



Convoys Wharf Masterplan

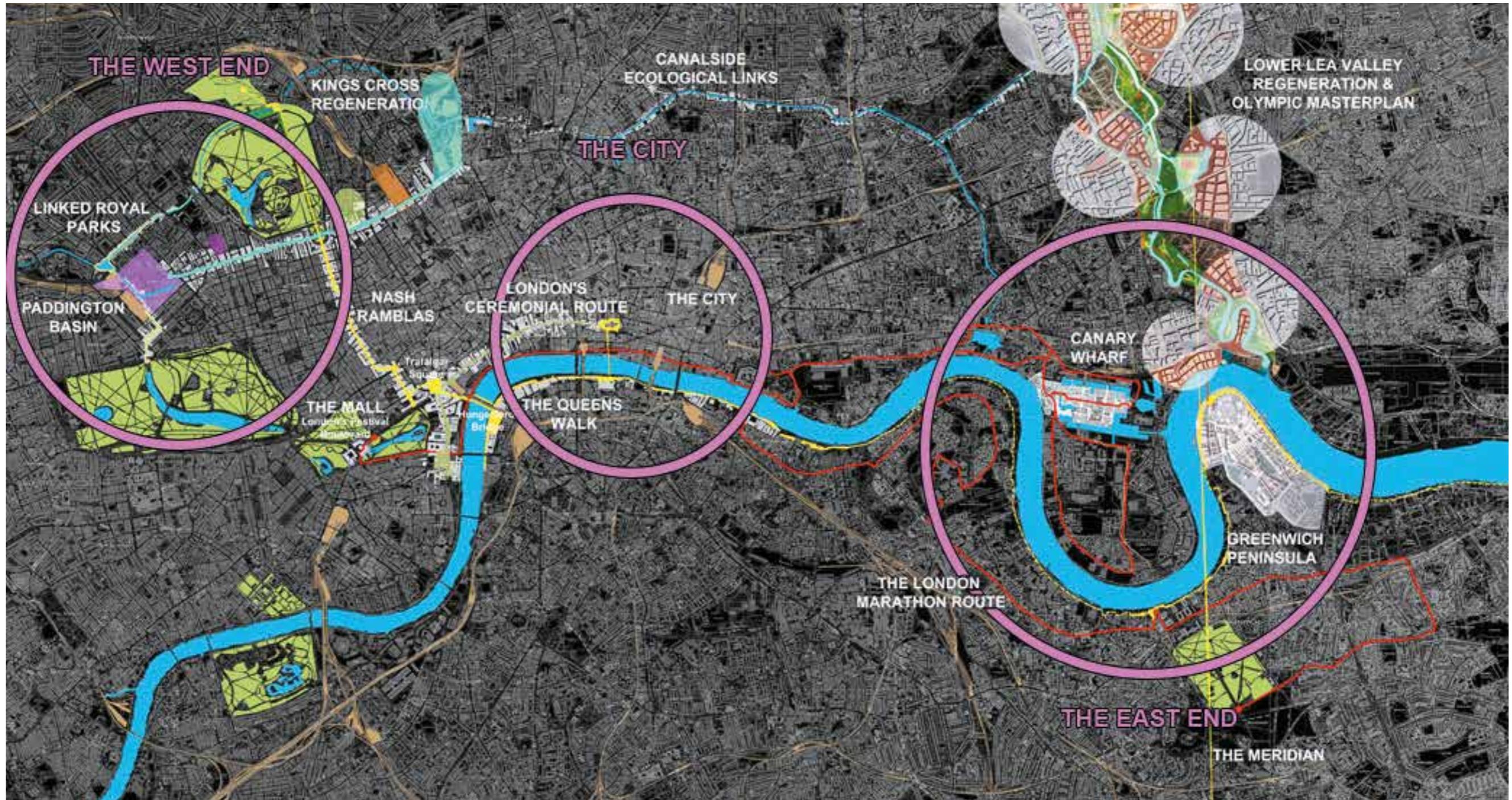
Presentation for UCL

08 March 2023

FARRELLS

London Context

Developing Centres in London



The redevelopment of former industrial areas in London has seen a shift in focus in the capital. The traditional centres of the City and the West End have now been joined by the emerging East End. The availability of land has seen the development of large areas and investment has been heavily channelled into the regeneration of zones around Canary Wharf, both north and south of the river.

In turn, the changing economic climate has moved the emphasis away from the financial sector to the newer creative technology and associated 'lifestyle' bring real vitality to some of London's most deprived areas. The cultural emergence of Deptford with its strong arts community, further reinforces the emergence of a new 'centre' in the capital.

Site Location

Convoys Wharf



The Local Context

Townscape

Listed buildings and conservation areas are present close to the site and reflect the rich history of the area.

Deptford Creek area is subject to recent and current redevelopment and includes the Laban Dance centre, and a mix of commercial and residential blocks.

Deptford High Street has a distinct and vibrant character with a regular layout of terraced late Victorian buildings fronting onto the road. St Paul's Church, an early C18th local landmark, is prominent on the skyline. Less prominent is the church of St Nicholas to the north.

South and west of the site **extensive housing estates** dating from the 1960s onwards, surround areas of public open space. **Pepys Park**, adjacent to the site links through the housing areas to the west as does **Charlotte Turner gardens** to the east. **Sayes Park and Twinkle Park** have more enclosed boundaries.

The Grade II* Master Shipwright's House off Watergate Street (east of the site) is a listed building as are sections of the wall surrounding the Convoys Wharf site. The site itself was developed by Henry VIII as Royal Dockyards and today consists of a series of large uniform warehouses structures with the central Olympia Warehouse noted as a listed structure.



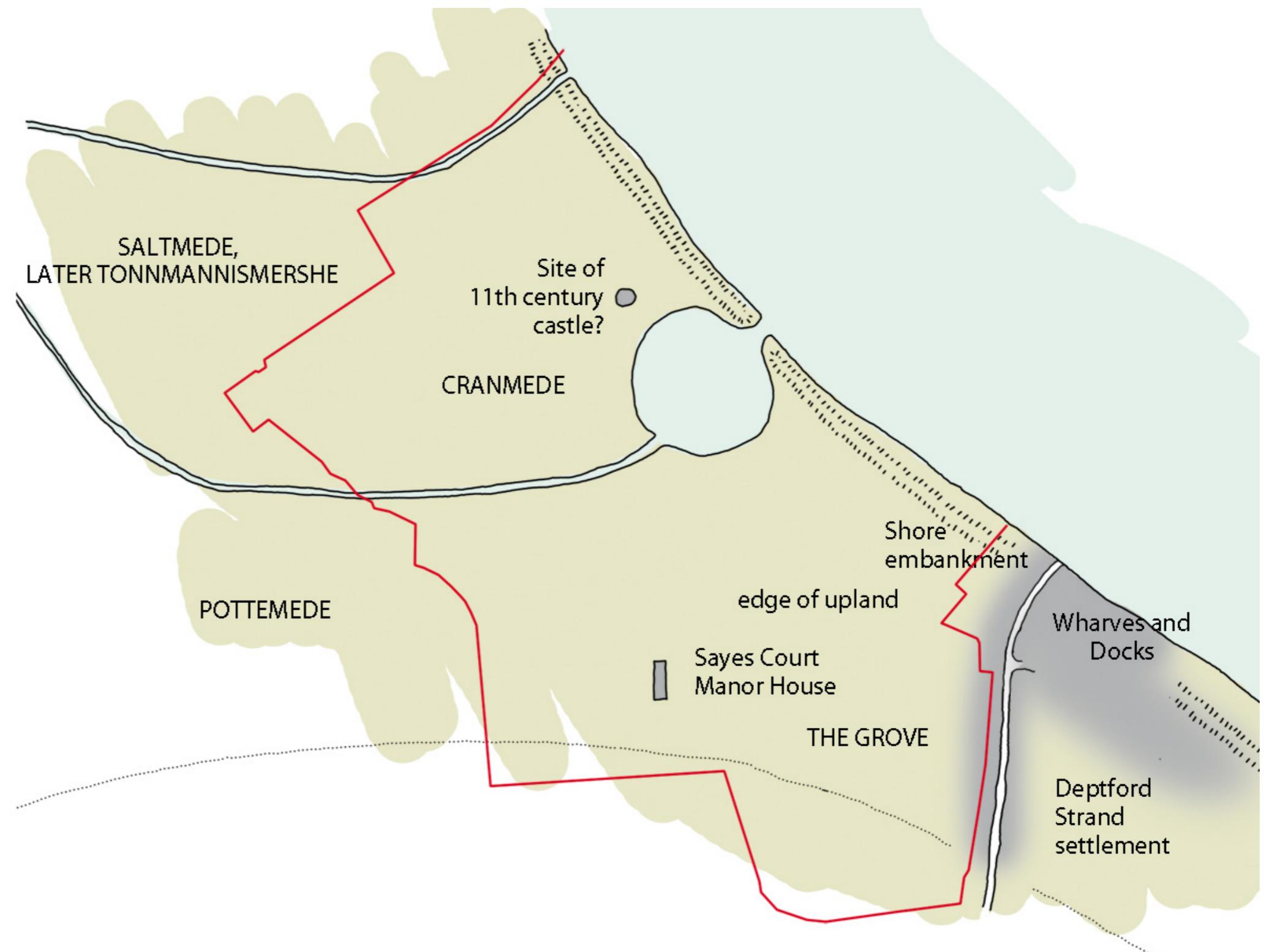
The Convoys Wharf Site in its surrounding context, many of the warehouses on the site have been demolished since this aerial photo was taken

The Site

Medieval Period, pre-1480s

During the medieval period the site was **mainly green space**: salt marsh, meadows, fields and orchards. The riverside settlement of West Greenwich, later known as **Deptford Strand**, grew up during the early medieval period, while a manor house on the site of Sayes Court is first mentioned in 1405.

The **location and natural geology and topographical features** of the area made it perfect for ship building and repair at Deptford Strand and there are references to these activities from the early fifteenth century.



Convoys Wharf in the Medieval Period (pre-1480's)

The Site

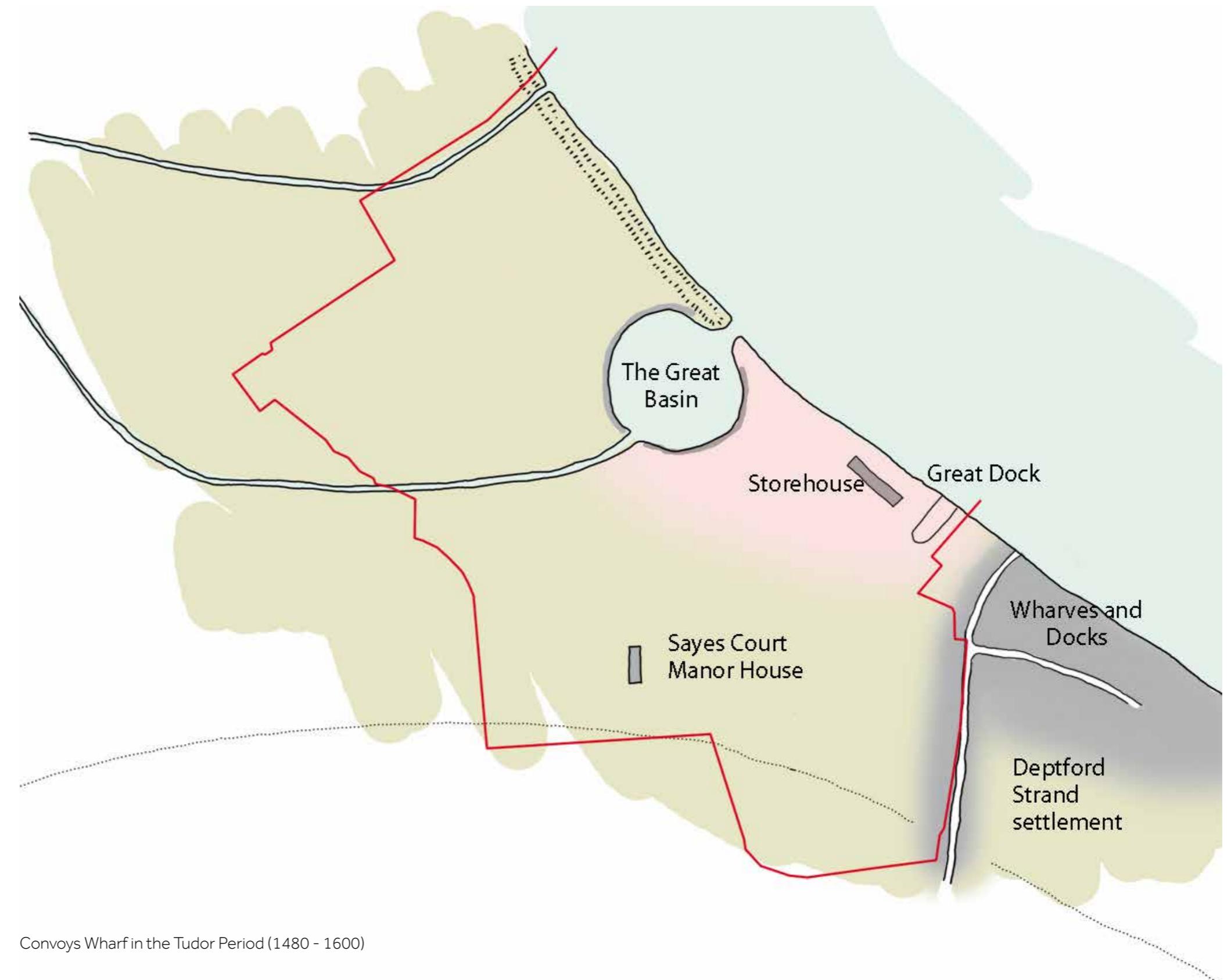
Tudor Period, 1480s-1600

The Royal Dockyard was founded in 1513 by Henry VIII.

formalising the ad-hoc arrangements of his predecessors and developed into the **most important of the Tudor naval bases**. Soon after, many of the hallmark structures of the complex had been built, at least in their first incarnation.

The 'Great Basin was created by enclosing a natural tidal pool, and a dry dock (the 'Great Dock'), a **large storehouse** (the 'Tudor Storehouse') and **timber wharfs** were all constructed.

In the wider vicinity, the expansion of the Dockyard contributed to the further development of Deptford Strand.



The Site

Seventeenth Century

In this period, **Deptford Dockyard was second only to Chatham in importance**. Because of its proximity to the Navy Board, Admiralty and Court in London, Deptford was often chosen for **new or experimental construction**.

The Dockyard structures continued to be developed and modified.

The Great Dock, having been rebuilt in 1574, is shown in contemporary records as a large, single-volume timber structure. The Great Basin was also modified, developing a distinctive hexagonal shape. The river wall was extended, **new slipways were built to the south of the Great Basin**, mast ponds – to season timbers – were created to the north of the site in c. 1676-88 and a complex of storehouses were added to the west of the existing Tudor Storehouse. By the end of the century, **a brick wall had been erected to define the landside boundary of the site** and a terrace of officers houses had been built, backing onto Deptford Strand. **There was a single entrance to the site**, on the junction of what is now Prince Street and New King Street.

Unrelated to the dockyard function but sharing the site,

Sayes Court manor house came to be occupied by John Evelyn, the diarist and writer, between 1653 and 1694. He slightly modernised the house and laid out

one of the most celebrated gardens of the age, where he experimented with plants and planting.



The Site

Eighteenth Century

The strategic importance of the Dockyard declined in this period but it remained the pre-eminent naval **research and development centre and a major shipbuilding complex**.

As a result, **the overall area of the dock was extended** to allow for **more timber storage space**, while various new structures were built and improvements made to existing structures, including the Great Dock and the Great Basin. New structures on the site included additional slips, a new mast pond and associated canal, and a large rigging house south of the storehouse complex.

A Master Shipwright's House was built at the eastern boundary of the site in 1708 and, shortly after, a Dockyard Office was built as an extension to this.

Beyond the Dockyard **the district was still predominantly rural**, but in 1742 the Navy had established a separate Victualing Yard to the north of the Docks. At the time, it was most important in the country because of its proximity to the London markets where ingredients and produce were bought.

The Sayes Court estate was broken up at the beginning of the century and the manor house used as the parish workhouse from the mid eighteenth century.



The Site

Nineteenth Century

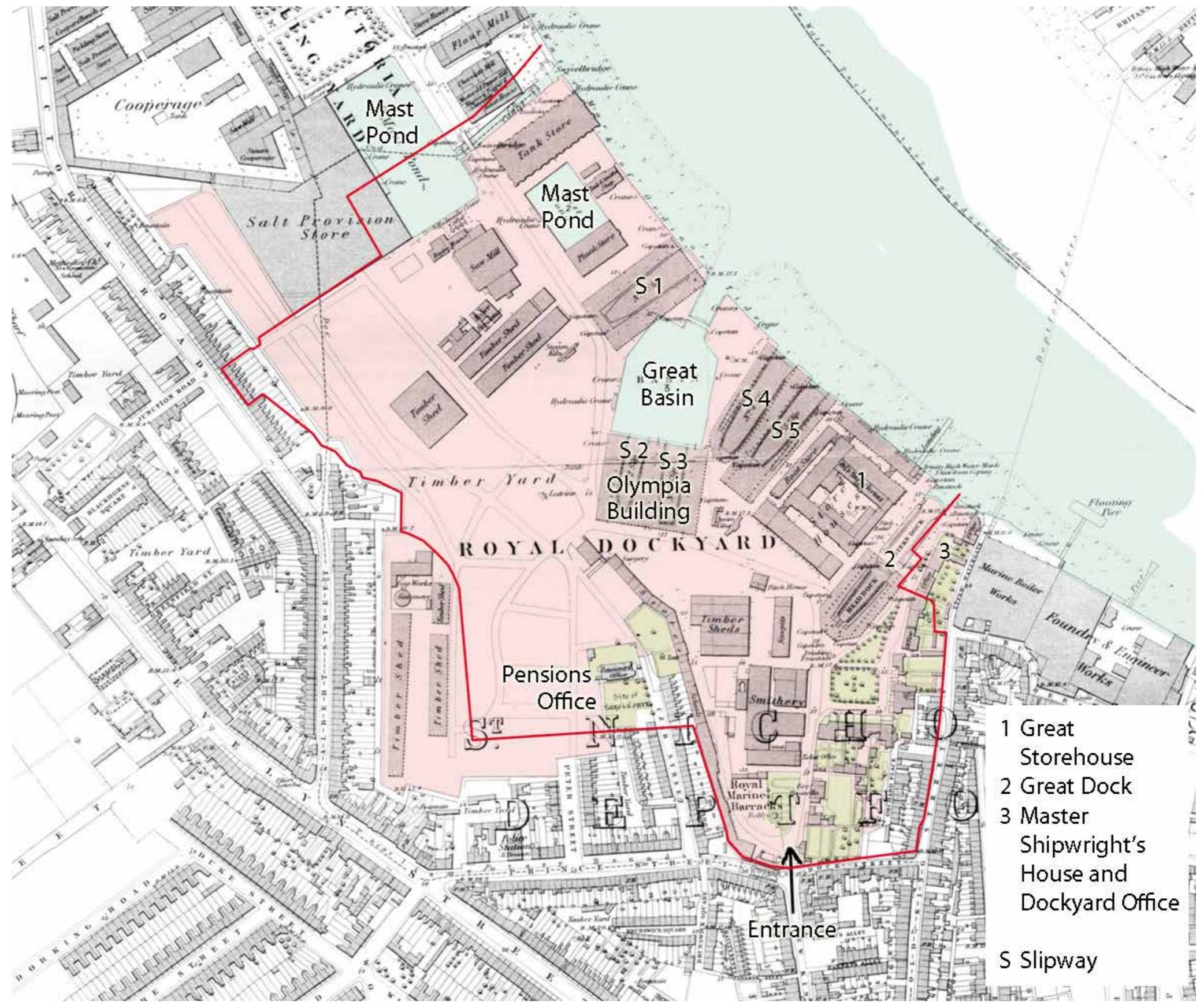
Following the Napoleonic Wars, the Dockyard, as the smallest of the royal docks, was **maintained only as a depot for small maintenance work and ship breaking**.

However, **the Navy soon needed to increase their shipbuilding capacity** in order to rapidly build up their steam-powered fleet. As a result, **shipbuilding returned from the late 1830s**.

Most of the **significant structures were extensively rebuilt to accommodate the larger vessels** that were now being built. As a result of changing practices, the slipways enlarged and covered over - **the roof of Slips 2 and 3 survive to this day as the Olympia Building**.

Beyond the Dockyard, **Deptford was increasingly urbanised, following the arrival of the railways in the mid-nineteenth century**. Dense terrace housing replaced fields around the boundary wall and accommodated the poorer, working classes.

By the second half of the century, **the Dockyard was at its maximum extent**, but past its peak. **It finally closed in 1869 and the site split into three**.



Convoys Wharf in the nineteenth century

The Site

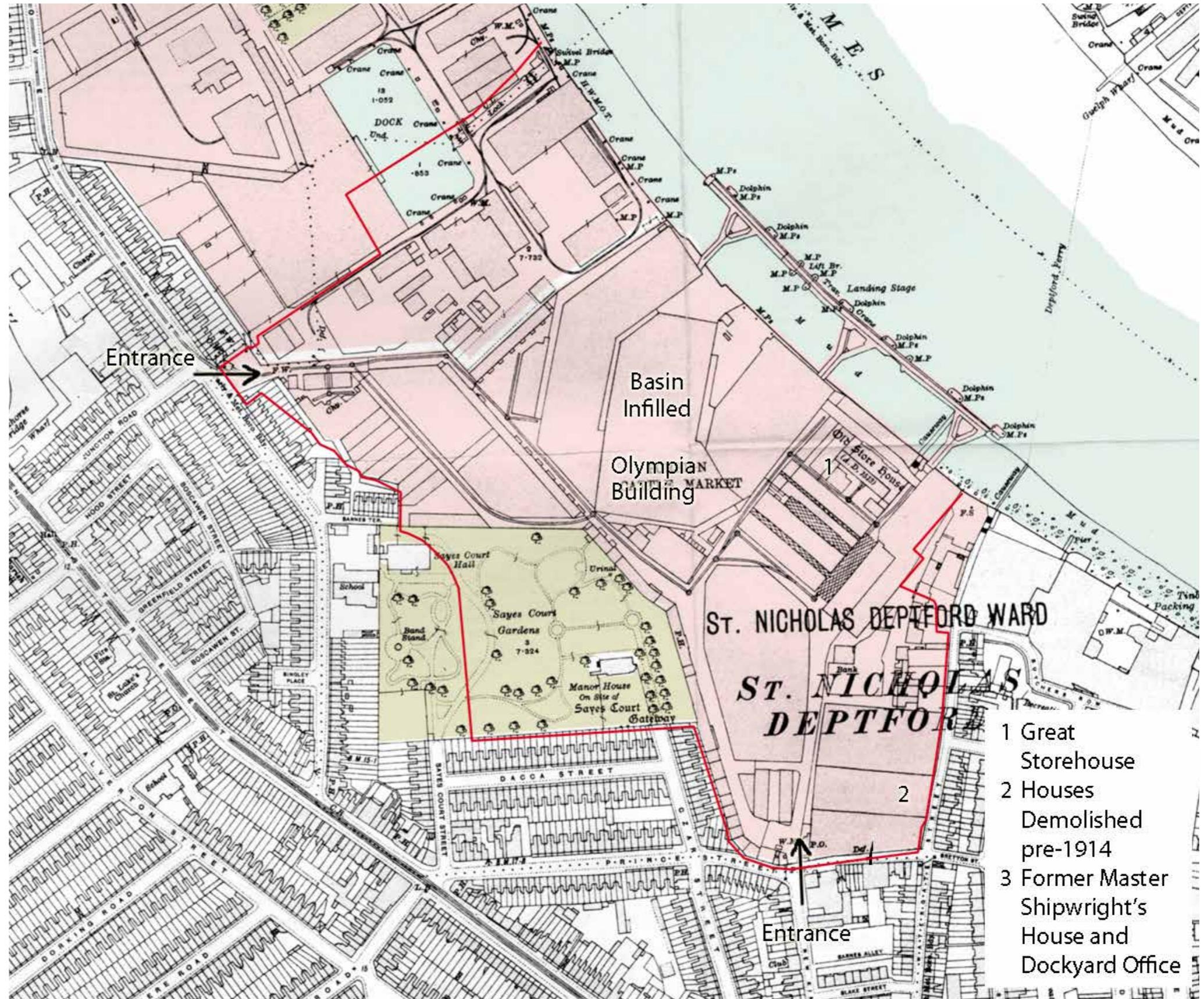
Twentieth Century

By the beginning of the twentieth century, **the cattle market had developed further and was well connected to the city, with tramways connecting it to the railway network** from 1900. In order to enable the tramway to enter the site, **the northern entrance** to the site **was widened** and some terraced houses demolished. The southern entrance and perimeter was also modified around this time and the **river jetties extended**, while the **Great Basin was covered over**.

During World War I, the War Office leased the site as an **Army Supply Reserve Depot** and the Cattle Market was never revived after the war. In 1927 the War Office bought the site and in World War II, the site was used intensively again.

The Olympia Building is the only the building of historic significance on the site retained. The surrounding streets also suffered widespread significant damage in World War II, and were redeveloped with postwar housing.

After World War II, much of the former Dockyard site became a Royal Navy stores depot, serving this purpose until 1984. In 1979 and 1984 the Government sold the site, in two parcels of land, to News International, who redeveloped it as an import wharf for newsprint.



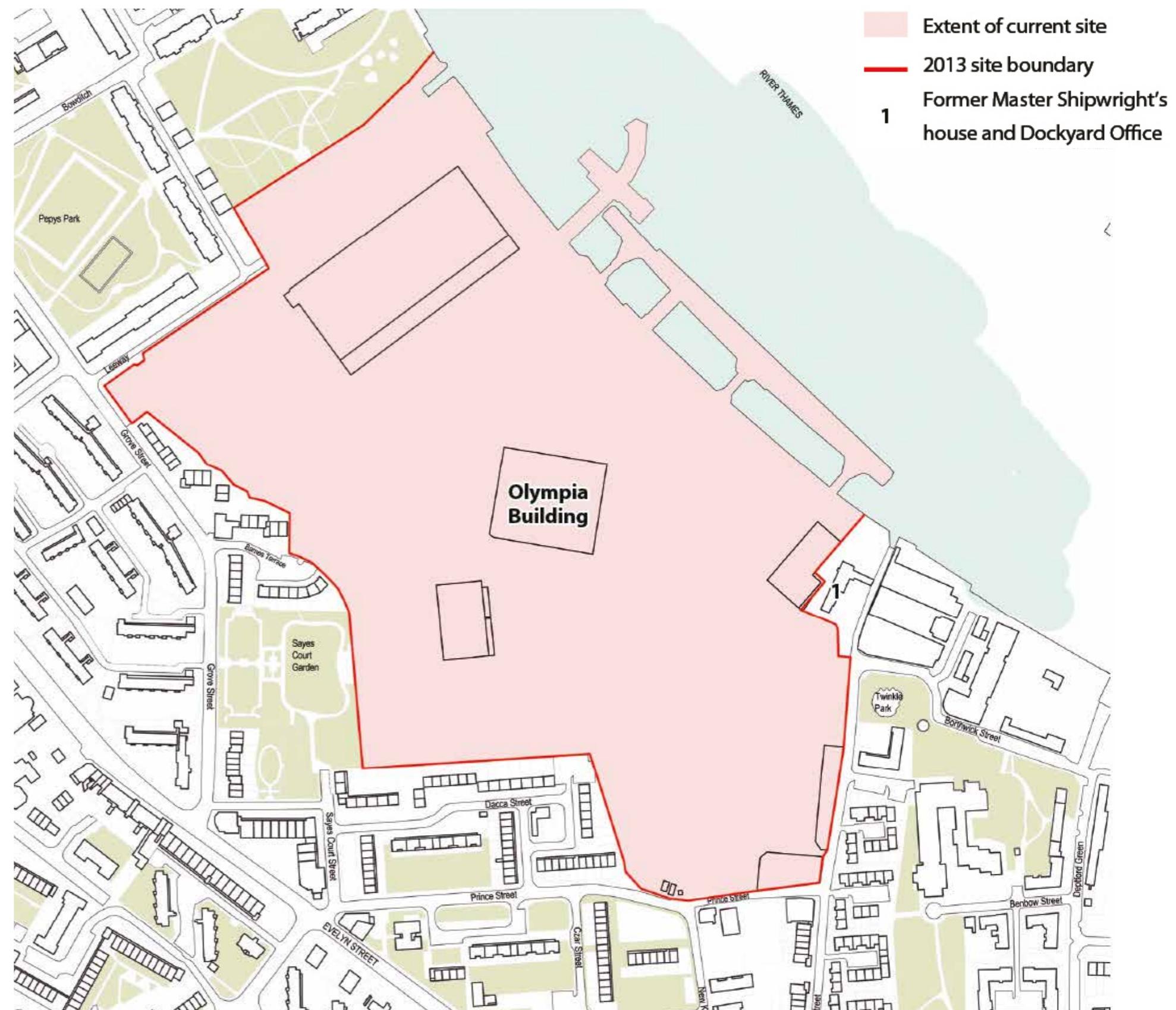
Convoys Wharf in the twentieth century

The Site

Twenty-first Century

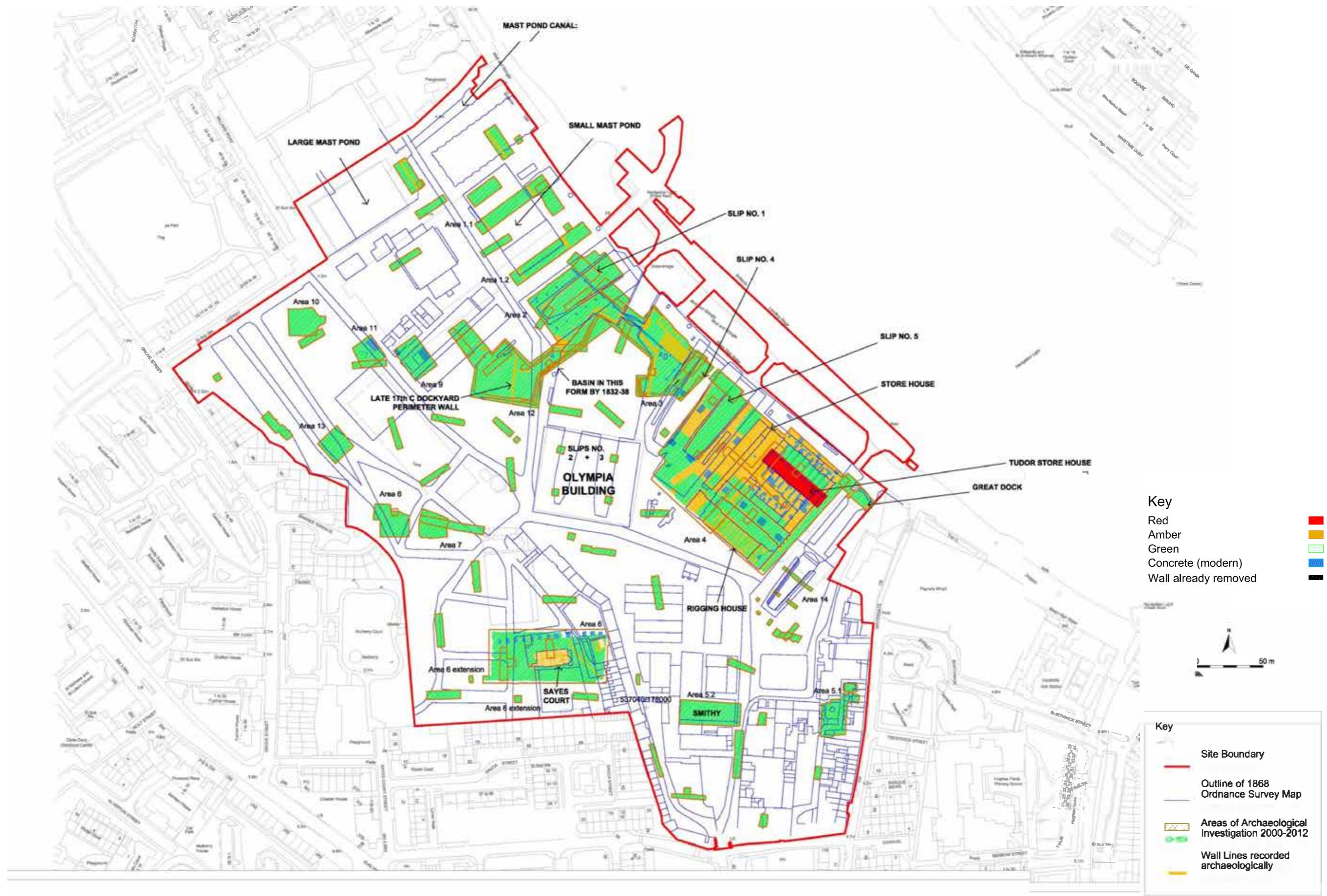
In 2008 the site was bought by Hutchison Whampoa

and proposals for a mixed use scheme of three and a half thousand homes were developed. In 2010 and 2011 all but 8 remaining buildings were demolished.

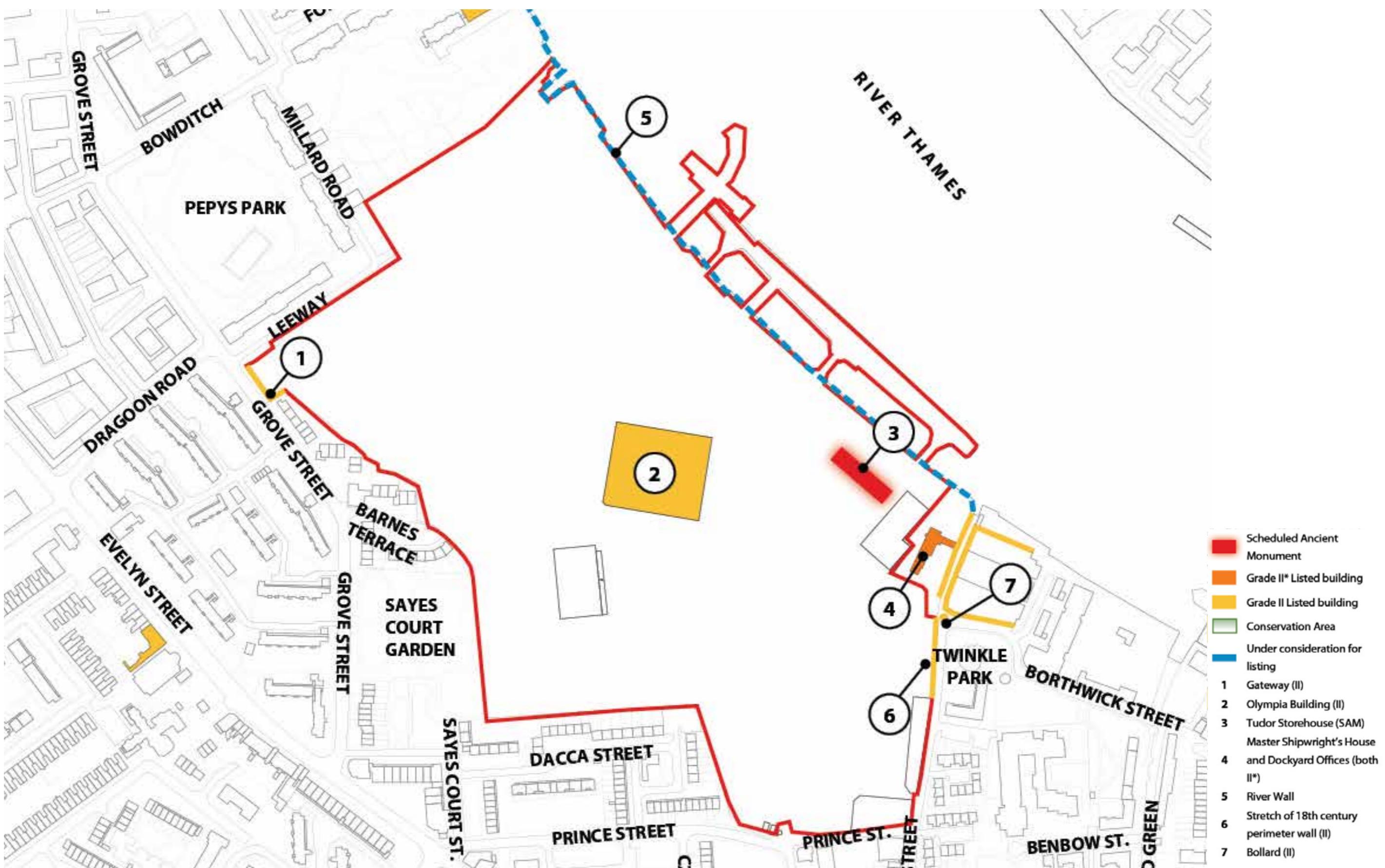


Convoys Wharf in the twenty-first century

The Site's Archaeology



Listed Assets



Site Photographs

Olympia Building

The Olympia Building (1844 – 46), the roof covering to numbers 2 and 3 slips, comprises two of only seven of such structures to survive nationally.

It retains its original distinctive symmetrical double arched form, but with the exception of the wrought iron tied arch roofs (which were built in 1880 and 1913), the roofing materials and walls are not original.

The Olympia Building's significance is recognised through its **grade II listing**.



The Olympia Building

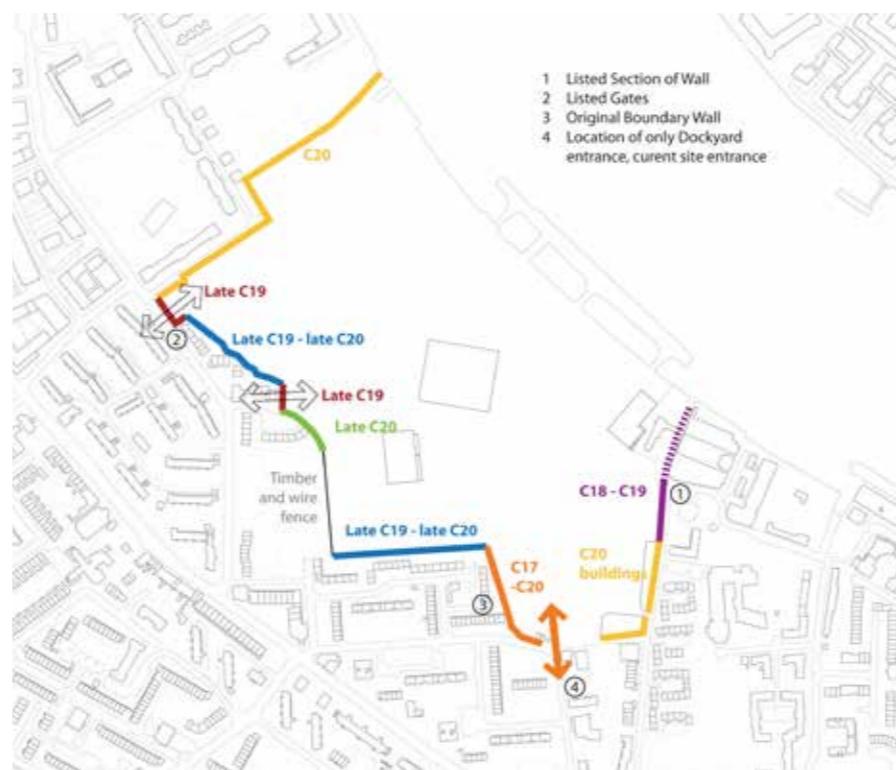


Inside the Olympia Building

Perimeter walls and gates

There are fragments of the seventeenth and eighteenth century wall at the southern end of the site; they are significant as they are evidence of the closed nature of the site. However, most of the surviving perimeter wall post-dates the Navy. This includes the **listed gateway**, which was built c. 1870.

The stretch of eighteenth century wall adjoining the office building is listed grade II.



Site Photographs

Sayes Court

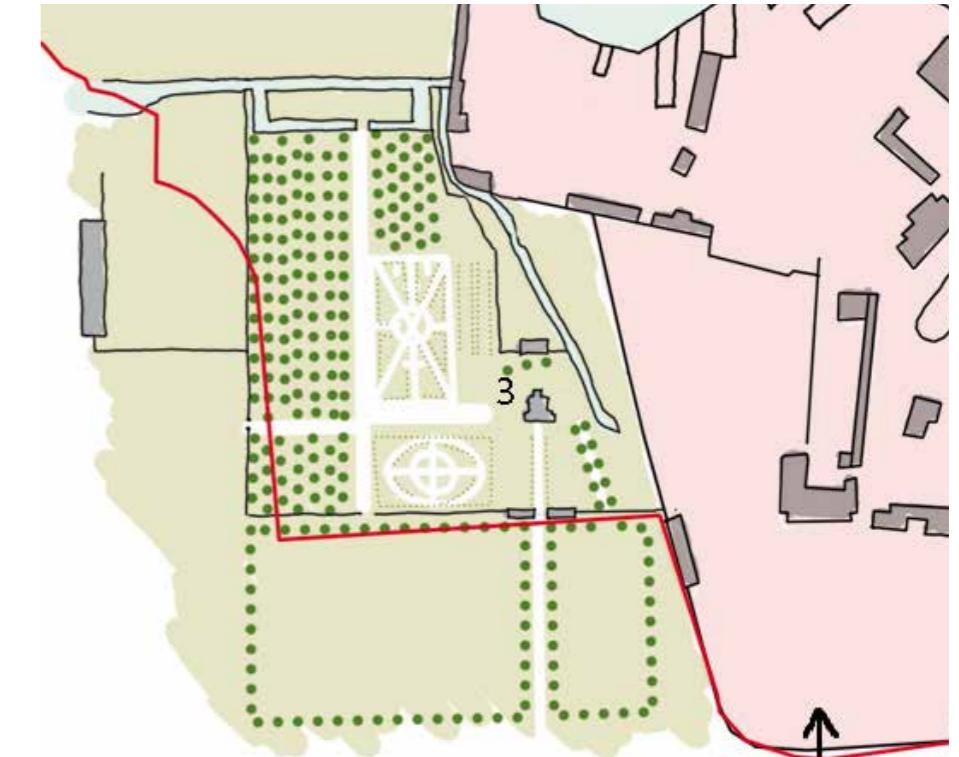
Sayes Court was a relatively minor medieval manor house. Its significance lies in the fact that it **was the home** of the seventeenth century **the diarist, John Evelyn**, and that it was the site of Evelyn's celebrated gardens. Some of the foundations of the house remain, but there are no remains of the garden.

The significance of Evelyn's garden was not in its layout - which was constantly evolving and changing - but in **Evelyn's experimentation there with plants and planting, and his writing associated with the garden, such as his book 'Sylva'**. After his death, the site was of little significance, though the remnants of the house survived in various uses, including a workhouse, until the 1930s.

The creation of Sayes Court Park is of interest in that it was one of the first public green spaces created in London and its association with the pre-history of the National Trust. The Gardens occupy only a fragment of the site of the seventeenth century garden and bear no resemblance to it.



Sayes Court ruins



The layout of the Evelyn Gardens

The Master Shipwright's House and Former Dockyard Office

The former office was built in 1720 to replace earlier dilapidated buildings. It was remodelled and extended in 1805-6. Fabric and interior fittings survive from both periods.

The Former Office is significant for its relationship with the buildings and structures of the Dockyard, its group value with the Master Shipwright's House, and for the age and quality of the building.



The Master Shipwright's House from the West



The Master Shipwright's House from the East

Site Photographs

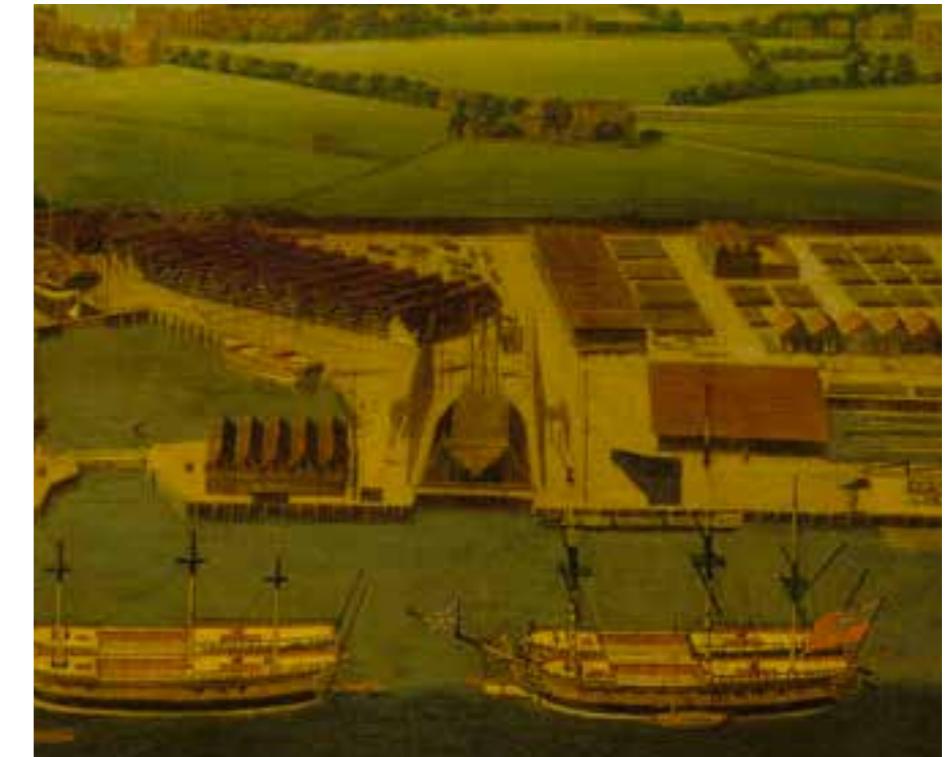
Slipways

Slipways

The nineteenth century slipways are well preserved underground, but there are better preserved examples elsewhere; their older predecessors, which the nineteenth century slipways replaced, which survive only fragmentarily, would have held more significance.



Slipway number 5



An artist's impression of the Slipways

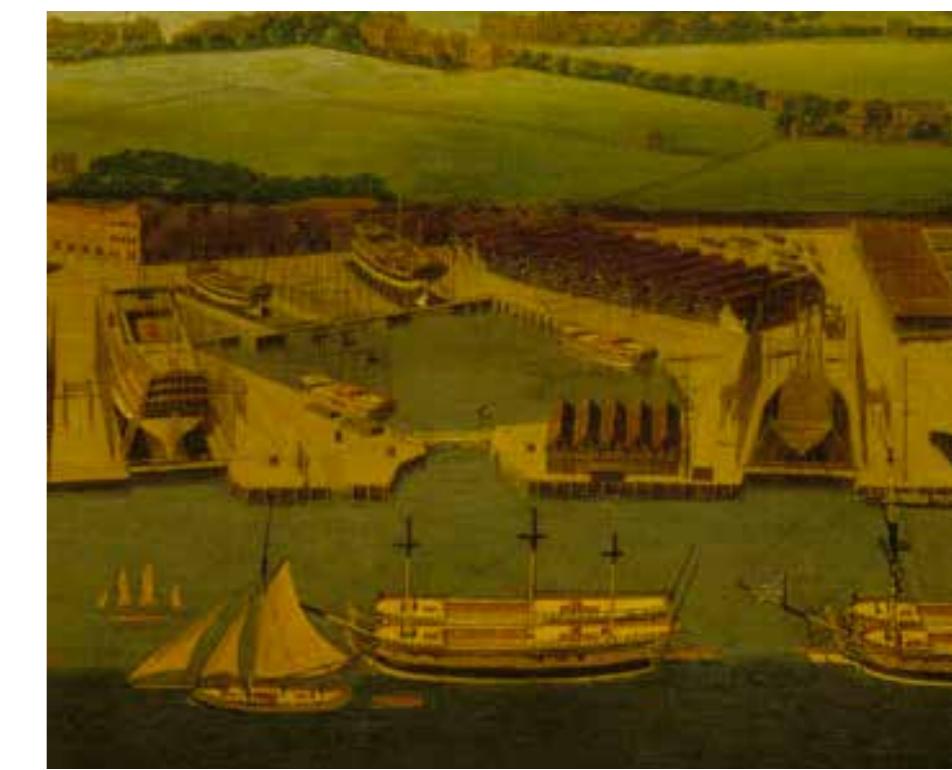
Great Basin

The Great Basin is one of the original and most important elements of the Royal Dockyard. It was repeatedly remodelled and changed throughout the Dockland's history, but there has been a body of water in this location from early medieval times until a hundred years ago.

It is the presence of a body of water in this location which is significant, rather than either its shape, or the archaeological remains themselves.

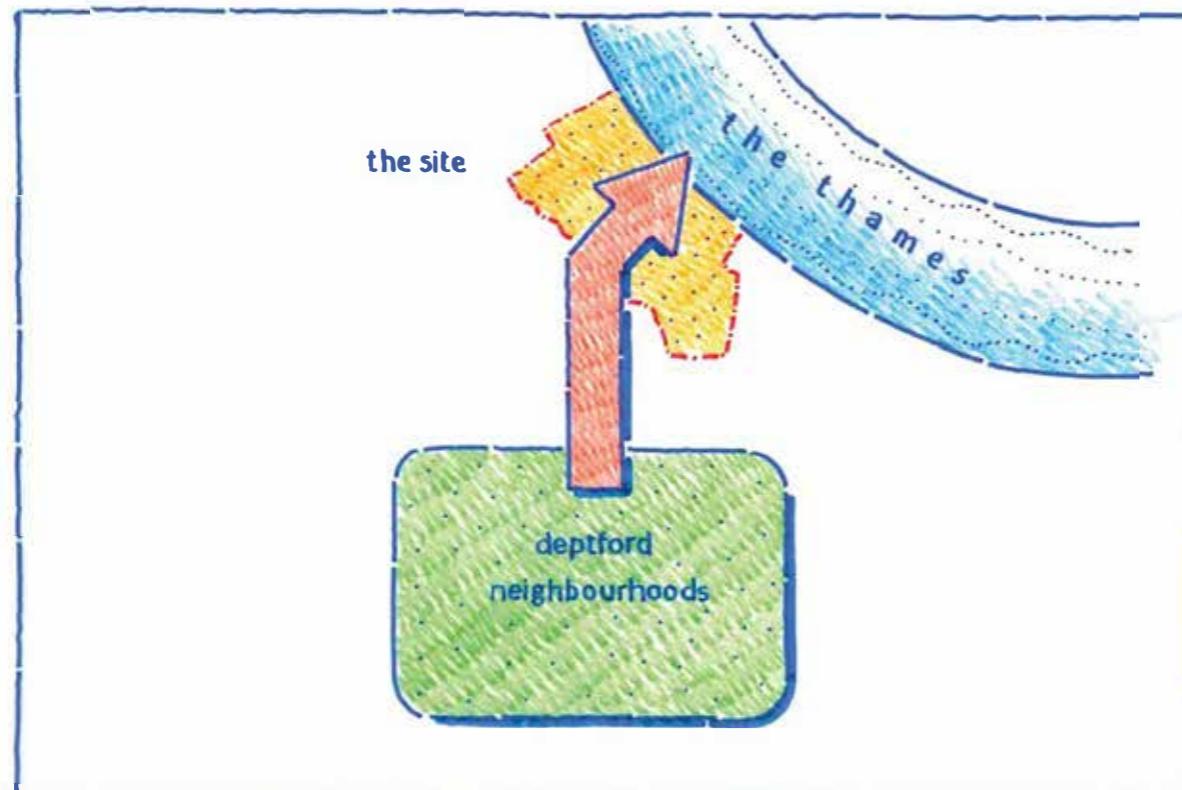


The ruins of the Great Basin

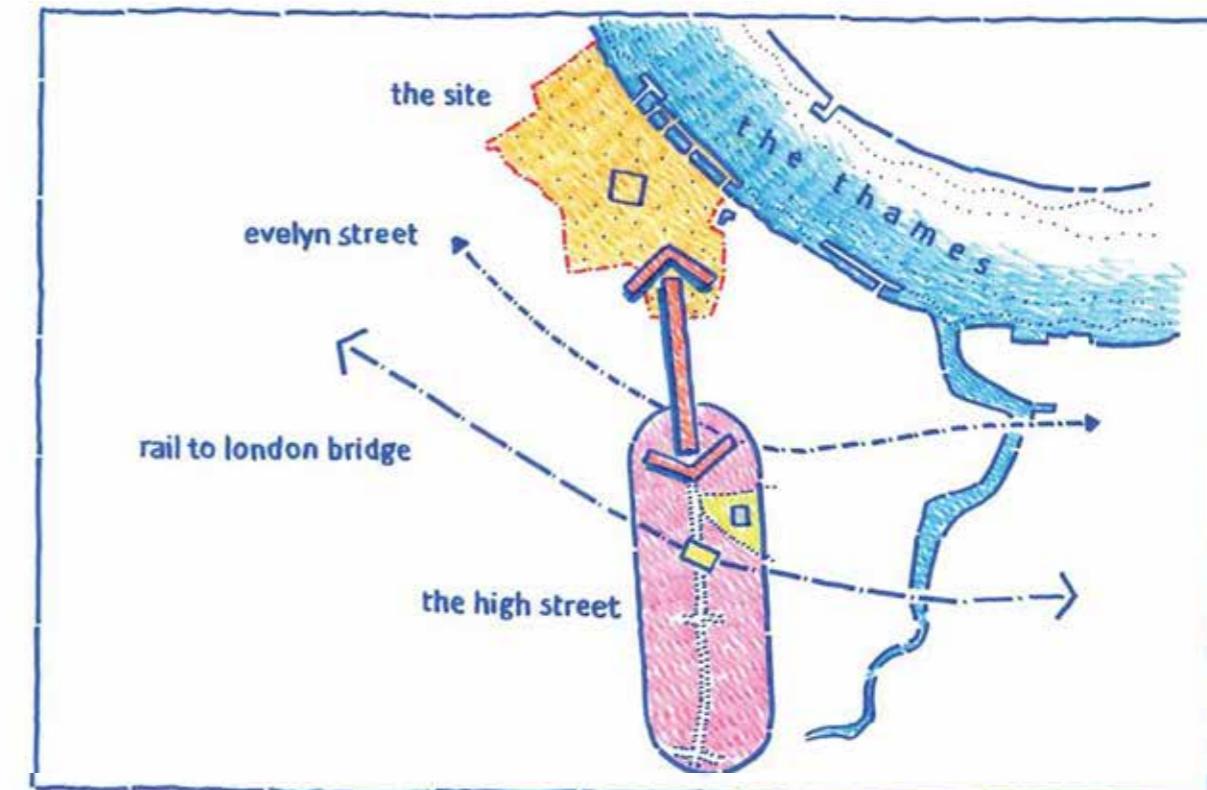


An artist's impression of the Great Basin

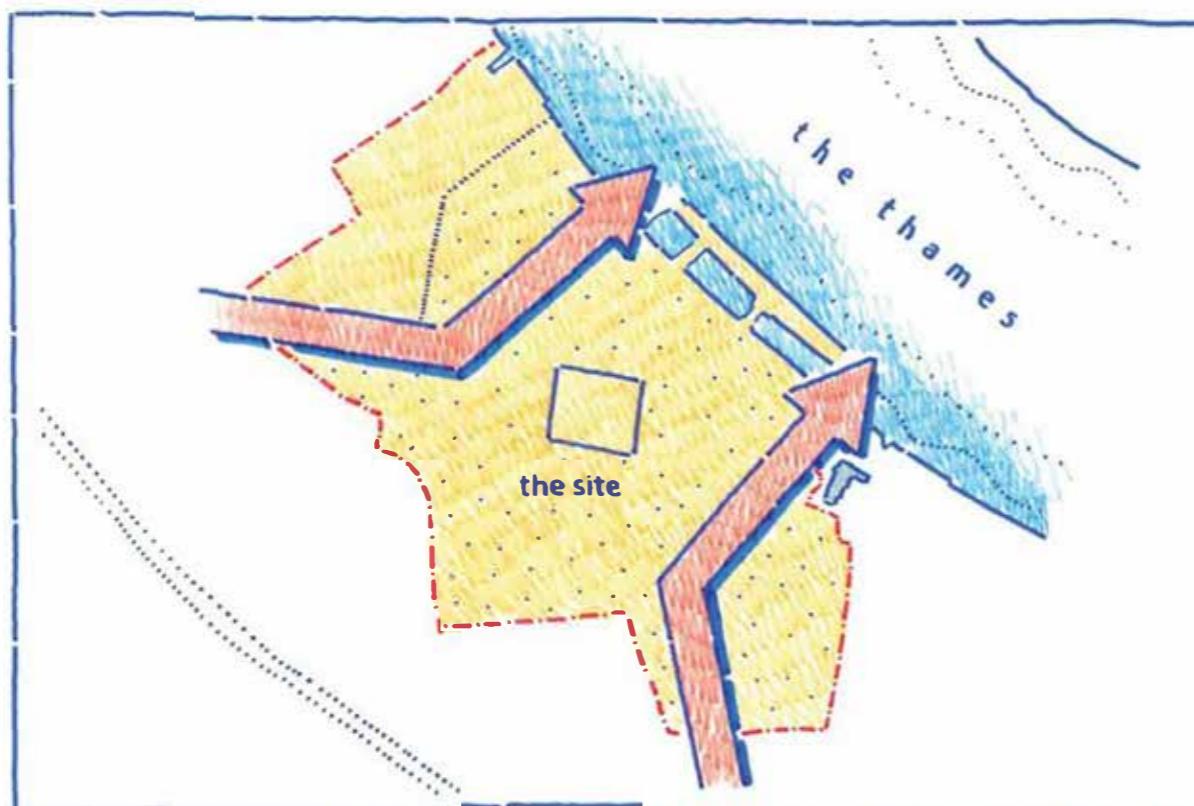
Design Aspirations



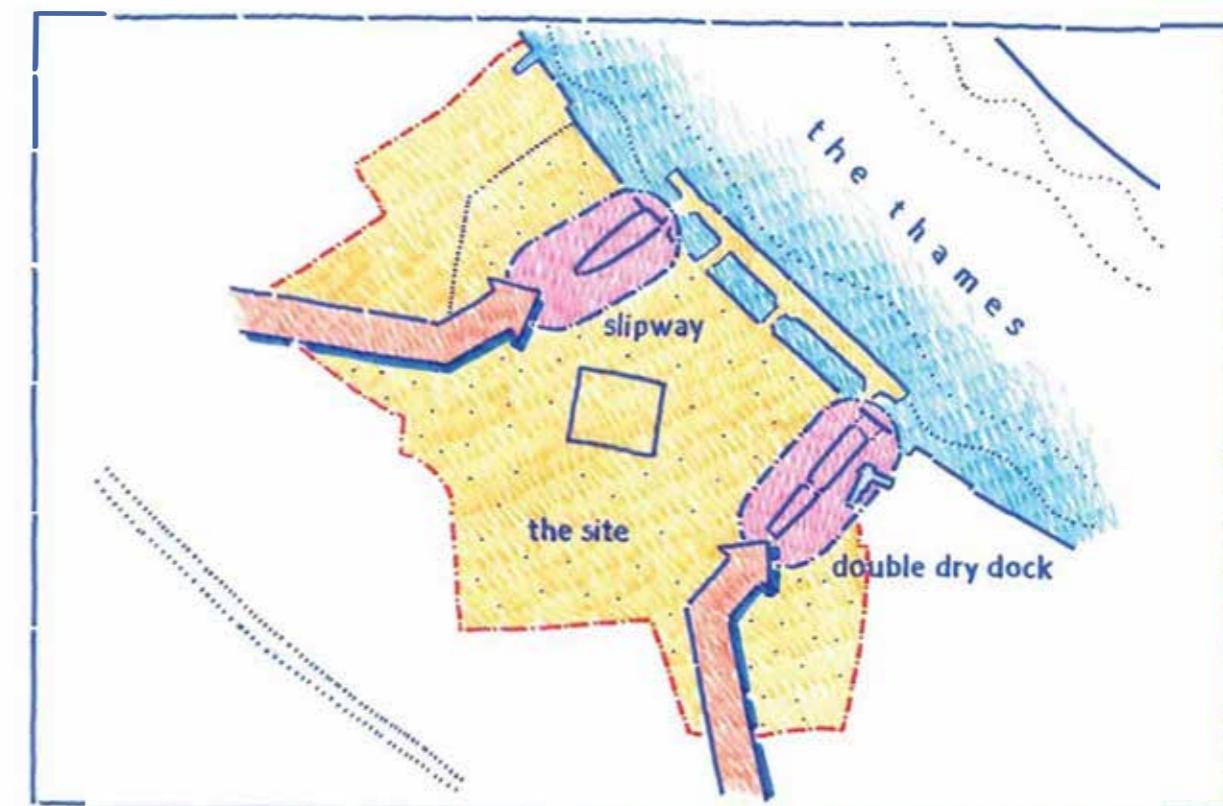
The proposals should look to connect the people of Deptford with their waterfront.



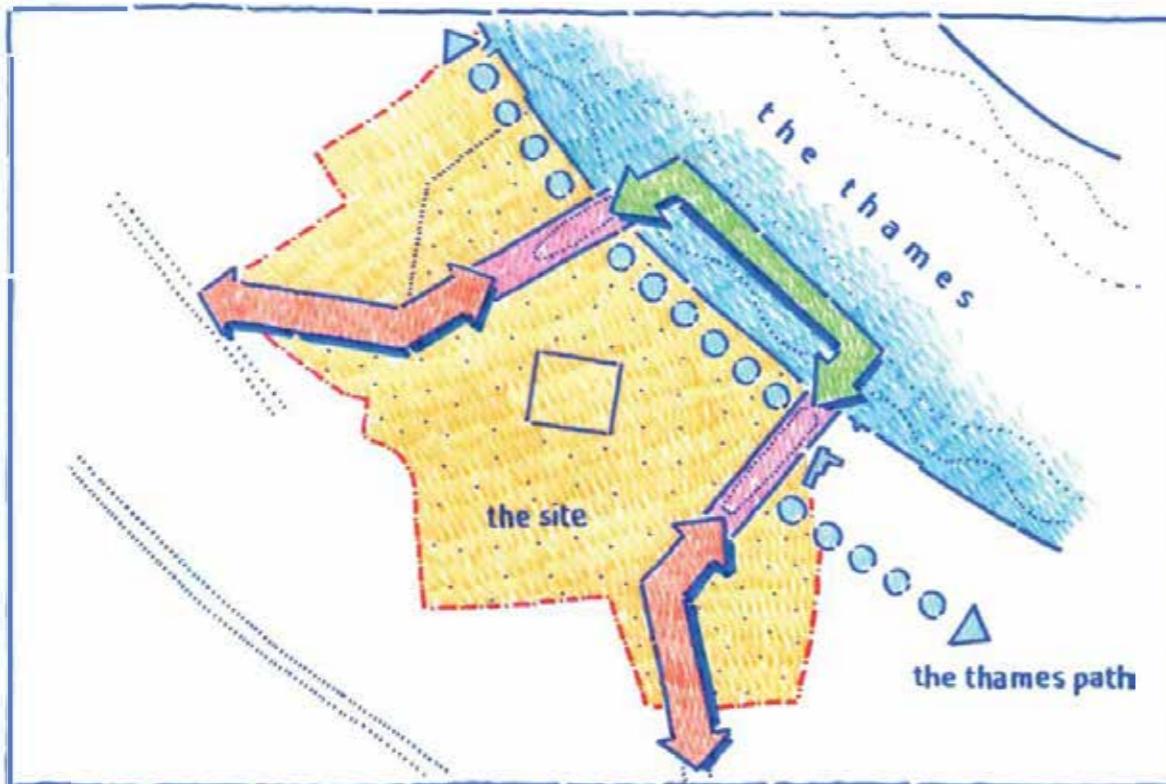
The proposals should look to form a good connection with Deptford High Street.



Connection to the waterfront should be immediate legible and public in nature.



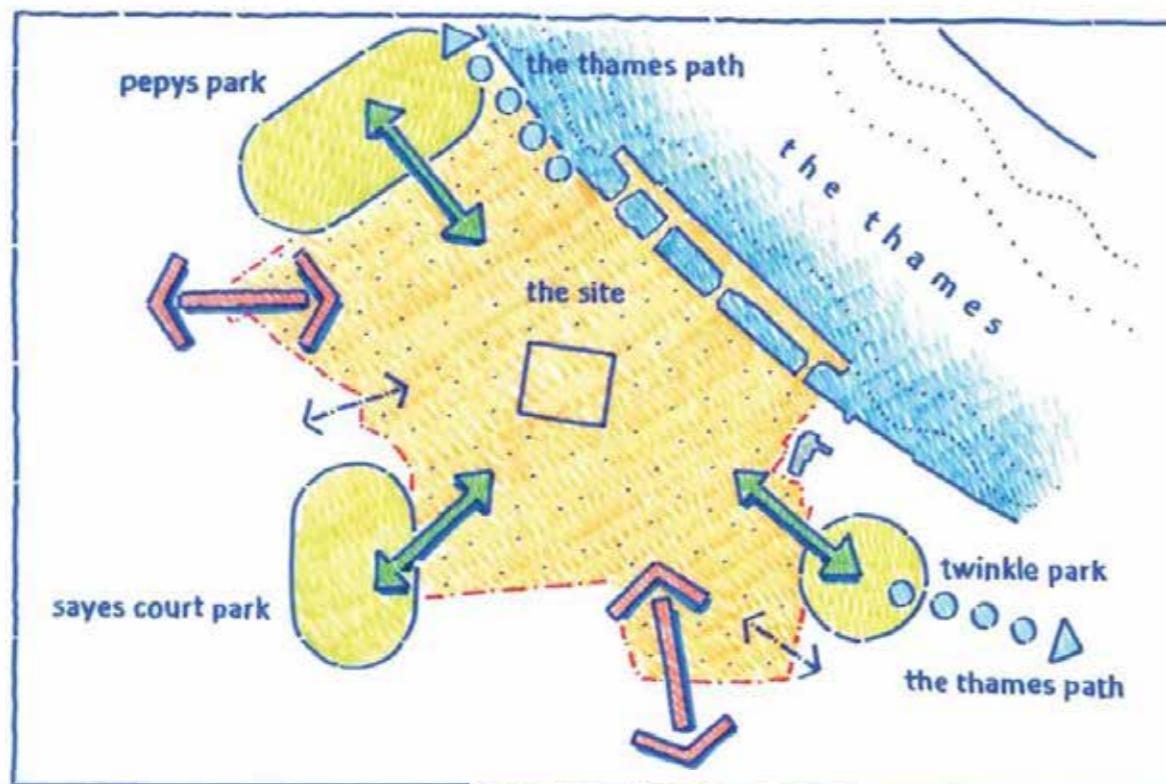
Connections to the waterfront should have a historic significance and reinforce the character of the connection.



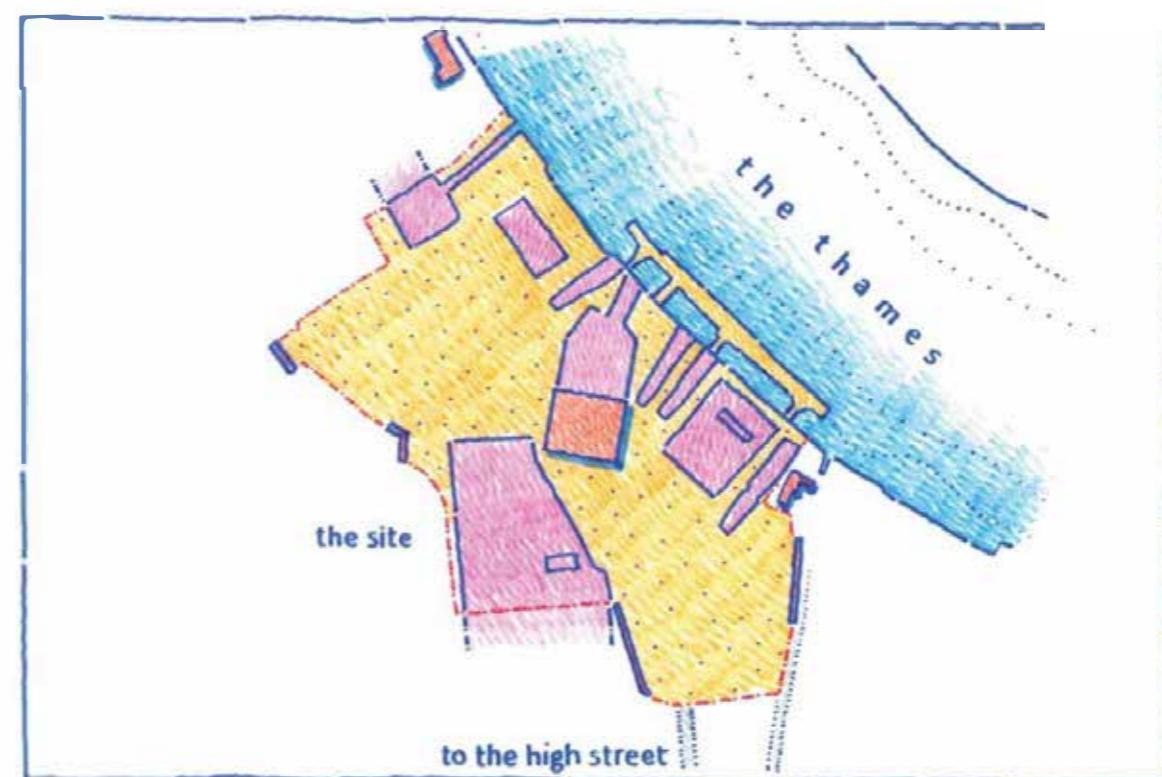
In addition to the Thames path the jetty should form part of the pedestrian 'loop' connecting the waterfront with the local neighbourhoods.



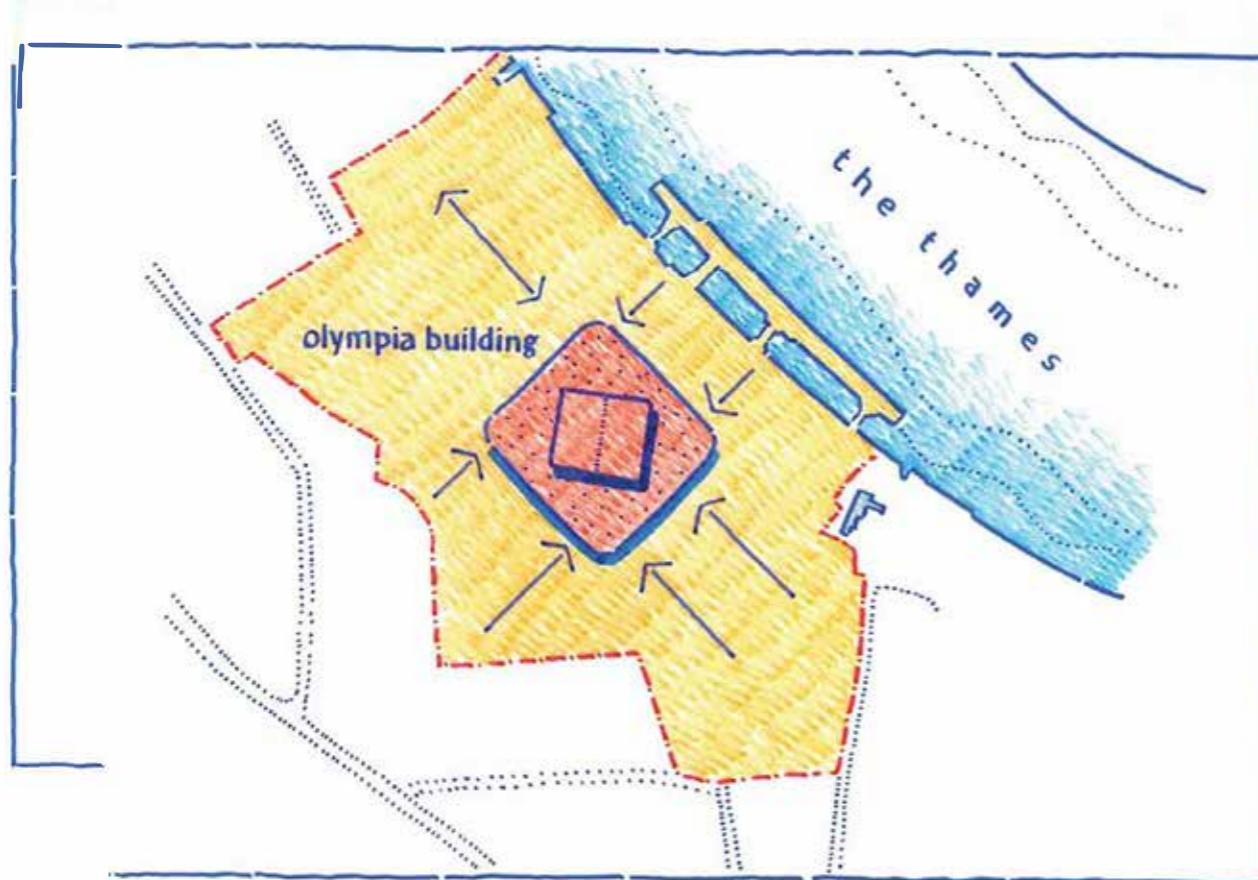
The historic character of the dockyard is of a walled facility we need to carefully balance the desire to connect it with its surroundings and preserve a semblance of the past.



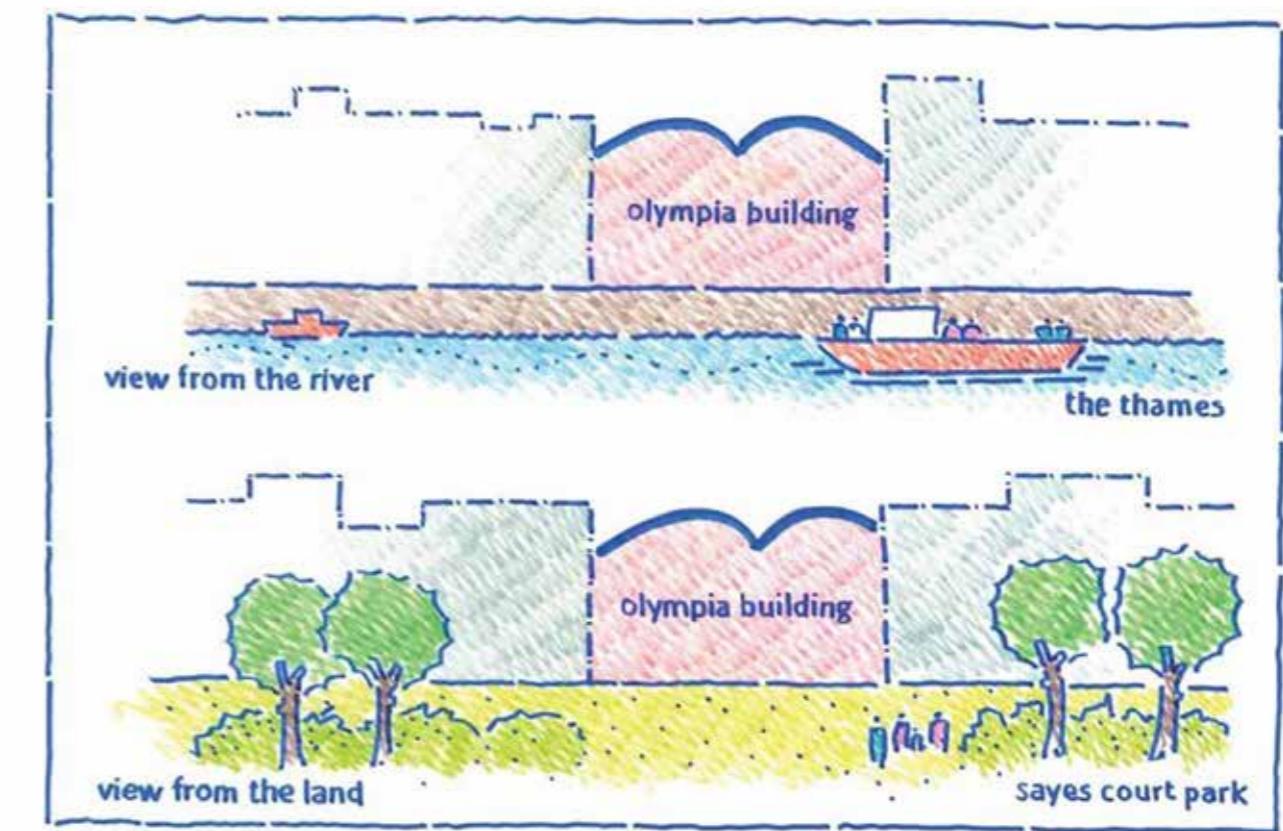
There are key connections to parks pedestrian routes and roads.



The site's history and heritage should inform the proposals. The archaeological investigation is nearing completion and we are beginning to review its findings.



The Olympia building should be celebrated and be central to the scheme.



The recognisable iconic form of the Olympia building should be seen from the river and the land alike.

HISTORIC POSITIONING OF SLIPWAYS

Historically, the Slipways basins and canals were positioned largely at right angles to the river for ease of access.

BASIN ENTRANCE 4 -
TO OLYMPIA BUILDING
FOLLOWS ALIGNMENT
OF ANCIENT RIVER MOUTH

1 6

RIVER THAMES

HISTORIC ALIGNMENT OF WATER EDGE AND JETTY

The linear river front and jetty provides a strong East - West geometry

RIVER FRONTAGE THE JETTY RIVER FRONTAGE

ALIGNMENT OF SLIPWAYS INFORMS GRID

Using this alignment to create water edge plots at right angles to the 'water' street grid

RETAIN EXISTING
ALIGNMENT TO
OLYMPIA BUILDING

RIVER THAMES

ALIGNMENT INFORMS PARALLEL STREET GRID

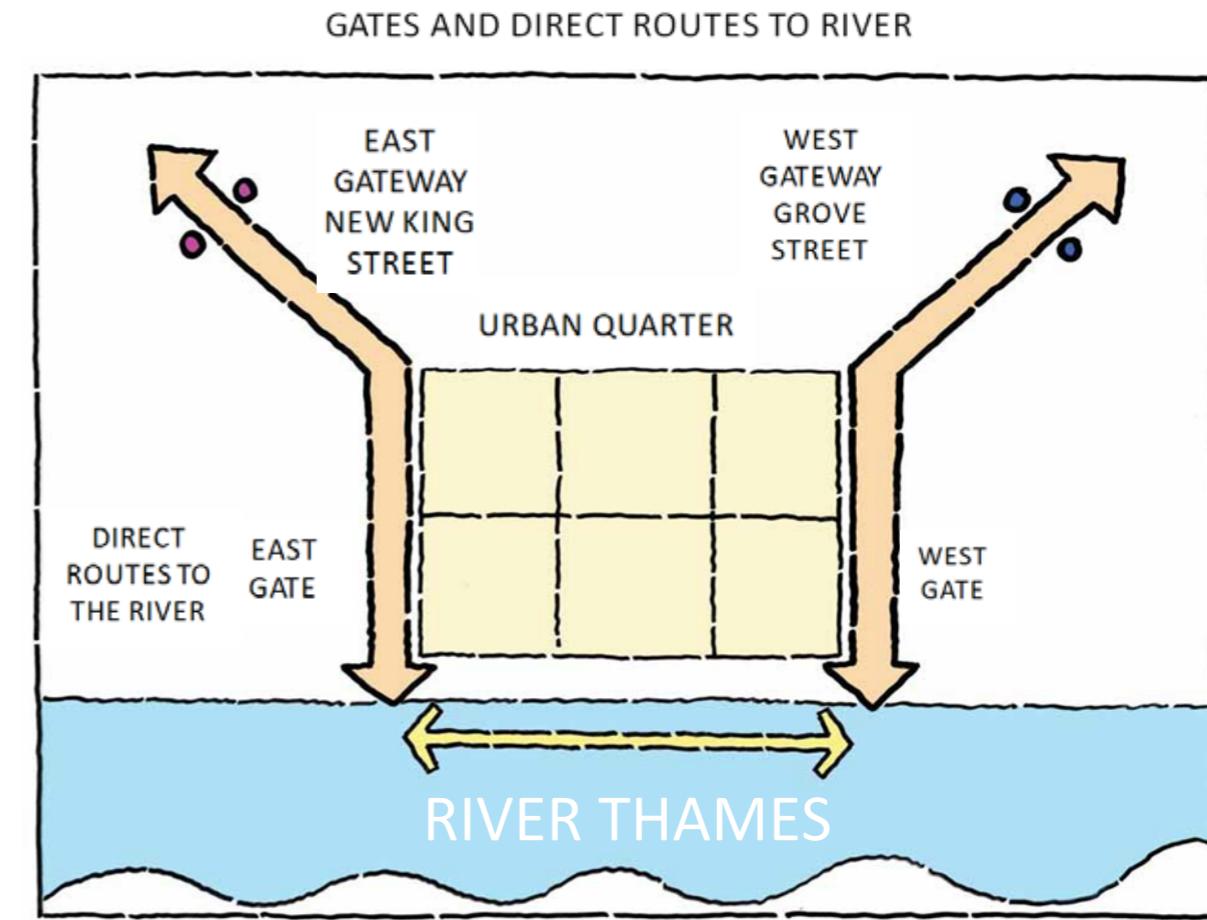
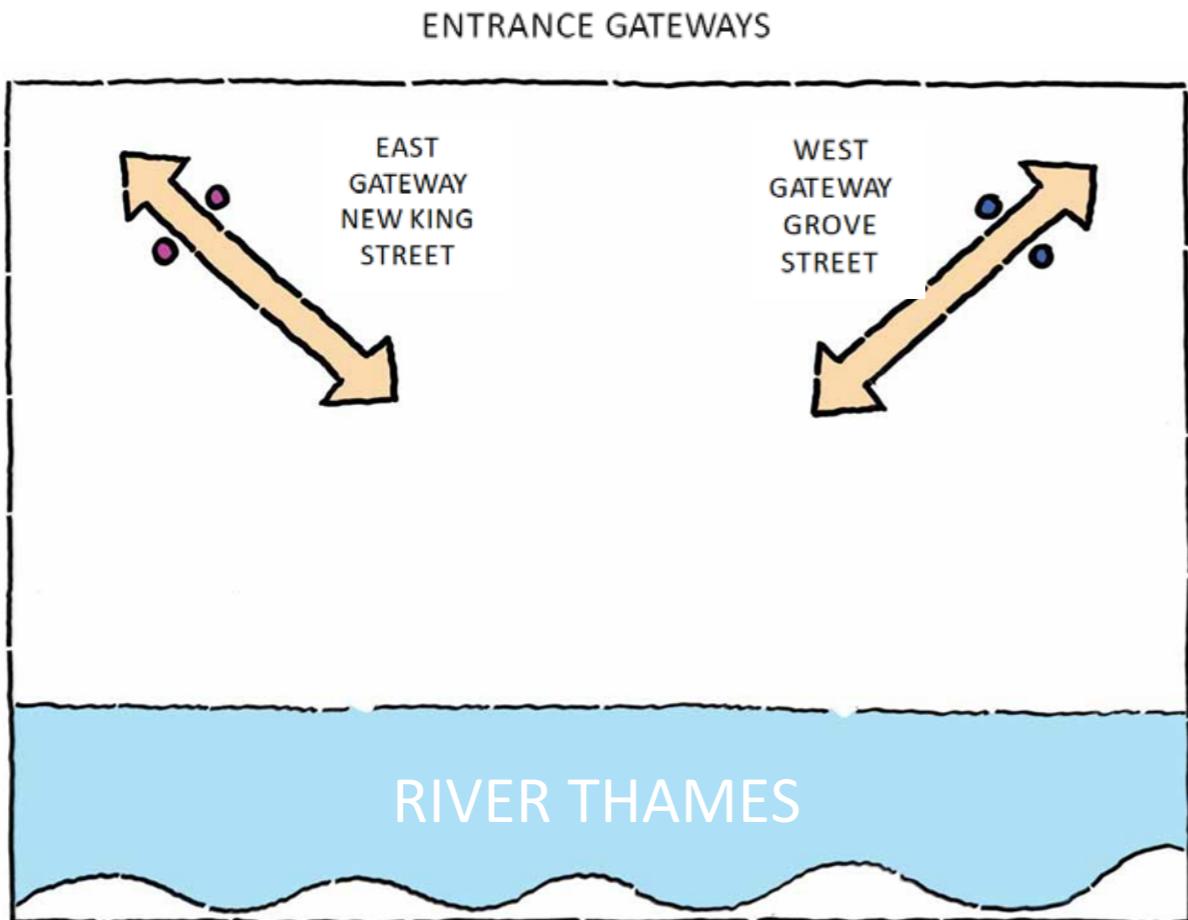
The proposed linear "Quay" sets up and reinforces a parallel 'one street back', East - West urban grid

PARALLEL STREET

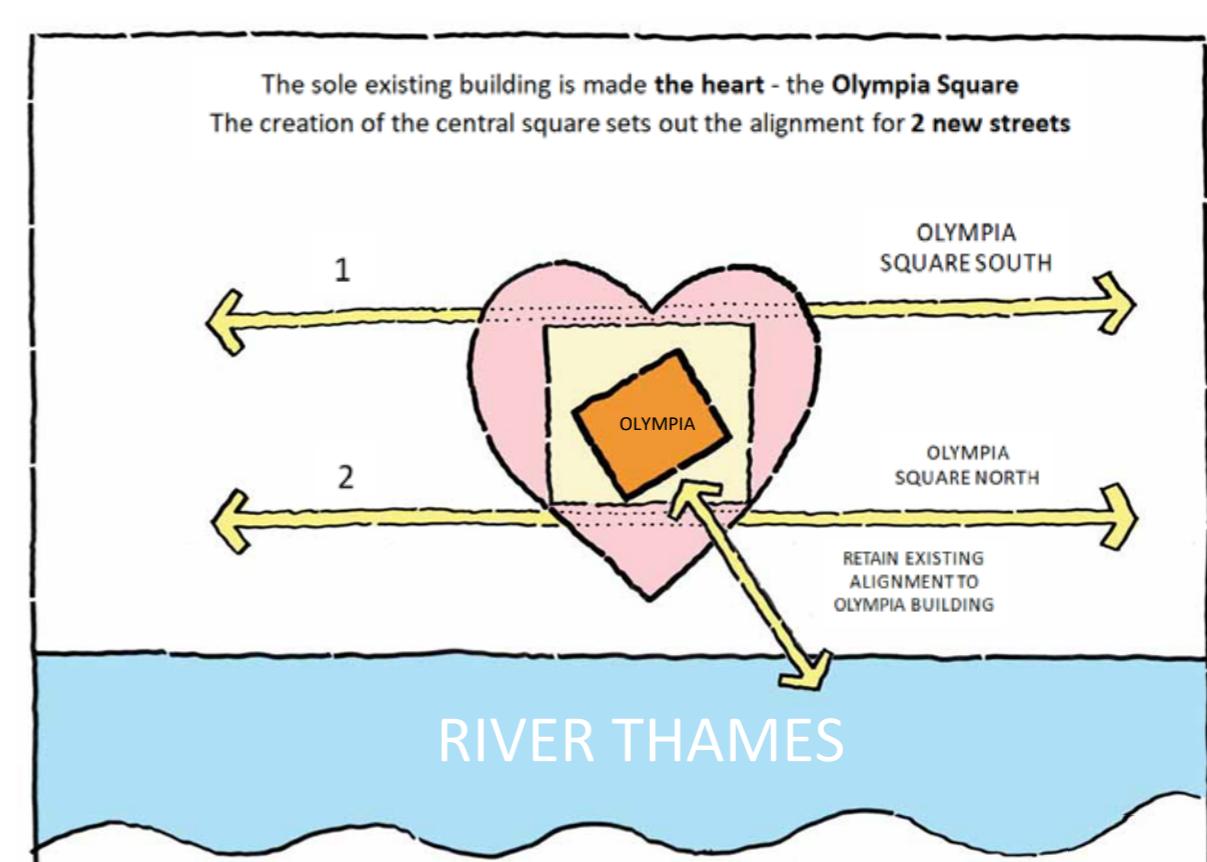
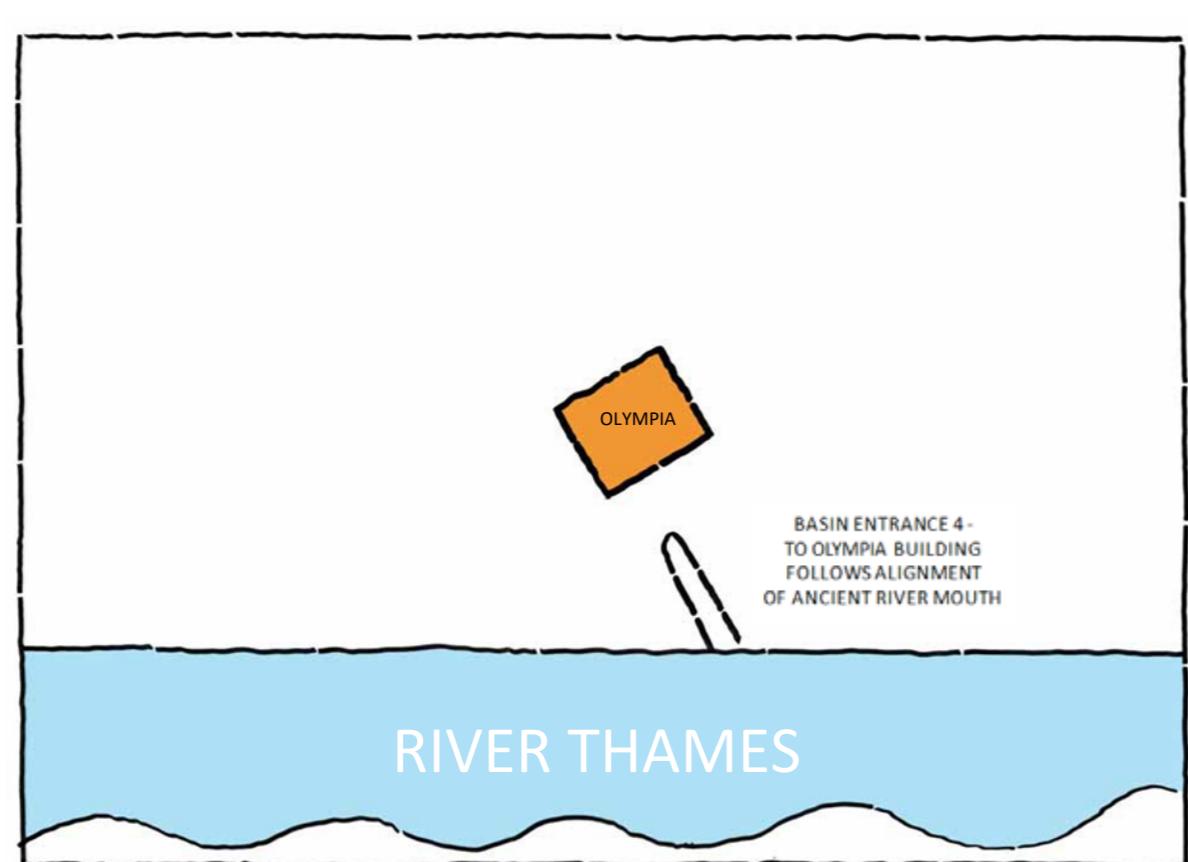
PARALLEL STREET

THE 'QUAY'

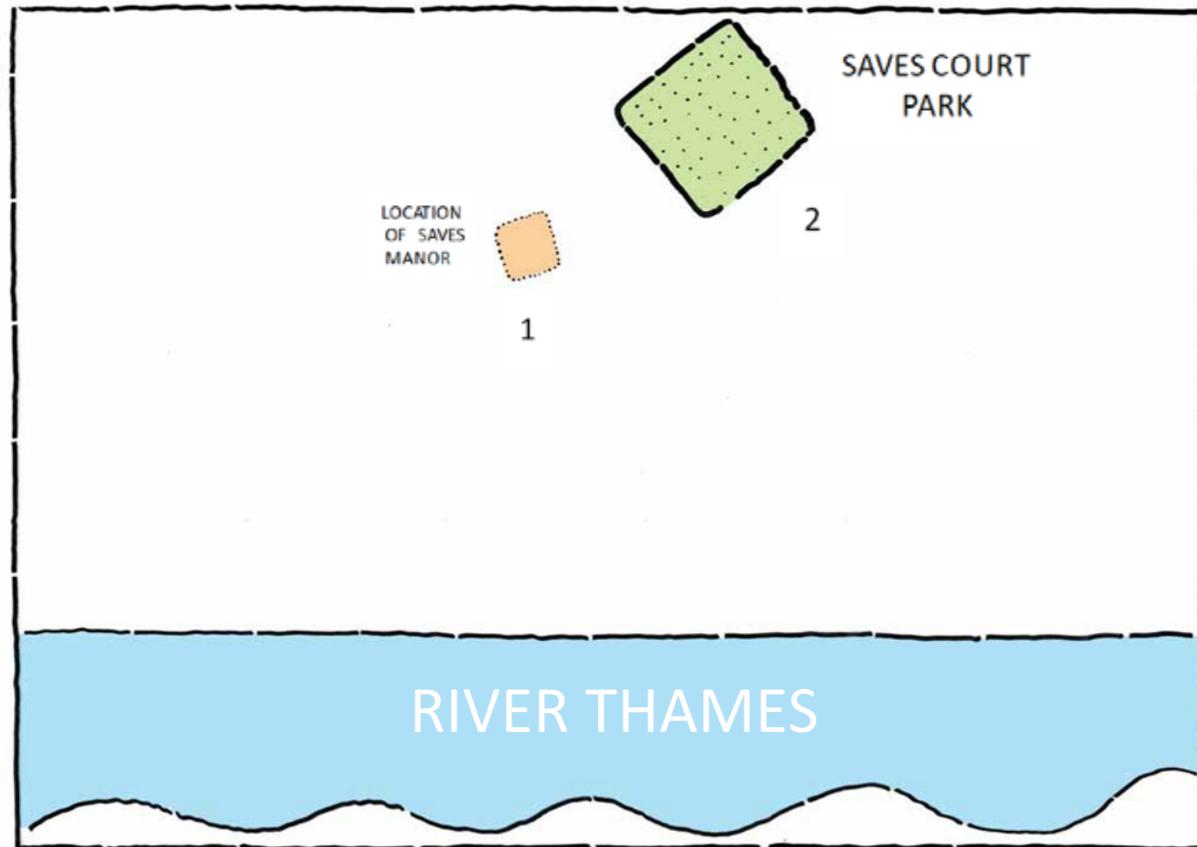
RIVER THAMES



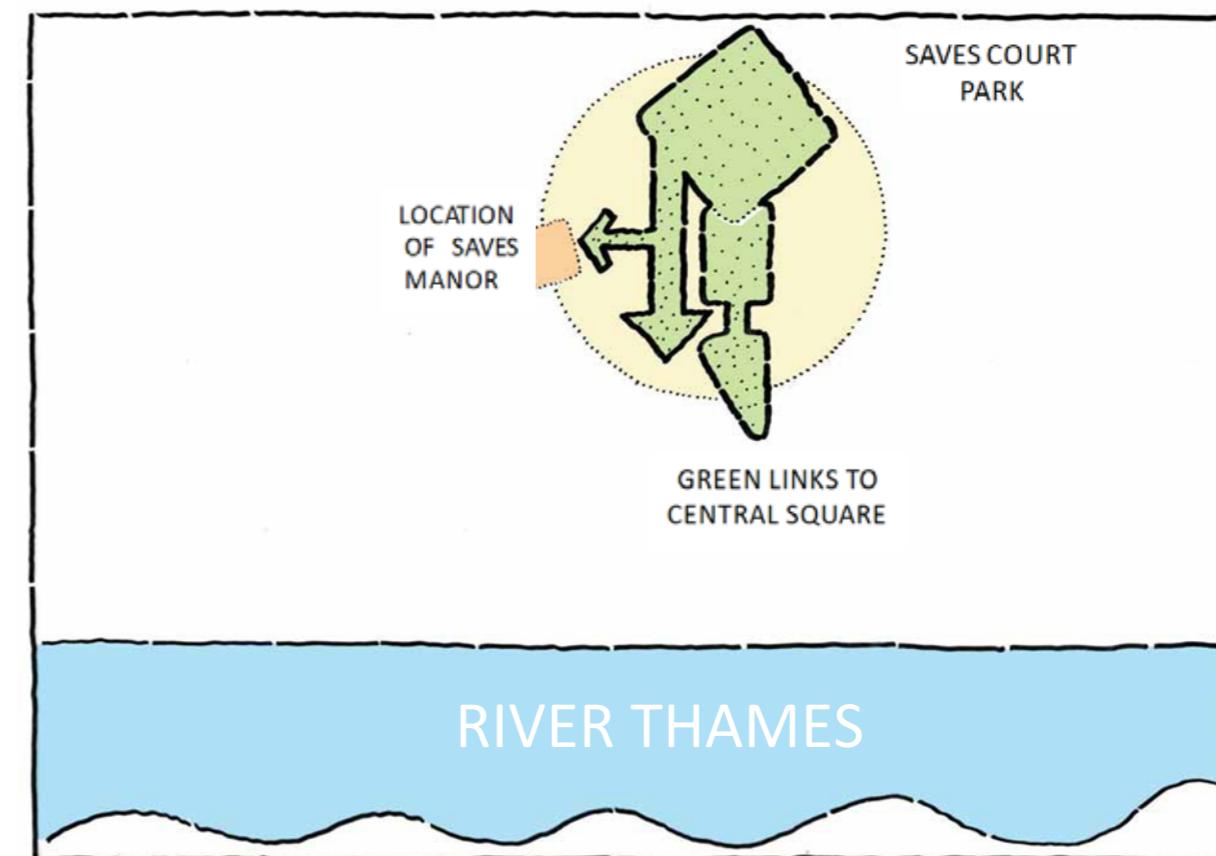
Two gates and direct routes to the river; meet urban plot based geometries



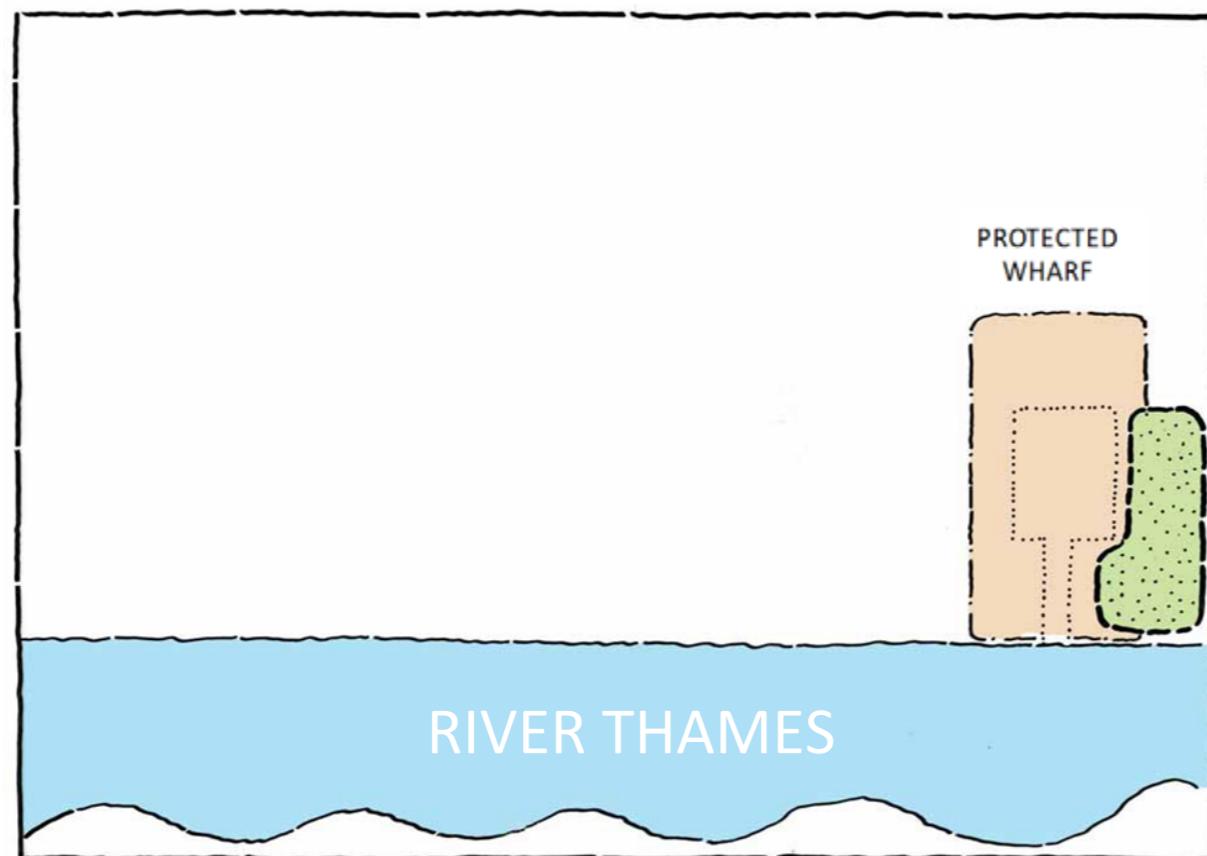
MEMORV OF SAVES MANOR AND SAVES COURT PARK



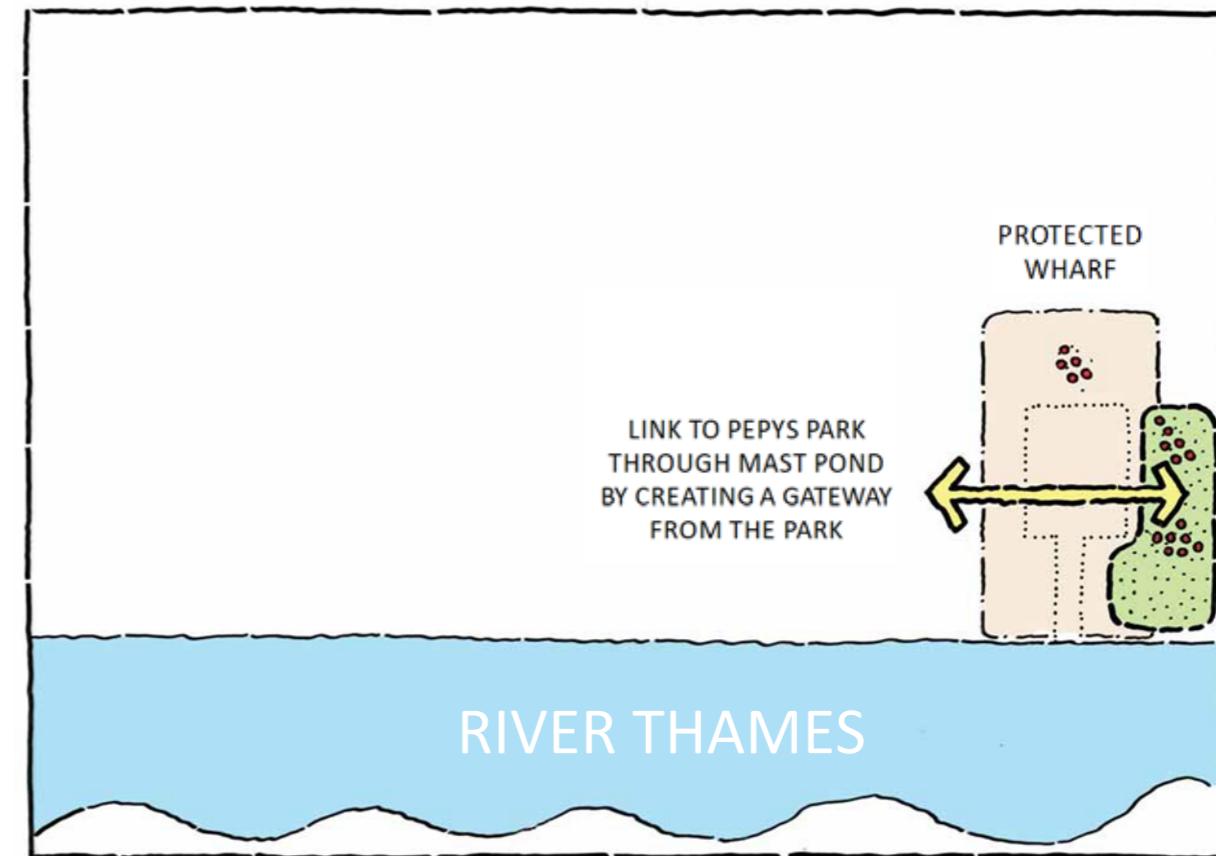
CREATE AN EVELVN "QUARTER"



RETAINING ELEMENTS OF THE WESTERN EDGE

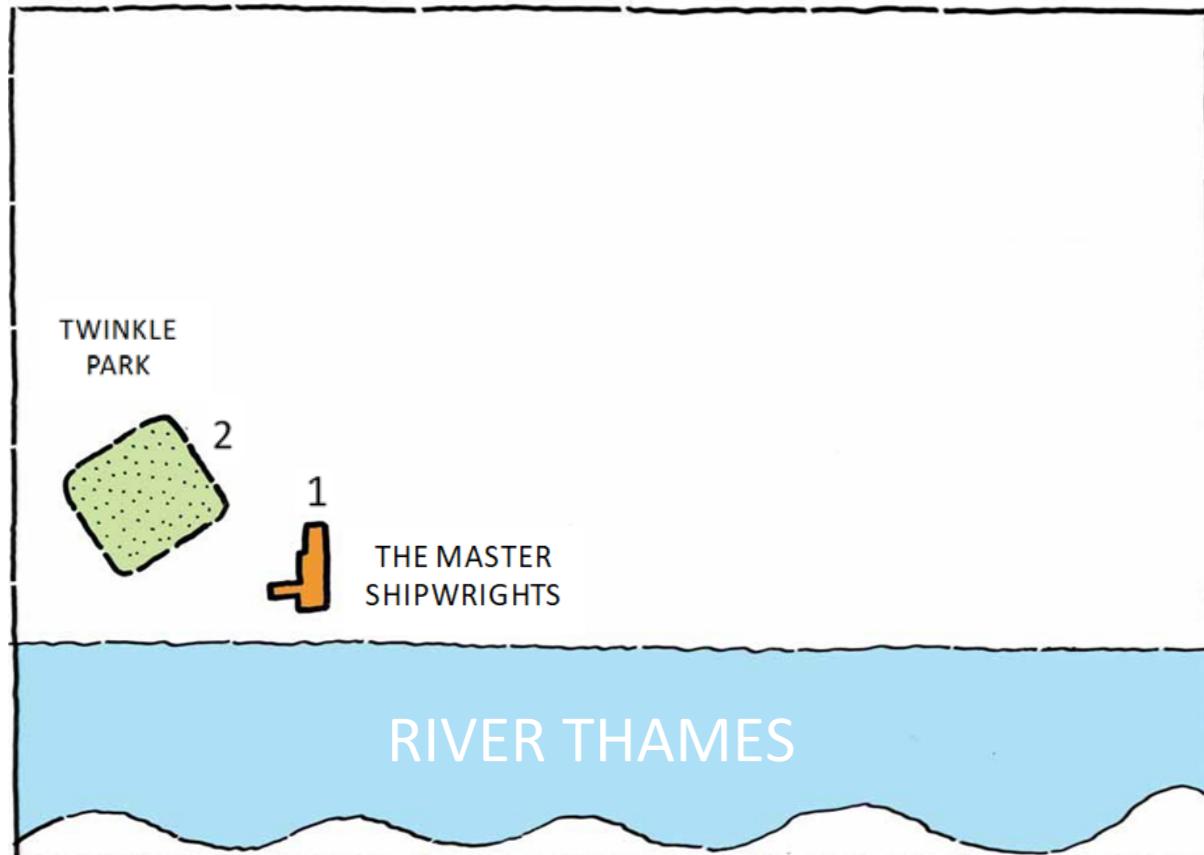


Parks, Squares and Gardens. Linked spaces and memory

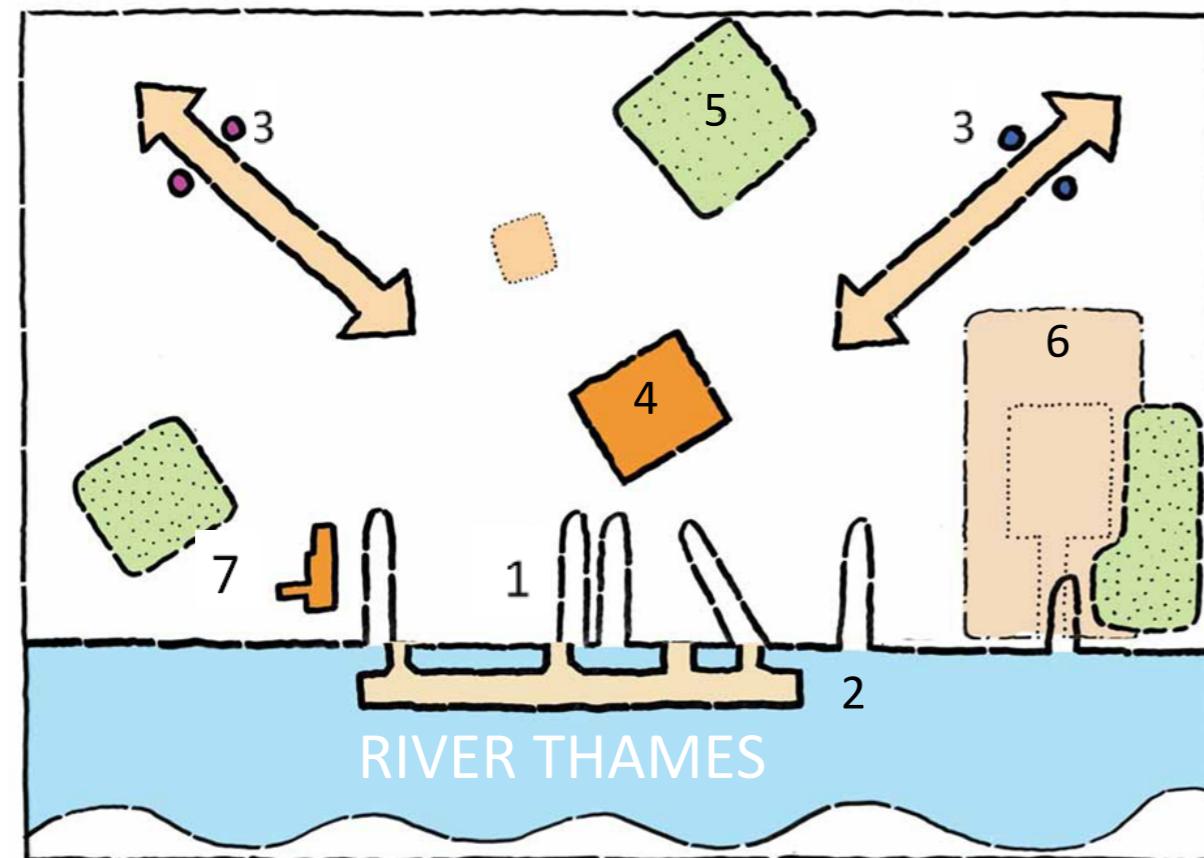


Stitching and defining the Western edge via the 'mast pond'

THE HISTORIC ASSETS OF THE EASTERN EDGE

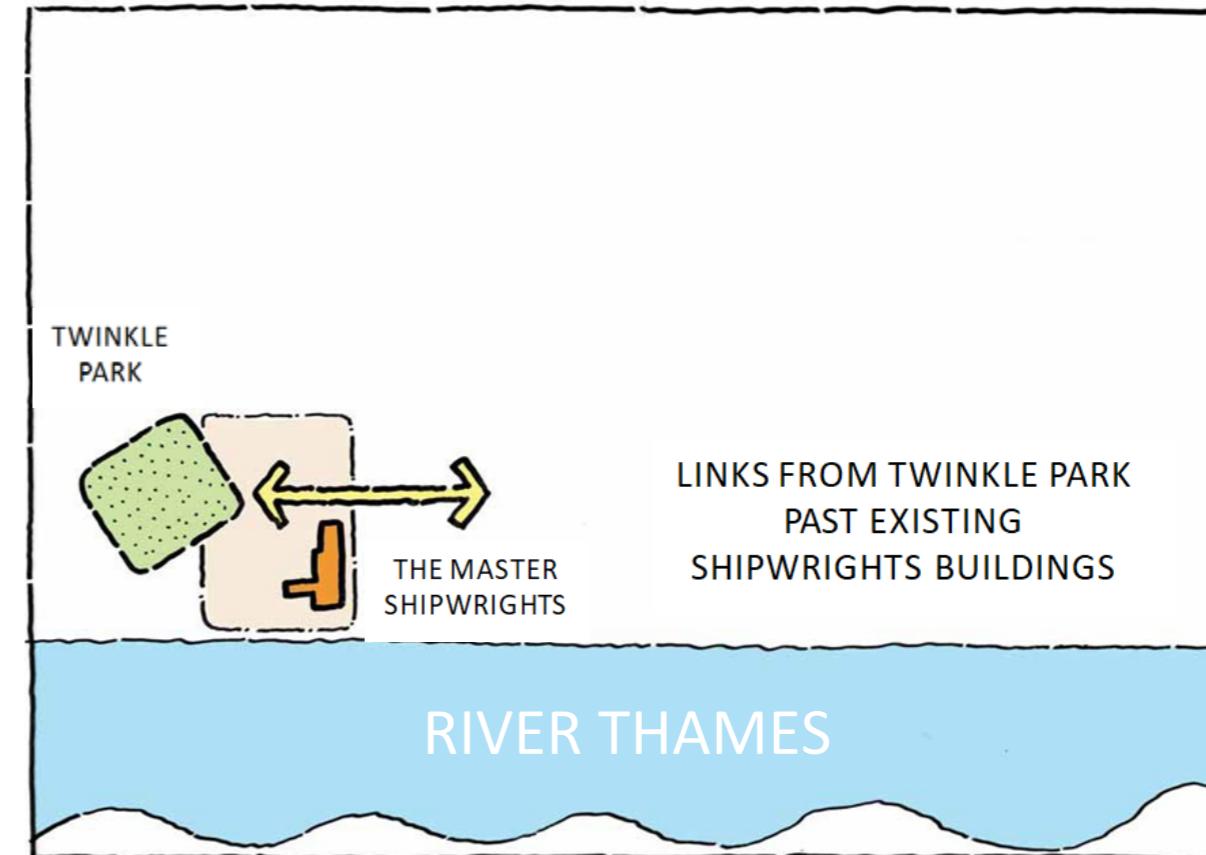


OVERLAY OF HERITAGE ELEMENTS

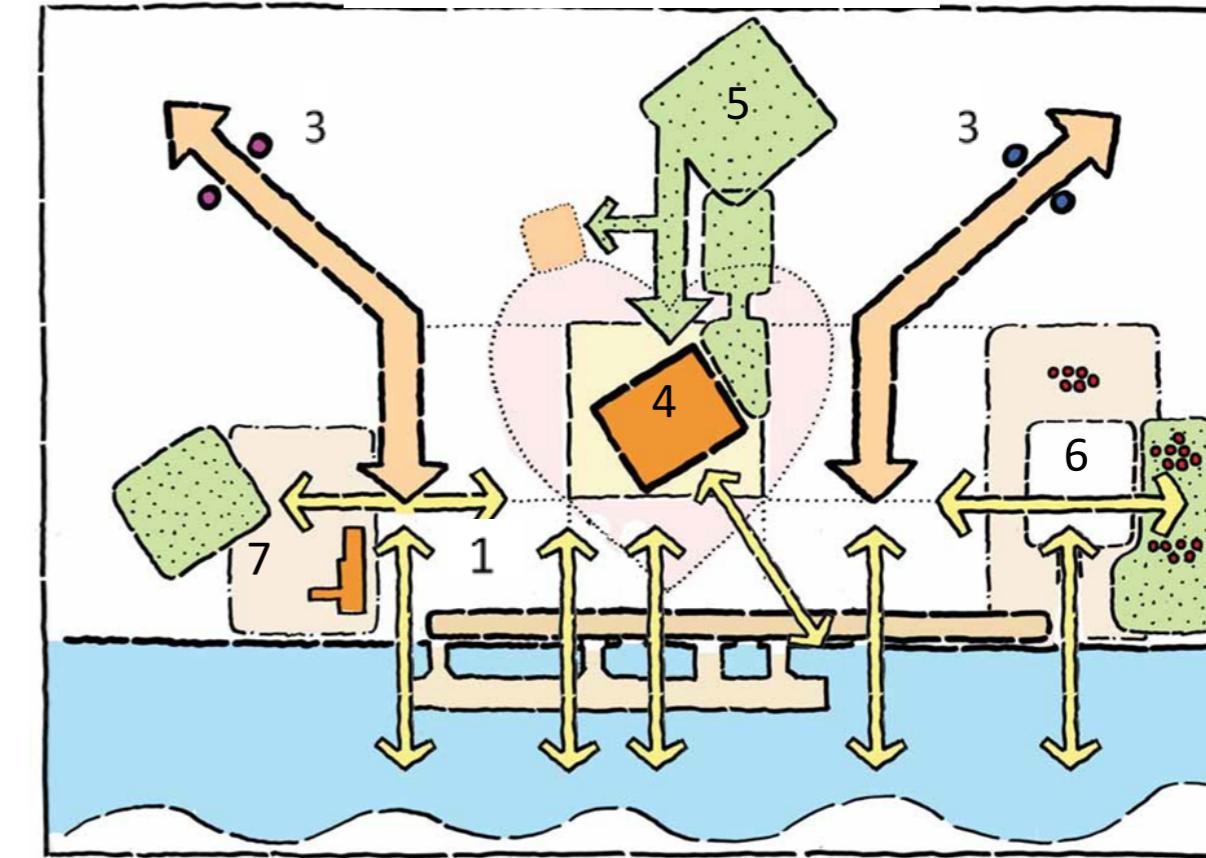


RIVER THAMES

STITCHING THE HISTORIC ASSETS OF THE EASTERN EDGE



CONNECT THE HERITAGE ELEMENTS



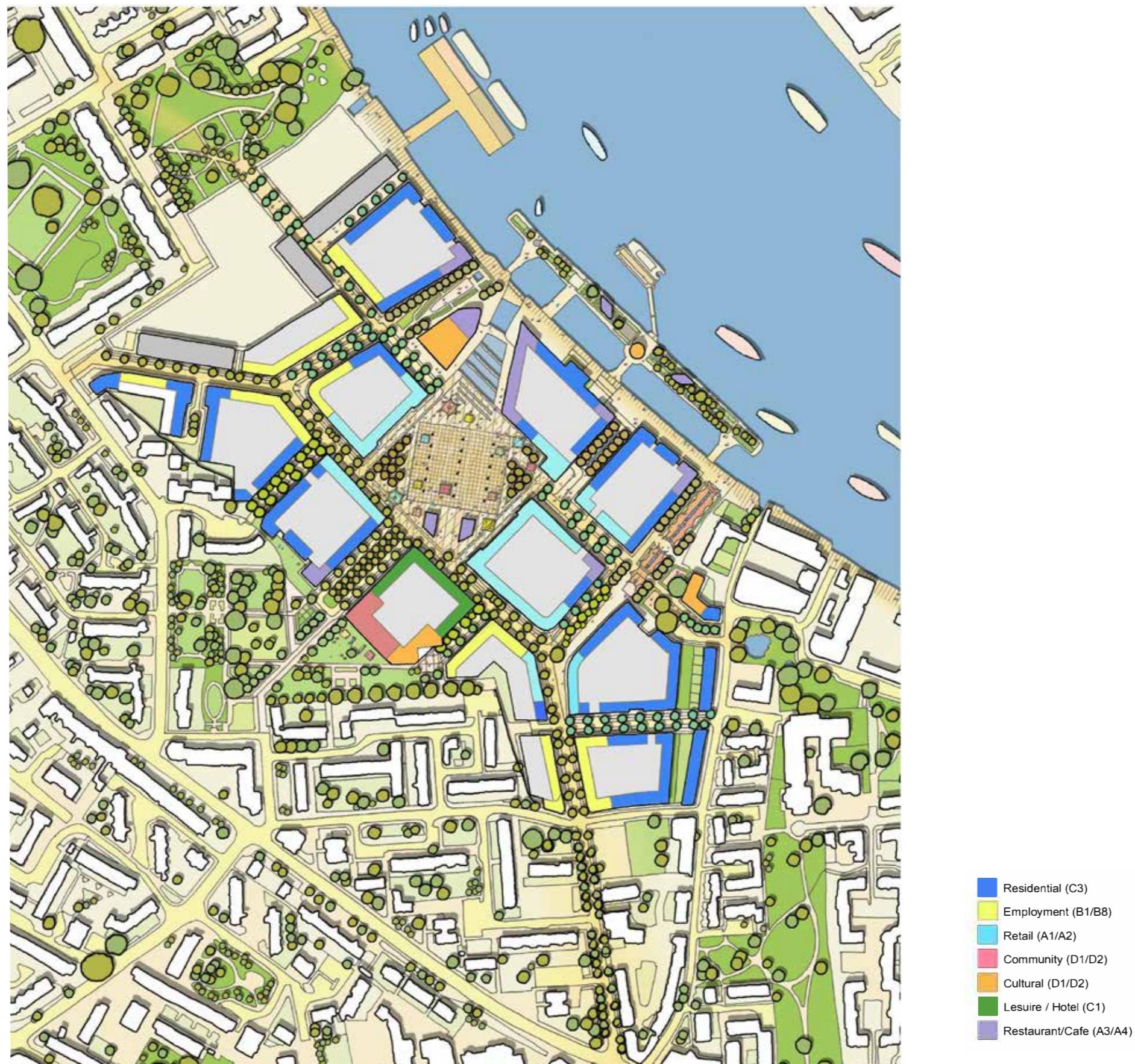
TO CREATE THE MASTERPLAN STRUCTURE

The Resultant Masterplan

Illustrative Masterplan



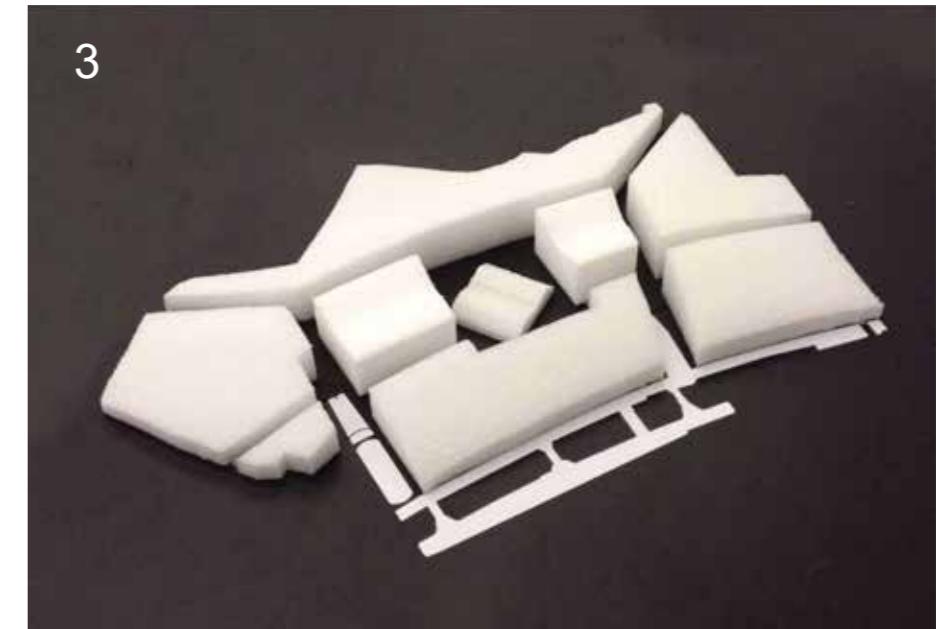
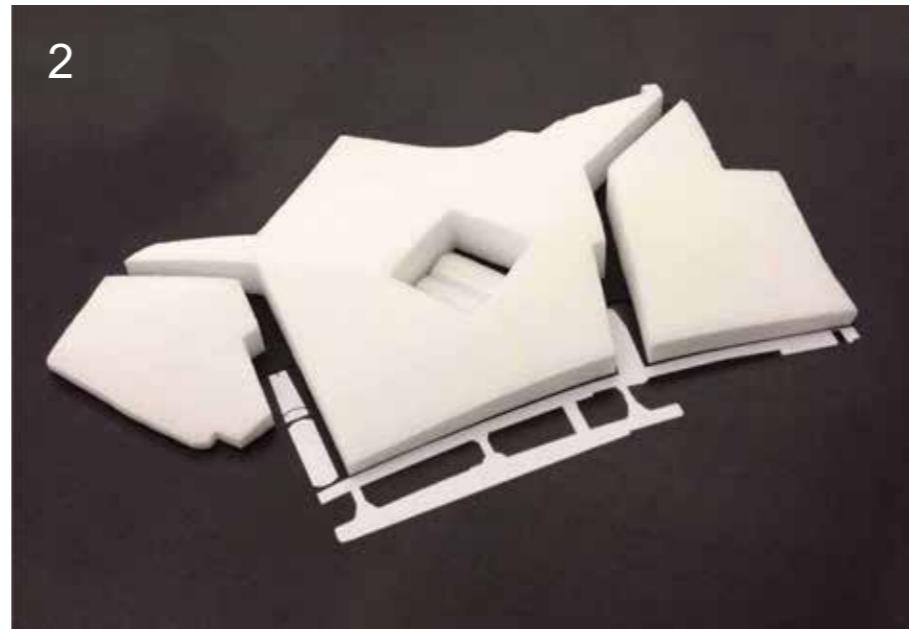
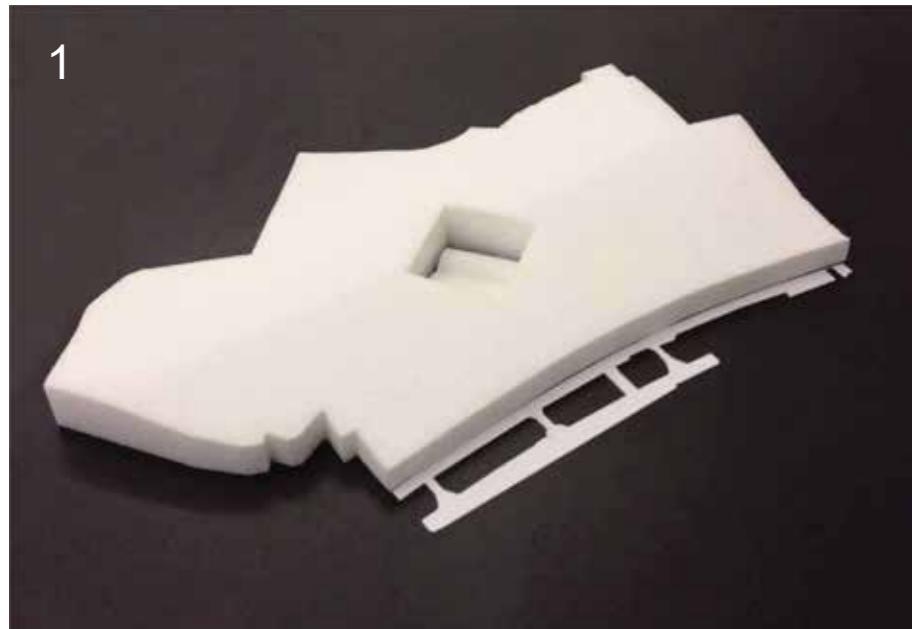
Ground Floor Uses



Massing of Masterplan

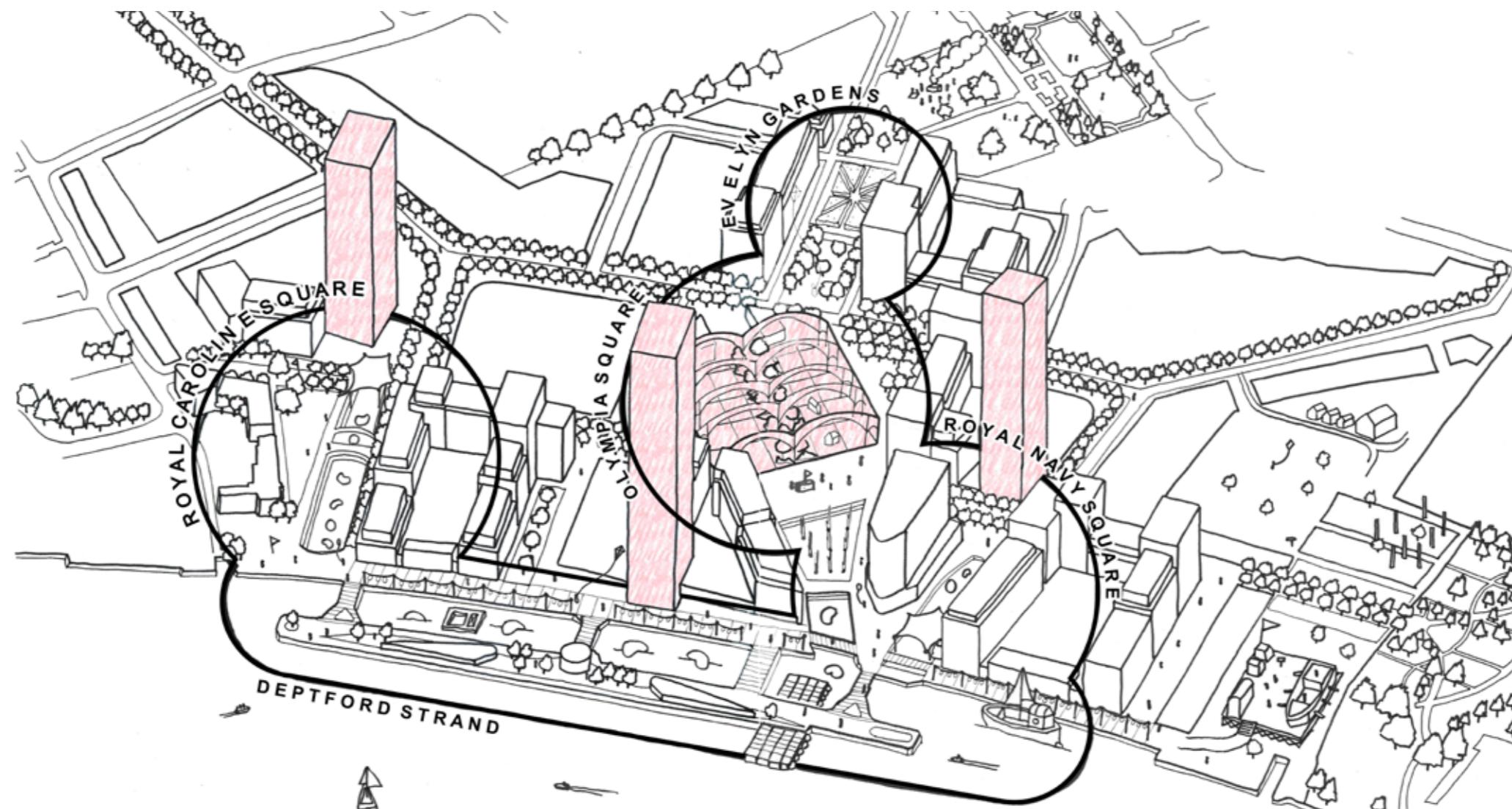
The Masterplan Proposals

Townscape, Massing and Scale

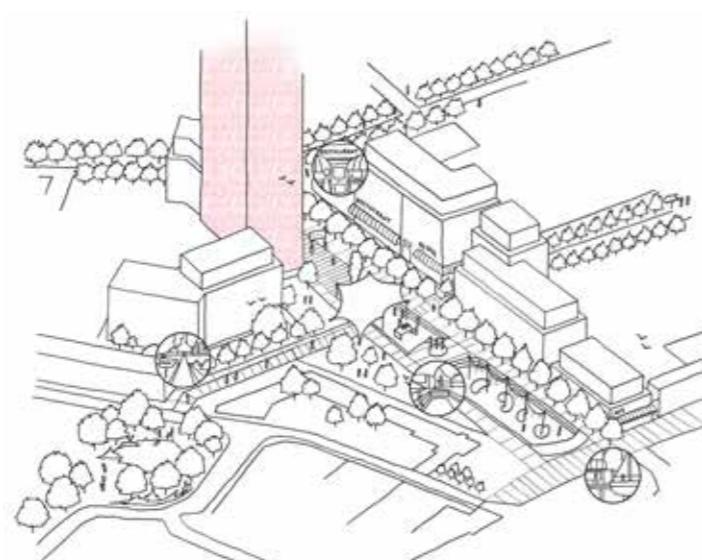


Conceptual sequence of models showing the massing strategy

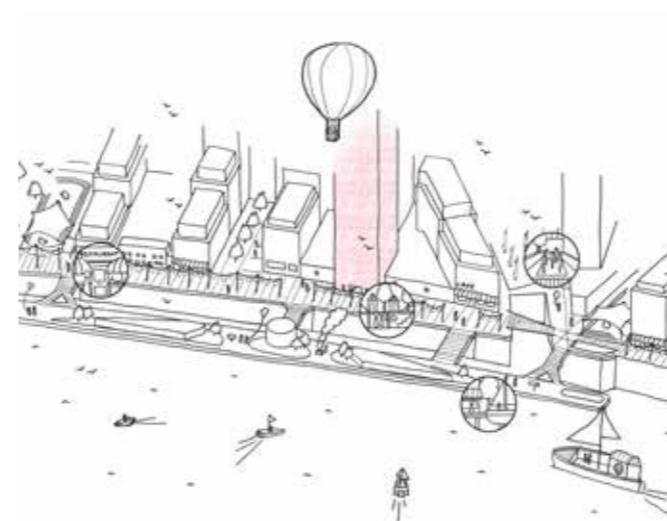
The Masterplan Proposal



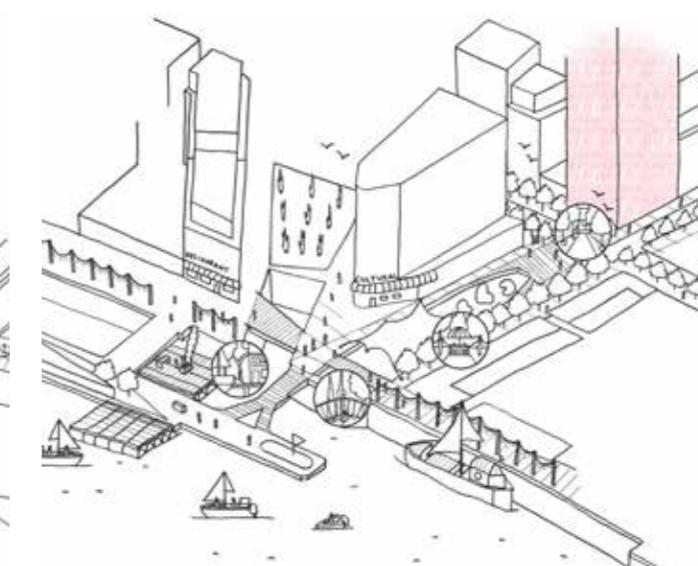
The relationship between key buildings and open space within the scheme



Royal Caroline Square



Deptford Strand and Raleigh River Gardens



Royal Navy Square

The Masterplan Proposals

Townscape, Massing and Scale



Massing Principles

3.1 The Masterplan Proposals



Figure 3.1.207: The views of the Masterplan



Figure 3.1.208: Illustrative view from Raleigh River Gardens



Figure 3.1.209: Illustrative view of Pett Place



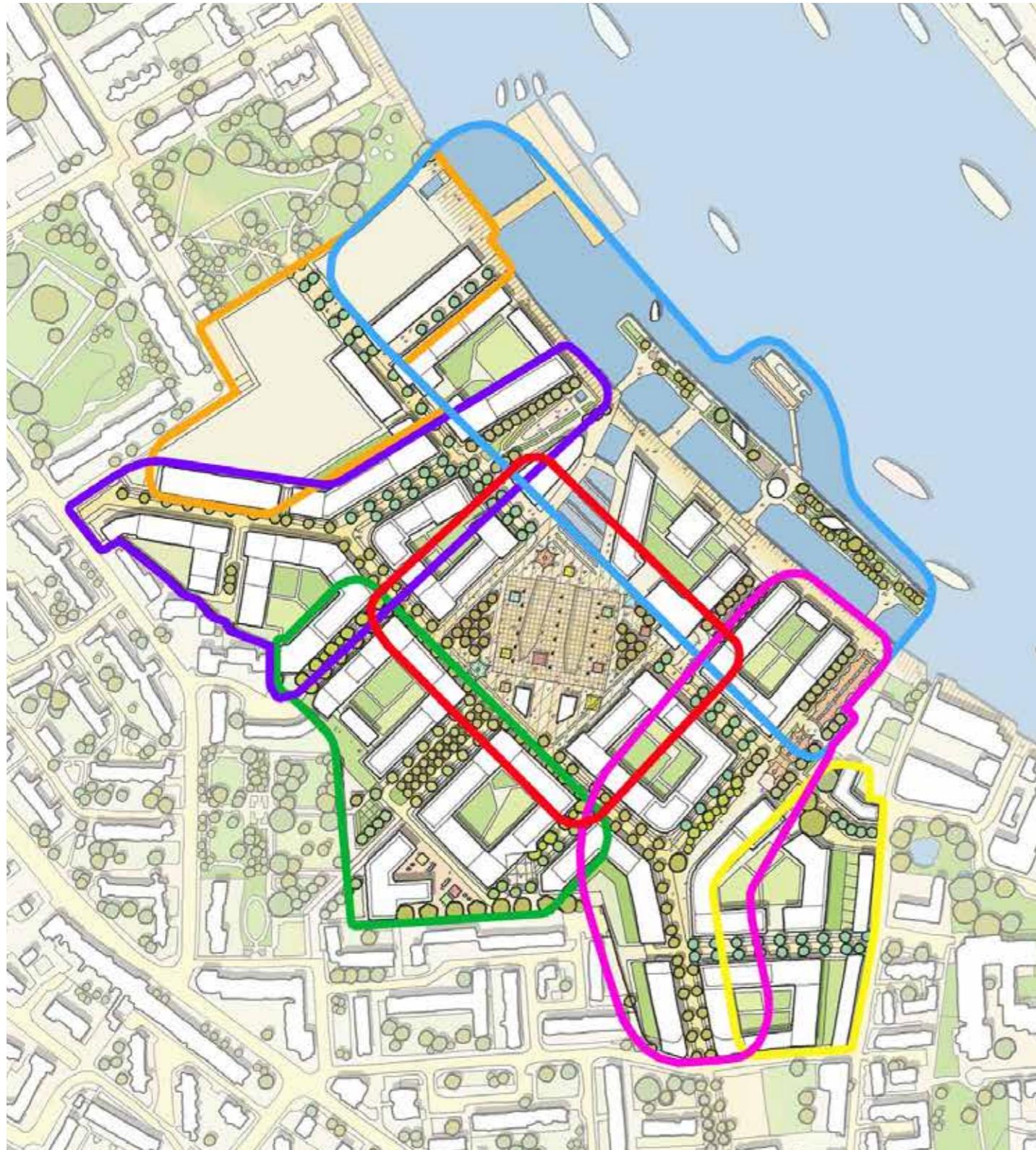
Figure 3.1.210: Illustrative view along Eastgate

The Guidelines

Masterplan Character Areas

The Character Areas

Introduction



KEY - Character Areas

- The Wharf
- Western Gateway
- Olympia Square
- Evelyn Quarter
- Eastern Gateway
- Watergate
- Waterside

These are described in terms of townscape, massing and scale, public realm and landscape, movement, circulation and access and finally land use and typologies.

The character areas are not self-contained entities but are interconnected to each other to form the overall vision for the masterplan.

3.6 The Character Areas

3.6.2 The Waterfront

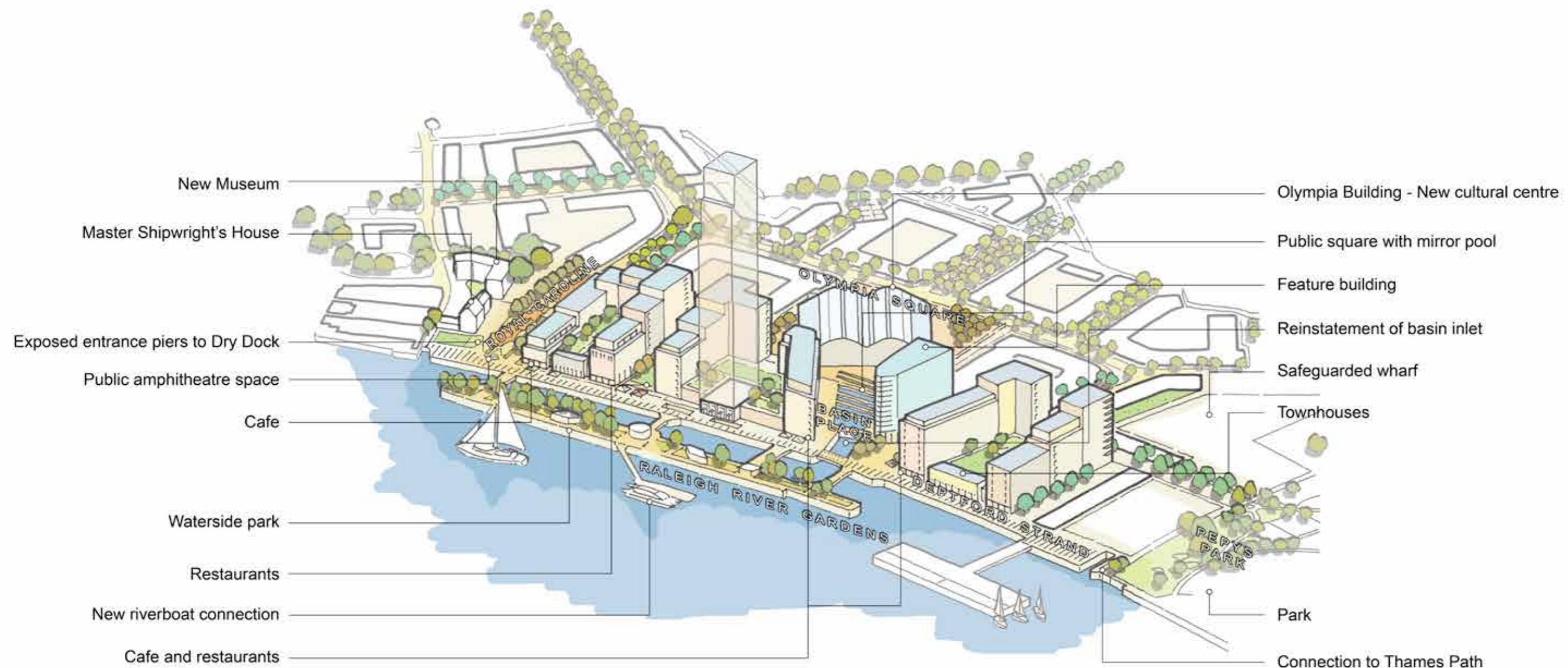


Figure 3.6.10: The Waterfront Character Area

3.6 The Character Areas

3.6.2 The Waterfront

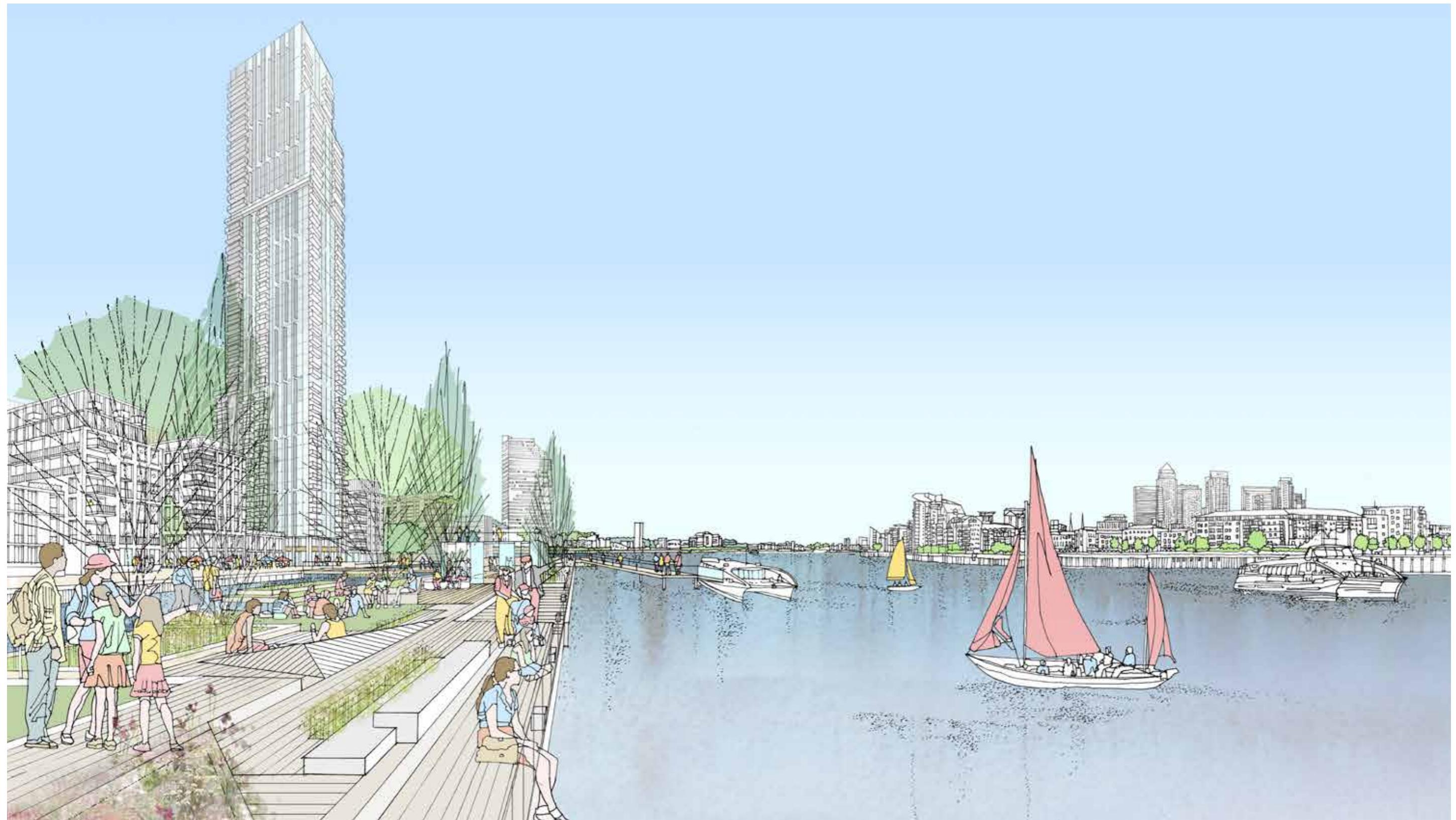


Figure 3.6.2: Illustrative view of the Waterfront

3.6 The Character Areas

3.6.3 Olympia Square

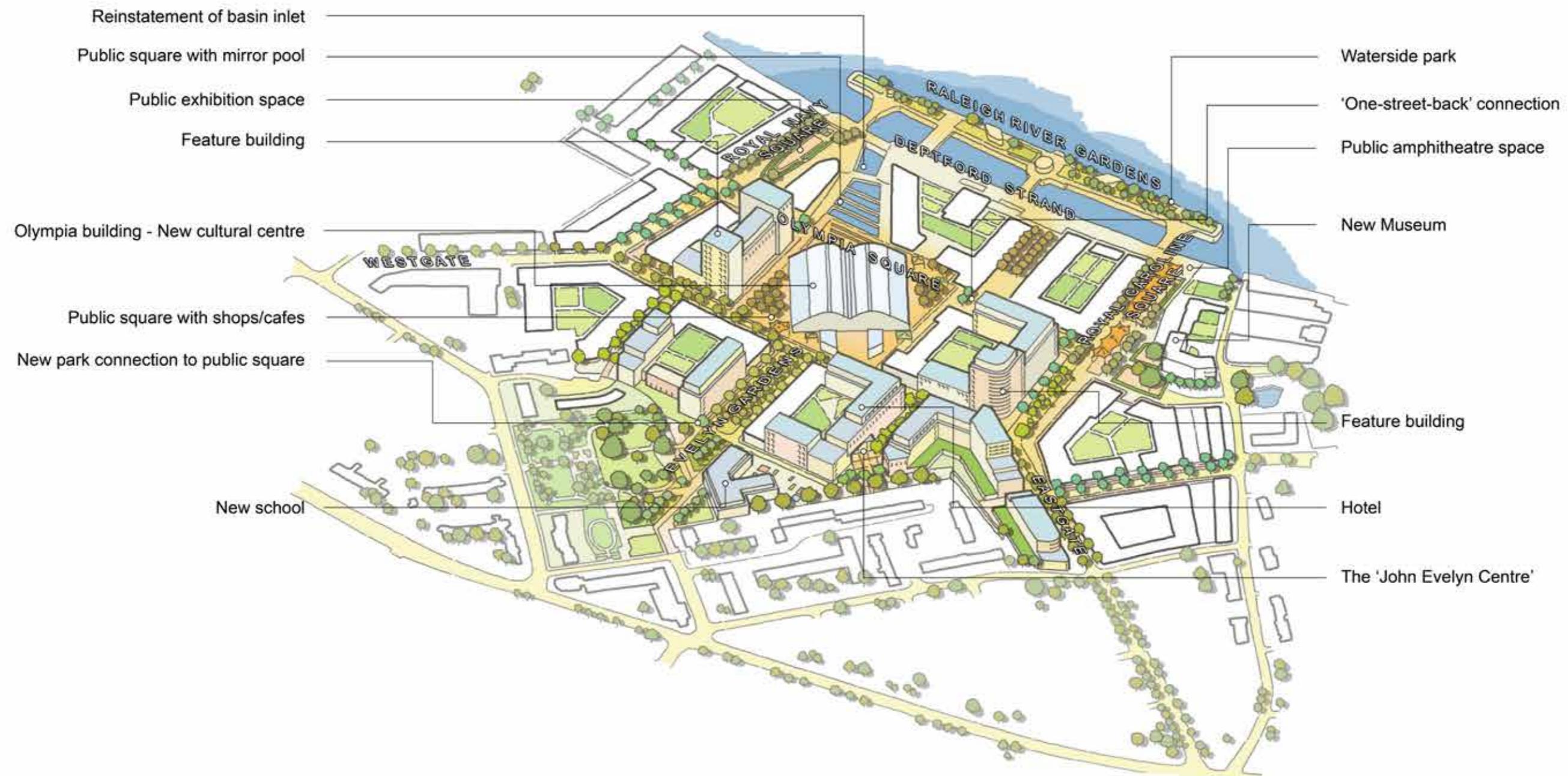


Figure 3.6.50: The Olympia Square Character Area

3.6 The Character Areas

3.6.3 Olympia Square



Figure 3.6.43: Illustrative view of Olympia Square

3.6 The Character Areas

3.6.6 The Evelyn Quarter



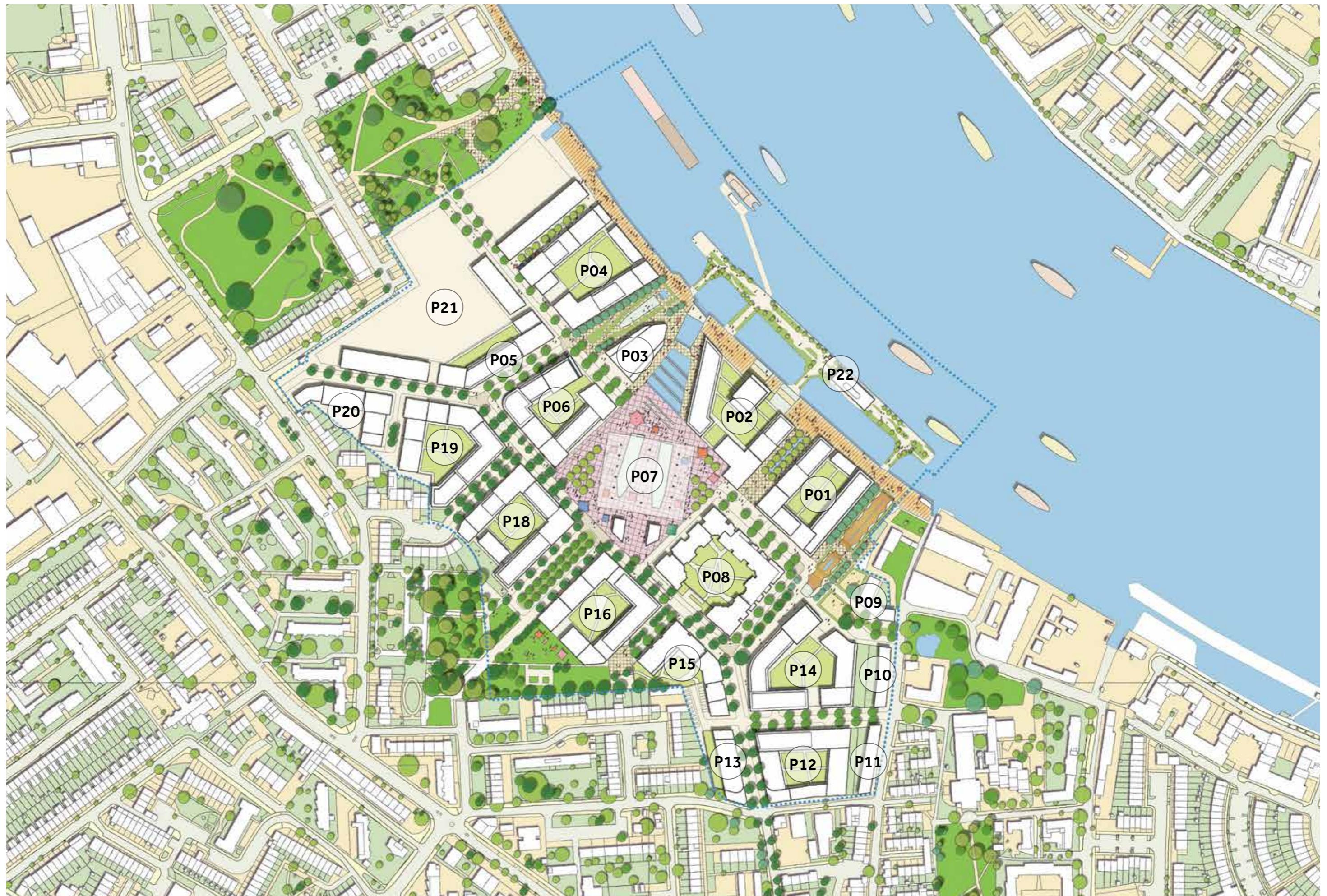
Figure 3.6.104: The Evelyn Quarter Character Area

3.6 The Character Areas

3.6.6 The Evelyn Quarter



Figure 3.6.96: Illustrative view of Evelyn Gardens



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