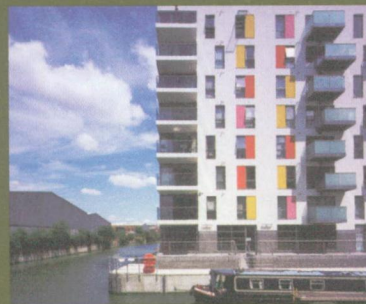
Thomas Road

Design Team	Child Graddon Lewis Architects & Designers
Client	Genesis Housing Group
Project Status	Completion due Spring 2009
Borough	Tower Hamlets



Abbott's Wharf

Design Team	Jestico + Whites
Client	Telford Homes Plc and East Thames
Project Status	Completed October 2005
Borough	Tower Hamlets



Isle of Dogs

Design Team	Farrells
Client	British Waterways
Project Status	Proposed
Borough	Tower Hamlets



Lea River Park

A Design Framework has just been completed that maps out a strategy – a manifesto – for the creation of a major new park for London in the Lower Lea Valley.

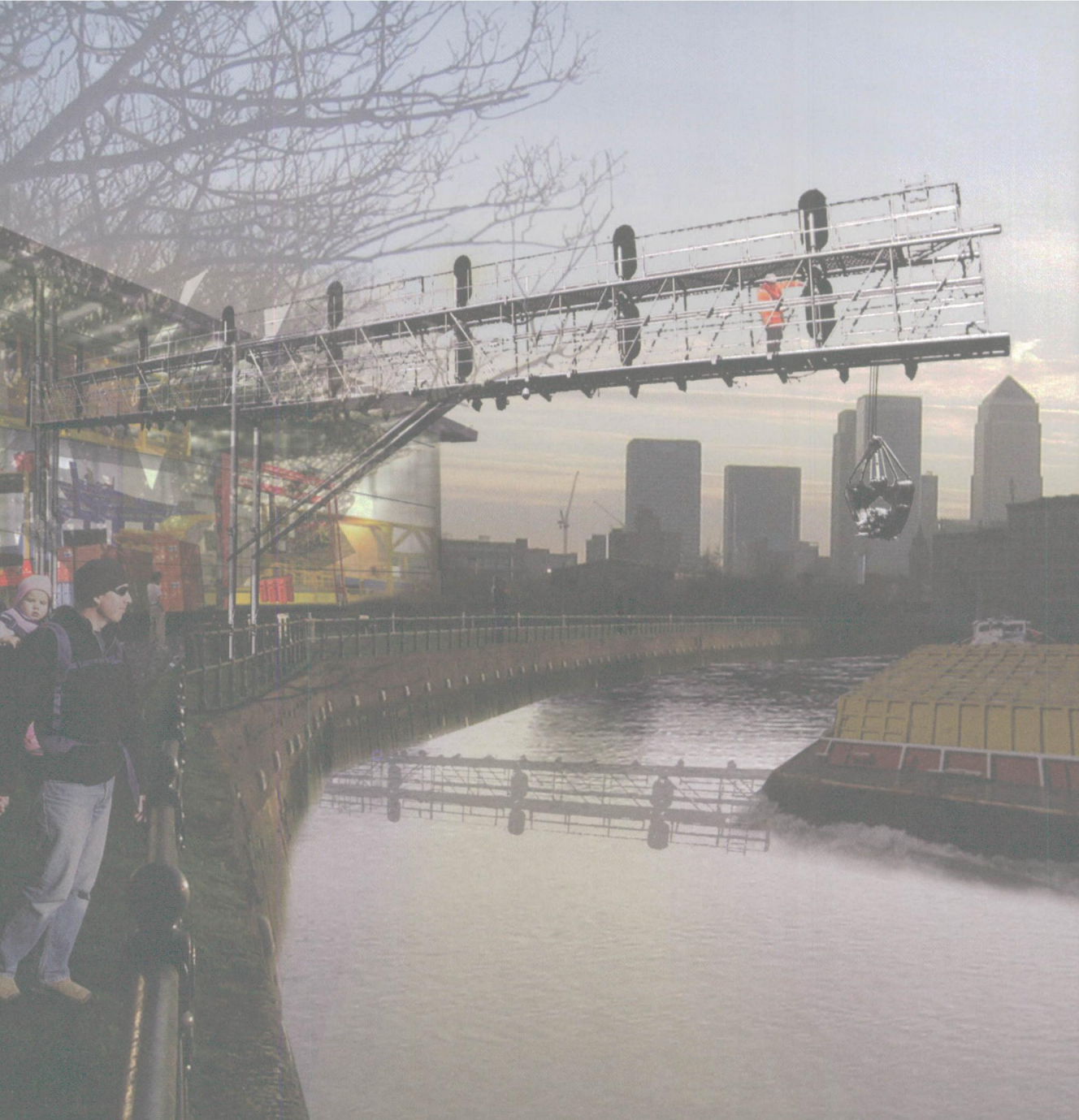
The Framework's primary role is to establish the spatial and thematic principles that will guide the transformation of a working landscape into a new public realm: a transformation that will finally realise a 26-mile linear park between Hertfordshire and the River Thames at Blackwall. The park centres on the River Lea, whose meanders link the spaces that form the park.

Over the next decade an additional 20,000 new dwellings will be built in the surrounding area, which, together with the Olympics, will completely change the valley. As the population density rises, existing deficiencies in public open space in the area become more acute – so a new park, fully integrated into the urban fabric that surrounds it, is a necessity, not a luxury.

This study therefore addresses not only issues of landscape, but also of urbanism – the park must guide and set the context for new development in the valley.

Since London's establishment, the Lea valley has been a provisioning ground for the city, supporting its need for energy, food and water, as well as disposing of its waste. The vision for the Lea River Park draws upon this heritage as well as the renewed importance of sustainable cycles. The park is conceived of as a 'cornucopia' – a place that explores, humanises and celebrates the systems that support the city.

Design Team	5th Studio
Client	London Thames Gateway Development Corporation, Design for London, LVRPA
Project Status	Proposed (design framework)
Borough	Newham, Waltham Forest, Hackney, Tower Hamlets



Wood Wharf

Water is the defining element in the landscape proposals being put forward for Wood Wharf. The aim is to create a vibrant water's edge which draws both residents and office workers outside and into the extensive waterside public realm.

A publicly accessible timber boardwalk will run the entire length of the development – its curvilinear form challenging the orthogonal building grid. A contemporary boardwalk will lead people right down to the water, where boats will be welcomed and accommodated and a new peninsular park will be created between an historic dock and a new canal.

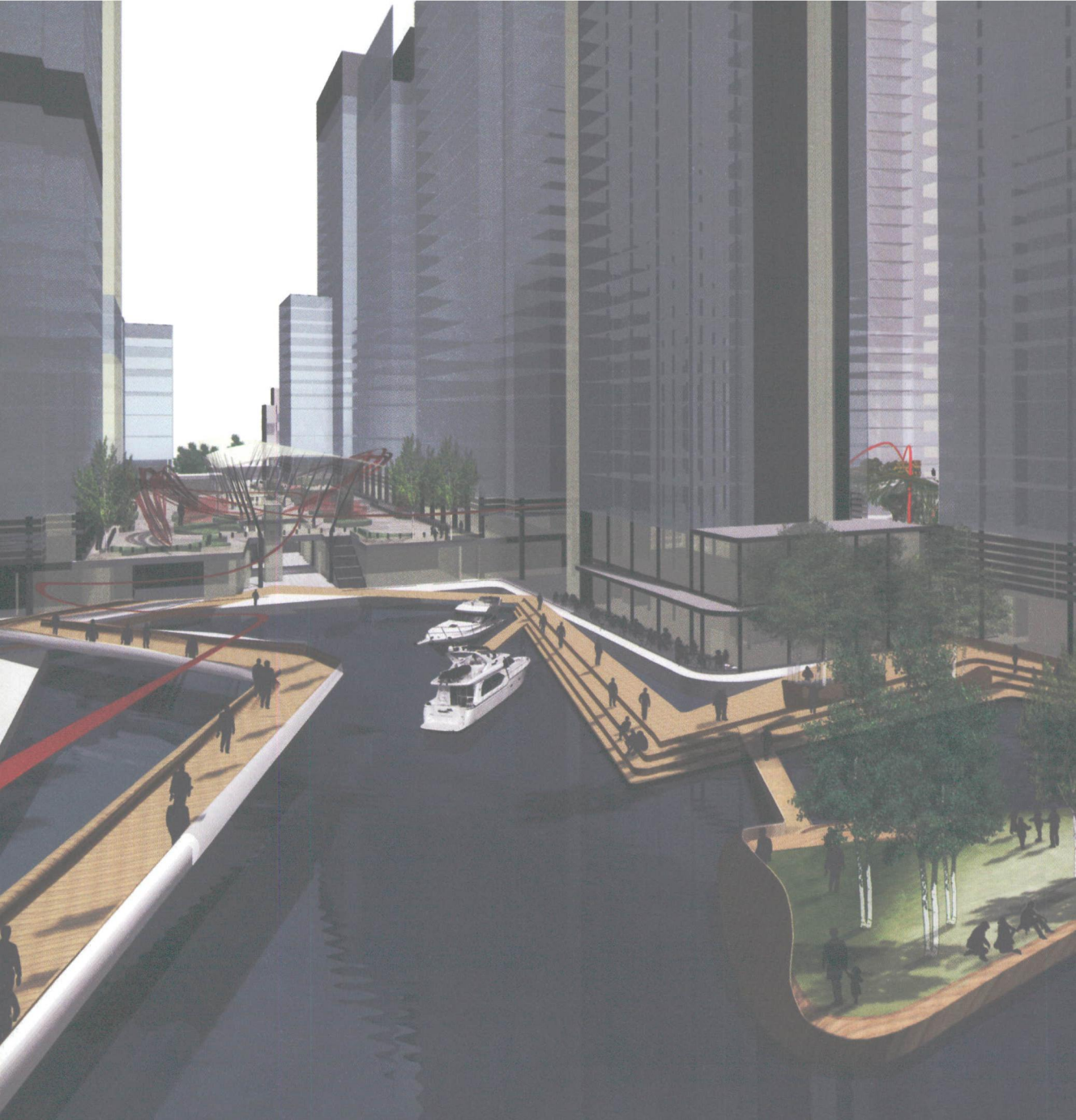
Wood Wharf is a significant mixed use project on seven hectares of land immediately due east of Canary Wharf on the Isle of Dogs in the London Borough of Tower Hamlets. The masterplan provides for over seven million sqft on the site of which approximately five million sqft is to be commercial offices and the balance is residential, hotel, retail and community uses.

The commercial buildings are placed around a new high street and the residential buildings are all on the south side of the scheme where they benefit from excellent daylight and views. The scheme will bring around 20,000 new jobs to the Isle of Dogs and around 1,400 new homes, all of which benefit from the excellent nearby public transport facilities.

Public consultation on this masterplan was carried out in November and December 2007 and an outline planning application is to be submitted early in 2008.

The partners in the Wood Wharf partnership are Ballymore, Canary Wharf and British Waterways.

Design Team	Rogers Stirk Harbour + Partners (Masterplanner) with Martha Schwartz Partners
Client	Wood Wharf (General Partner) Ltd
Project Status	Proposed
Borough	Tower Hamlets



Ironworks

Design Team	Pollard Thomas Edwards architects
Client	PTE Property and LondonGreen Developments Ltd
Project Status	Completed January 2005
Borough	Tower Hamlets



Creekside Village

Design Team	Squire and Partners
Client	Creekside Limited, Amperius Nu Homes
Project Status	Proposed
Borough	Greenwich, Lewisham



Olympic Park

Design Team	EDAW, Allies and Morrison, Buro Happold
Client	Olympic Delivery Authority
Project Status	Completion due 2012
Borough	Newham, Waltham Forest, Hackney, Tower Hamlets



Lower Lea Valley – A Water City

Design Team	EDAW
Client	London Thames Gateway Development Corporation, London Development Agency, Greater London Authority
Borough	Newham, Waltham Forest, Hackney, Tower Hamlets



Lewisham Gateway

Client	Muse Developments and Taylor Woodrow
Project Status	Completion due 2016
Borough	Lewisham



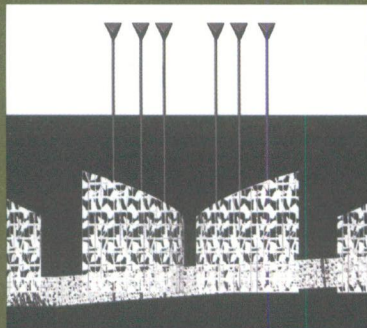
150 High Street Stratford

Design Team	Stock Woolstencroft
Client	Seapoint Development Ltd and Paddington Churches Housing Association (Genesis Housing Group)
Project Status	Completion due 2012
Borough	Newham



Prescott Locks, Three Mills Island

Design Team	Farrells
Client	British Waterways
Project Status	Proposed
Borough	Greenwich



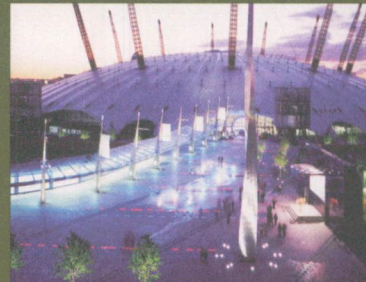
Quaggy Flood Alleviation Scheme

Design Team	Environment Agency, Halcrow
Client	Environment Agency
Project Status	Completed 2007
Borough	Bromley, Greenwich, Lewisham



Peninsula Square

Design Team	Barr Gazetas, Whitelaw Turkington
Client	Meridian Delta Ltd and AEG Europe Ltd
Project Status	Completed March 2007
Borough	Greenwich



Riverside Building

Design Team	Ahrends Burton and Koralek Architects
Client	USM (Urban Space Management)
Project Status	Completed 2005
Borough	Tower Hamlets



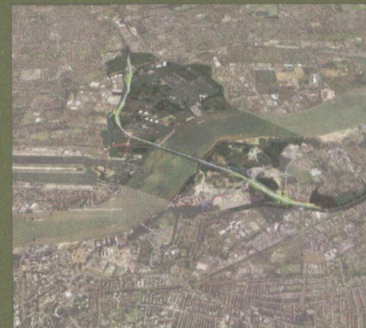
Venture Xtreme Surf Centre

Design Team	Baca Architects
Client	Venture Xtreme Ltd
Project Status	Proposed
Borough	Newham

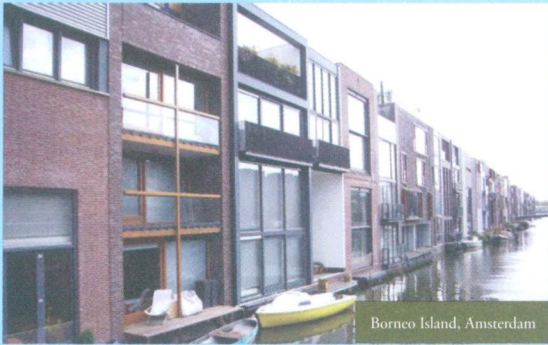


Cross River Park

Design Team	Maxwan
Client	Design for London
Project Status	Feasibility Study
Borough	Greenwich, Newham



Must Try Harder



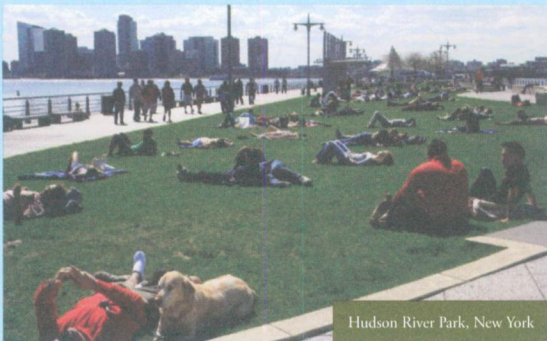
Borneo Island, Amsterdam

“Earth has not anything to show more fair” wrote Wordsworth ecstatically as he looked across the city from Westminster Bridge. The ships, towers and domes that filled the poet’s vision of the capital have changed, the scale multiplied, the uses varied but still the River Thames runs through it, as Wilde described “like a rod of rippled jade.”

But when one contemplates our contemporary contribution, Wordsworth’s idea of London’s preeminence is now flawed. Recent contributions to the riverside pale beside other cities like Copenhagen, Amsterdam or New York.

The modern housing development, which forms much of the new building on the river, is a selfish thing: its form is defined by the desire for maximum river views, not urban context, and it turns its back on the city behind.

Riparian development holds the same level of added responsibility as tall buildings. Tall buildings invade the sky, waterfront buildings impose themselves on the public open space of the river and frequently occupy significant vistas.



Hudson River Park, New York

The Thames strategy of the 1990s has led to a rash of development. The plan set out a list of opportunities but it gave no planning guidance for the form or scale of development.

Developers require some kind of three dimensional guidance, an urban design framework that puts constraints on how buildings address the river and their hinterland, and how they deal with vistas. Until that happens development will be driven by the benefits of individual sites to the expense of the public space that they command.

Water Bodies

British Waterways

is a not-for-dividend public corporation which cares for 100 miles of canals and rivers as well as 110 acres of docks in the capital. The organisation works with a broad range of public, private and voluntary sector organisations to deliver public benefits from the waterways and is involved in many of the most important waterside regeneration projects underway in London.

Cross River Partnership

brings together key players from the north and the south bank of the river to make the Thames 'less of a physical and social barrier'. Formed in 1995, it has been responsible for more than a hundred projects around the water.

English Heritage

is inevitably an important player when it comes to redeveloping tracts of the Thames.

The Environment Agency

is an independent body, set up under the Environment Act 1995, that works closely with the government (from which it receives 60 per cent of its funding). Has a big say in the environmental issues around the Thames.

GLA's Planning and Spatial Development Committee

is a cross-party committee of London Assembly Members that examines and reports to the Assembly on the Mayor's Spatial Development Strategy, including the Blue Ribbon Network.

London River Association

is a membership based association that promotes discussion on and solutions to the current issues on London's waterways. Set up in 1987, it is funded partly by London Boroughs, partly through membership subscription and partly through funding raised for project work.

LondonWaste

a public/private partnership, half owned by the North London Waste Authority with the other half by SITA UK. Currently handles over 1m tonnes of waste a year.

London Waterways Commission

was set up in 2006 to advise the Mayor on the implementation of the waterways policies.

Port of London Authority

is responsible for safety of navigation along the river, protecting the Thames environment, and promoting its use. It also runs a River Works Licensing service to assess any proposed developments on the river

Thames21

is an environmental charity launched in 1998 (by then environment minister Michael Meacher) that works with local communities to clean up the river. Partners include British Waterways, ENCAMS, Environment Agency, Port of London Authority and Thames Water.

Thames Estuary Partnership

is a charity that 'provides a neutral forum for local authorities, national agencies, industry, voluntary bodies and local communities to work together'.

Thames Festival

is an annual event now in its 11th year, that celebrates the river.

Thames Gateway Development Corporation

is tasked with implementing plans to accelerate the regeneration of town centres, commercial sites and all the associated services in the Thames Gateway region.

Thames Landscape Strategy

is a 'sub-regional partnership' for the River Thames between Hampton and Kew; it works in areas of recreation, land management, nature conservation, flood risk management, historic restoration, river use, access and interpretation, visitor provision and landscape enhancement.

Thames Strategy Kew to Chelsea

is a 'delivery' organisation with partners including the GLA, Environment Agency, English Heritage, Port of London Authority and riparian boroughs. Works to influence big schemes, while at the same time organising minor (but significant) interventions along the river.

Thames Water

provides water to 13m customers across London and the southeast of England and is responsible for the quality of the Thames water.

Transport for London

is part of the Greater London Authority. One of its divisions, London River Services Ltd, operates and manages eight piers on the Thames, licensing boat services and subsidising multi-stop commuter services provided by Thames Clippers.

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Breakfast Talks

Wednesday 16th January

The Port of London: Good and bad practice in the redevelopment of London's Wharves

Richard Everitt, Chief Executive, **Port of London Authority**

Wednesday 23rd January

From the Royal Docks to the Royal Box

George Nicholson, Chairman, **London Rivers Association**

Wednesday 30th January

A 21st Century Role for London's Historic Waterways

Mark Bensted, London Director, **British Waterways**

Wednesday 6th February

Making Space for Water: A guide to good practice

Robert Runcie, Regional Director, **Thames Affiliation: The Environment Agency**

Thursday 7th February

Managing the Flood Risk for Waterside Developments

Will Rogers, Associate Director & **Phil Raynor**, Senior Hydrologist, **URS Corporation Ltd**

Wednesday 13th February

The London Waterways Commission's (LWC) Vision for London's Waterways

Murad Qureshi AM, London Wide Assembly Member and Chair of the Mayor's **London Waterways Commission**

Wednesday 20th February

River of Light: A lighting scheme to re-define, re-energise and unite the environment along the River Thames

David Marks, Managing Director, **Marks Barfield Architects**

Booking Information

Free Entry

Registration essential at www.newlondonarchitecture.org/talks or call Shan Roberts on **020 7636 4044**. Check www.newlondonarchitecture.org for latest information and programme updates

Venue

New London Architecture
The Building Centre, 26 Store Street
London WC1E 7BT

Time

8.30 – 9.30am

(doors open/breakfast served from 8am)

Credits

Exhibition Director

Peter Murray

Joint Managing Directors

Nick McKeogh and Jonathan Stock

Assistant Director

Debbie Whitfield

Creative Director

Nick Freeman (Manha)

Art Director

Martin Page (Manha)

Design and production

Will Tomlinson (Manha)

Research

Grant Gibson

Exhibition Assistant

Kate Groves

Production Editor

Bill Young

Film production

Cityscape

Exhibition build and print

Sun Display

Catalogue print

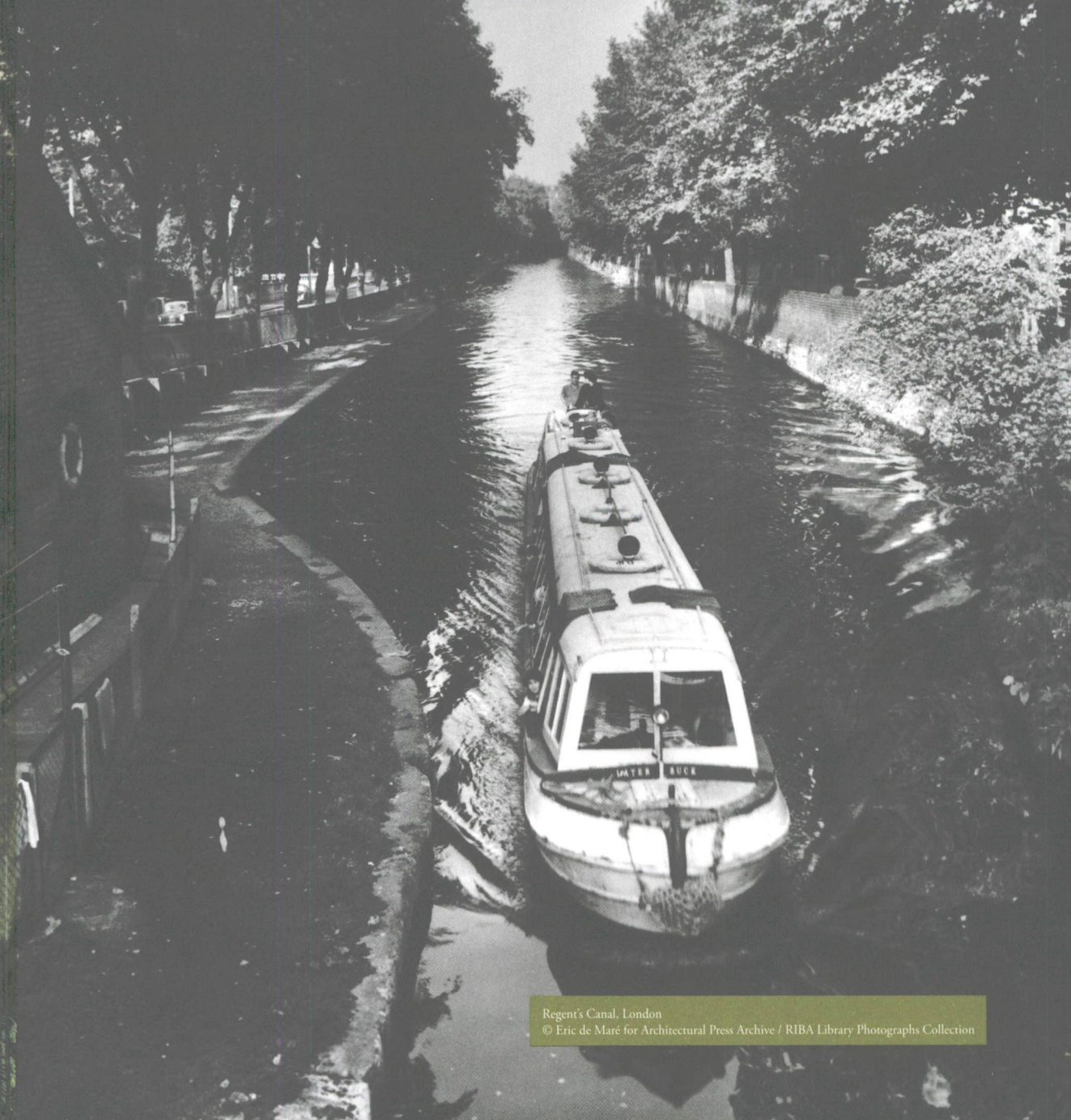
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Regent's Canal, London

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