

Canary Wharf, Riverside South



Place/Date
London, England 2002 -

Client
Canary Wharf

Gross Internal Area
279,075m²

Net Lettable Area
165,727m²

Area
21,101m²

Architect
Rogers Stirk Harbour + Partners

Structural Engineer
Yolles Partnership Ltd

Services Engineer
Hilson Moran Partnership

Acoustic Consultant
Sandy Brown and Associates

Facade Access Consultant
REEF Associates Ltd

Landscape Architects
Derek Lovejoys Partnership

Main Contractor
Canary Wharf Contractors Ltd



The placement of the towers continues the urban grain established by the docks at Canary Wharf. The insertion of a public entrance between the towers is aligned with the Eastern Dock and Jubilee Park, giving a 'window' view west to the City of London.

The Riverside South development is part of the ongoing evolution of Canary Wharf into a mixed-use business, residential and leisure district of east London.

The mixed-use development of retail, restaurants, cafés, state-of-the-art and highly flexible offices and commercial trading floors is located on one of the last sites directly alongside the Thames, close to the heart of Canary Wharf. It consists of two dramatic towers, of 42 (218 metres high) and 36 storeys, separated in plan by a link building of trading floors and retail facilities, offering a total of 223,000 m² (gross) of above-ground accommodation, and the plan includes extensive areas of new public riverside landscape. The plan is oriented to respond to the urban organisation of the wharf's buildings and the resulting slipped form plan is developed further in section and elevation to form its characteristic silhouette.

Restaurant, cafés and retail areas are located at the ground level of the three buildings along the river-walk esplanade and extend around the southern taller tower to a new public waterside park. Trading floors span contiguously between the lower tower floors and, if required, can extend to provide facilities of 8,800 m² net. The upper floors in each tower provide typical lettable areas of 2,657 m², with floorplates diminishing at the uppermost levels to provide for corporate conference rooms and executive suites. The scheme is intended to be flexible in its occupancy. Entrances are located so that each tower and central building may be occupied by independent tenants. An access road loops beneath the central building providing a covered drop-off to all three buildings. Parking and servicing is beneath the ground and continues the Wharf's principle of prioritising the ground level as a pedestrian realm.

