

North Quay Design and Access Statement

Allies and Morrison July 2020

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INTRODUCTION

1.1 FOREWORD



North Quay site location

Thank you for taking the time to engage with the Proposed Development of North Quay, London (the "Site").

This foreword explains:

- Why the Proposed Development is being advanced;
- What applications are being made;
- What documents have been submitted; and
- What happens next.

1.1.1 WHY THE PROPOSED DEVELOPMENT IS BEING ADVANCED

Why are we making a planning application

The Site benefits from an exant planning permission (LPA ref. PA/03/00379) for 372,660sqm of office floorspace and 5,324sqm of retail floorspace which was implemented in 2016. In 2017, the Applicant submitted a full planning application (PA/17/01193) for a mixed use office, residential and retail development; a significant element of which was providing a new substantial headquarters office building for a specific tenant. This application was withdrawn in December 2017.

The Applicant, Canary Wharf (North Quay) Limited ("the Applicant"), a wholly owned subsidiary of the Canary Wharf Group, has been reconsidering how the Site might be developed in the context of changing market and planning requirements. Following extensive engagement with stakeholder groups and the local community, the proposals have been established and will now be taken forward as an Outline Planning Application (OPA).

This Design and Access Statement (DAS) sets out the nature of the Proposed Development for which OPP and LBC is sought as well as design evolution of the Proposed Development.

1.1.2 WHAT APPLICATIONS ARE BEING MADE

The Proposed Applications

The Applicant" is submitting applications for Outline Planning Permission (OPP) and Listed Building Consent (LBC) to enable the redevelopment of the North Quay site, Aspen Way, London ("the Site").

Two separate applications are being submitted for the works. The applications will seek permission for:

- Application NO.1: Outline Planning Application
 (all matters reserved) Application for
 the mixed-use redevelopment of the Site
 comprising demolition of existing buildings
 and structures and the erection of buildings
 comprising business floorspace, hotel/serviced
 apartments, residential, co-living, student
 housing, retail, community and leisure and sui
 generis uses with associated infrastructure,
 parking and servicing space, public realm,
 highways and access works.
- Application NO.2: Listed Building Consent Application - Application to stabilise listed quay wall and any associated/necessary remedial works as well as demolition of the false quay in connection with Application NO.1.

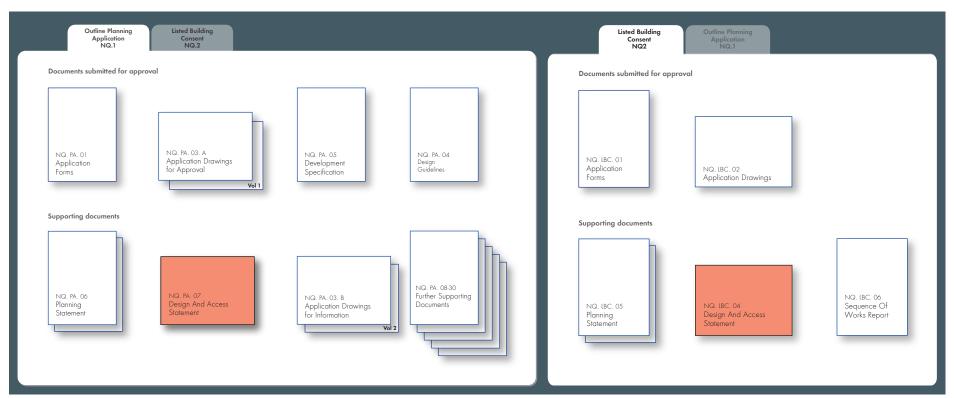


Illustration of Application Documents

The Outline Planning Application ("OPA") includes three Control Documents which define the Specified Parameters for the Proposed Development. These Control Documents are – (1) the Development Specification; (2) the Parameter Plans; and (3) the Design Guidelines.

At the time of making the OPA, the Applicant is unable to determine exactly how much of the Proposed Development is likely to come forward in which land use and for this reason the OPA is made for ranges of floorspace within each proposed use class. These ranges ensure

that the Proposed Development must deliver a quantum of development within each use class within the range that has been specified.

The Parameter Plans indicate which
Development Zones may be suitable for
which use and therefore manage where the
proposed uses could arrive on the OPA Site.
The Parameter Plans also identify features such
as maximum building heights; areas of public
realm; and access and circulation routes. The
Parameter Plans are set up to provide a level of
flexibility for the detailed design of the scheme

at a later date which will need to be approved by the local planning authority through subsequent Reserved Matters Applications ("RMAs"). The rules are only prescriptive when it comes to preserving the essential broad principles. With regard to matters of detail, they aim to be flexible and encourage creativity. The development outcome that the Masterplan is intended to facilitate will be the work of many hands, rather than the vision of a single design team.

In order to help stakeholders to understand what sort of development an Outline Planning Permission might allow to come forward, we have developed and assessed a scheme which is 'indicative' of what could be built based on the Specified Parameters. This is referred to throughout the application documents as the "Indicative Scheme". This Indicative Scheme is only indicative, and the actual detail of each part of the Proposed Development (known as Development Zones and Development Plots) to be built will come forward only when RMAs are made. In short, the OPP would set the rules which the detailed Reserved Matters proposals would need to comply with.

Listed Building Works

Towards the south of the Site, the edge of the dock is defined by a quay wall known as the Banana Wall. The brickwork has a profile and counterfort buttresses, on a gravel bed. The Banana Wall was constructed between 1800-1802 and was Listed Grade I in 1983.

The Proposed Development will span over the Banana Wall with piles on either side of the wall providing support to the new structures. The new structures will leave a void or compressible material above to avoid permanent loading of the wall. The adjacent existing false quay deck will be removed and replaced (to the extent required). The excavation of the basement may induce ground movements affecting the Banana Wall, as such any necessary stabilisation works will be undertaken to ensure movements are within satisfactory limits. Remedial works to the Banana Wall will also be undertaken if required. An associated LBC is sought in respect of these works.

1.1.3 WHAT DOCUMENTS HAVE BEEN SUBMITTED

The Application Documents

The applications described above are each supported by a number of application documents. The paragraphs below explain the purpose and intent of each of the key submitted documents, how they inter-relate with one another and how they have been used to define the Proposed Development.

Some of the documents are submitted for approval whilst others provide supporting information. The Control Documents (including this document) that are to be approved identify the maximum parameters and the design guidelines of Proposed Development and would be secured via planning condition.

The Control Documents – for Approval

The applications described above are each supported by a number of application documents. The paragraphs below explain the purpose and intent of each of the submitted documents, how they inter-relate with one another and have been used to define the Proposed Development.

Documents that contain the guidelines and details of the Proposed Development, are submitted for approval whilst others provide background information.

- The Parameter Plans define the extent of the proposed routes, spaces and buildings across the OPA Site against a series of minimum or maximum dimensions. Each of these component parts is identified as a Development Zone which is identified by letters (e.g. Development Zone NO.A) and which is then further broken down into Development Plots, each of which is identified by letters and a number (e.g. Development Plot NO.A1).
- The Development Specification sets out a written account of the Parameter Plans and details the description of the Proposed Development and the type and quantity of development that could be provided within each of the Development Zones and Development Plots across the OPA Site.

Ref.	Submission Material
	.1 – Outline Planning Application
NQ.PA.01	APPLICATION FORMS
NQ.PA.02	COMMUNITY INFRASTRUCTURE LEVY ADDITIONAL INFORMATION FORM
NQ.PA.03	APPLICATION DRAWINGS
NQ.PA.03.A	VOLUME 1 - DRAWINGS FOR APPROVAL
NQ.PA.03.B	VOLUME 2 - DRAWINGS FOR INFORMATION
NQ.PA.04	DESIGN GUIDELINES
NQ.PA.05	DEVELOPMENT SPECIFICATION
NQ.PA.06	PLANNING STATEMENT
NQ.PA.07	DESIGN AND ACCESS STATEMENT
NQ.PA.08	ENVIRONMENTAL STATEMENT
Volume 1	Main Report
Volume 2	Townscape, Visual Impact and Heritage Assessment
Volume 3	Technical Appendices
NQ.PA.09	ENVIRONMENTAL STATEMENT NON TECHNICAL SUMMARY
NQ.PA.10	TRANSPORT ASSESSMENT
NQ.PA.11	FRAMEWORK TRAVEL PLAN
NQ.PA.12	RESIDENTIAL TRAVEL PLAN
NQ.PA.13	DELIVERY AND SERVICING PLAN
NQ.PA.14	STATEMENT OF COMMUNITY INVOLVEMENT
NQ.PA.15	HERITAGE ASSESSMENT
NQ.PA.16	SUSTAINABILITY STATEMENT

Table 1: Application Documents

Ref.	Submission Material
NQ.PA.17	ENERGY STATEMENT
NQ.PA.18	AFFORDABLE HOUSING STATEMENT
NQ.PA.19	VIABILITY APPRAISAL
NQ.PA.20	INTERNAL DAYLIGHT, SUNLIGHT AND OVERSHADOWING REPORT
NQ.PA.21	ECONOMIC AND REGENERATION STATEMENT
NQ.PA.22	SITE WASTE MANAGEMENT PLAN
NQ.PA.23	FOUL SEWERAGE AND UTILITIES ASSESSMENT
NQ.PA.24	AVIATION SAFEGUARDING ASSESSMENT
NQ.PA.25	RADIO AND TV INTERFERENCE ASSESSMENT
NQ.PA.26	ARCHAEOLOGICAL DESK BASED ASSESSMENT
NQ.PA.27	ECOLOGICAL IMPACT ASSESSMENT
NQ.PA.28	GROUND CONTAMINATION DESK STUDY AND RISK ASSESSMENT
NQ.PA.29	FLOOD RISK ASSESSMENT AND DRAINAGE STRATEGY
Application NQ	.2 – Listed Building Consent Application
NQ.LBC.01	APPLICATION FORMS
NQ.LBC.02	APPLICATION DRAWINGS
NQ.LBC.03	HERITAGE ASSESSMENT
NQ.LBC.04	DESIGN AND ACCESS STATEMENT
NQ.LBC.05	PLANNING STATEMENT
NQ.LBC.06	OUTLINE SEQUENCE OF WORKS REPORT FOR BANANA WALL LISTED BUILDING CONSENT
NQ.LBC.07	ARCHAELOGICAL DESK BASED ASSESSMENT

 The Design Guidelines are intended to provide guidance for future design teams involved in the preparation of Reserved Matters applications for the development of any of the Development Zones and Development Plots. Reserved Matters applications will need to demonstrate compliance to the Design Guidelines if they are to be considered acceptable

Listed Building Consent Documents – for Approval

The drawings and documents set out in full the details of those elements of the Proposed Development for which Listed Building Consent is required.

The Key Supporting Documents

The documents that are submitted in support of one or more of the applications set out information to help the consideration of the proposals. A full suite of supporting documents is submitted in support of the OPA and Listed Building Consent applications (Table 1).

The Planning Statement (NQ.PA.06) sets out how the development responds to relevant planning policies and guidance. It also sets out the benefits expected to flow from the

Proposed Development.

The OPA Design & Access Statement (NO. PA.07) explains the design evolution of The Masterplan. This document explains how the amount, scale, layout, appearance, landscaping, and inclusive design and community safety issues, have been developed. Section 10 comprises details of the Access Design and Section 6 demonstrates how the design principles could be implemented through the Indicative Scheme.

As noted above, the Indicative Scheme provides an indication of what the overall Proposed Development could look like. It is not submitted for approval, but shows one way in which a development of the type and scale proposed might fit within the Specified Parameters, for which Outline Planning Permission is being sought.

An Environmental Statement has also been submitted as part of the OPA. This document contains the technical environmental assessments that have been undertaken to understand the likely significant environmental and socio economic effects of the Proposed Development and to inform and enhance environmental performance using mitigation

and monitoring measures where feasible. The Environmental Statement has been based on the Specified Parameter Plans and Control Documents, assessing worst case scenarios from these parameters as relevant to each technical topic, and where appropriate it has taken into consideration the Indicative Scheme.

Additional topic-based reports that fall outside of the complete the suite of supporting documents.

Table 1 on the adjacent page provides a complete schedule of the documents which support the applications being made.

What is the basis for the consideration of future 'Reserved Matters' applications?

Whilst not made at this time, Reserved Matters applications may be made for Development Plots and/or Development Zones in the future. Reserved Matters applications will be considered on their merits in the context of the OPA (including the Specified Parameters as set out in the approved Parameter Plans, the Development Specification and Design Guidelines)

1.2 VISION FOR THE SITE



The Site location

The Site is approximately 3.28 hectares of former docklands, located to the north of the existing Canary Wharf business district and includes an area to the north-west below the DLR Delta Junction leading to Hertsmere Road.

A planning application was approved in 2007, and implemented in 2016, comprising large commercial offices and supporting retail (PA/03/00379). A further mixed-use application was submitted in April 2017 but later withdrawn (PA/17/01193).

The demand for office space has changed in recent years and there is now no longer a ready market for the larger floorplate buildings prevalent in the early phases of Canary Wharf. There is a growing desire to pursue different alternatives as well as a greater range of uses that are more suited to the current economic climate and complement the existing Canary Wharf estate.

The Local Plan identifies North Quay as a Site Allocation (4.9) promoting office, leisure, retail, restaurants, hotel and housing as appropriate

The Applicant's vision is to establish a vibrant mixed use environment immediately adjacent to the new Canary Wharf Elizabeth Line Station. This not only optimises its location within Canary Wharf but also places it at a matter of minutes from the major hubs of the London economy.

KEY OBJECTIVES



Wharf and Poplar







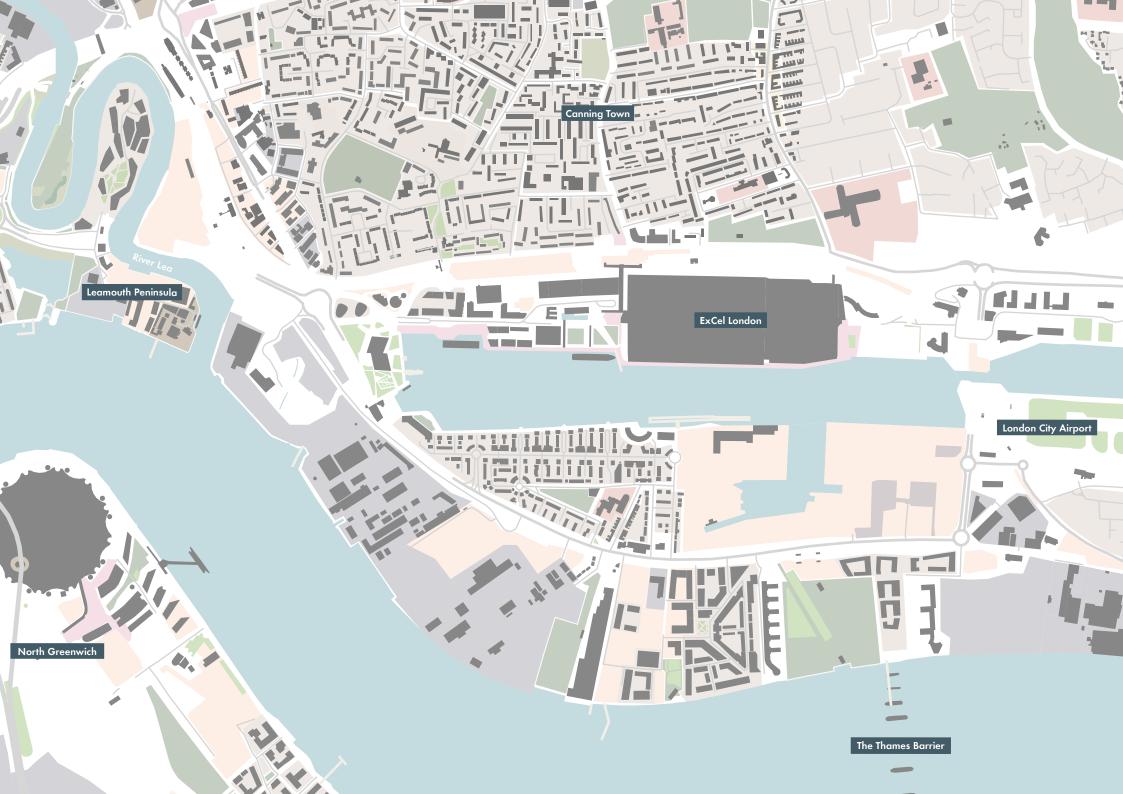
New public spaces and access to the dock side for local residents, workers and visitors to the area

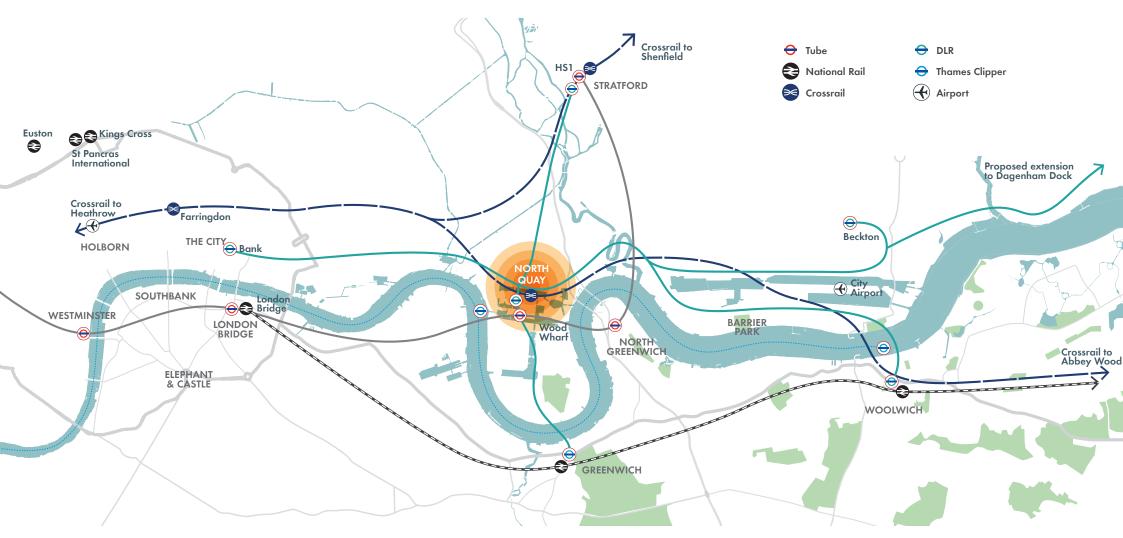




Diagram by Canary Wharf Group illustrating key objectives for the Site







Canary Wharf Strategic Site Location

The Site is located at the northern end of the Isle of Dogs. The Isle of Dogs is in the east of London, approximately four kilometres from the City of London. Its semi-island state was created by the distinct meandering of the River Thames.

The main Canary Wharf estate lies directly to the south of the Site with Billingsgate Market directly to the east.

The Site can be currently accessed from the West End in less than 20 minutes via London Underground on the Jubilee Line and less than 10 minutes from the City on the Docklands Light Railway (DLR). The opening of the Elizabeth Line (Crossrail) line at Canary Wharf in 2021, as part of a 73 mile rail route linking Berkshire to Essex via Central London will add significant further transport capacity and direct connections to Heathrow airport.

North Quay is also well connected via the Jubilee Line and cycle routes to the Olympic Park in Stratford and has quick road access to the Blackwall Tunnel and the M25.

The immediate context of the Site is characterised by the adjacent key international economic hub and major (emerging Metropolitan) Town Centre of Canary Wharf to the south and, in contrast, with its other surroundings to the north, which is predominantly low density residential

development. New City College is also situated to the North of the Site towards South Poplar and next to Poplar DLR station. They are both connected directly to the Site over Aspen Way via the Aspen Way Footbridge.

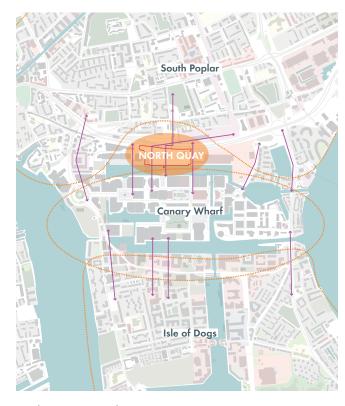
Canary Wharf is highly developed and is well connected to the rest of the city. Wider intensification and densification, as well as diversification of land uses, is supported by planning policy.

The North Quay masterplan (the Masterplan) aims to work alongside local policy and wider strategic objectives to engage with the local context through an appropriate approach to scale, density and uses.

There is a focus on diversifying land uses and activating the public realm, and to establish clear pedestrian routes between Poplar and Canary Wharf and between existing transport hubs, enabling the transition between the Elizabeth Line, West India Quay and Poplar DLR Stations.

The Masterplan aims to use the established geometry of surrounding buildings, structures and streets to integrate within the existing urban grain laid out by Canary Wharf and South Poplar. A considered masterplan strategy will encourage the town centre offering of Canary Wharf to be broadened and extended to develop into a mixed-use centre for the

wider context. New routes, including green space and waterfront amenities, will create connections, enhance public realm and unite this Site with its wider context.



North Quay strategic location

1.4 REGIONAL CONTEXT



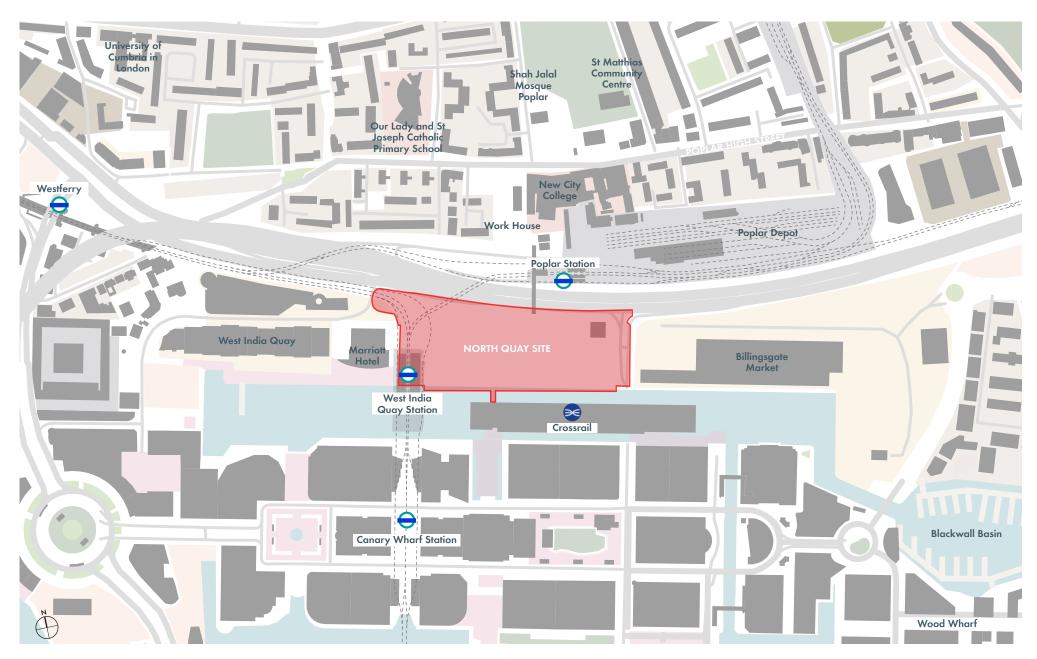
Tower Hamlets and the residential communities within the borough

The Site sits immediately to the north of the established Canary Wharf estate located in the London Borough of Tower Hamlets (LBTH). LBTH is bordered by the City of London to the west, the London Boroughs of Hackney and Newham to the north and east, Greenwich to the south and Lewisham and Southwark to the south west.

The Canary Wharf estate directly adjoins the residential communities of Poplar, Blackwall and Limehouse to the north and Cubitt Town and Millwall to the South.

The Site historically formed part of the dockside of the West India Import Docks, opened in 1802. Following the decline of the use of these docks in the 1970s and closure in 1980, the Site has since been used for a variety of temporary uses including the Tower Hamlets Employment and Training Services, WorkPath and advertising structures and also as a construction laydown site for the Canary Wharf Crossrail Station

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North Quay will serve as a connection between Poplar and Canary Wharf

NORTH QUAY Design and Access Statement July 2020





APPLICATION CONTEXT

2.1 PREVIOUS APPLICATIONS

2.1.1 CÉSAR PELLI & ASSOCIATES WITH SMC ALSOP/2007

In 2007, LBTH granted planning permission for a major office-led scheme (LBTH Ref. PA/03/00379).

The consented scheme, designed by César Pelli & Associates with SMC Alsop, comprises two towers of 43 storeys (221 meters) and 37 storeys (209 metres) respectively with a 23 storey central link building (125 metres) to provide 372,660 sq.m of offices and 5,324 sq.m of retail together with associated public realm and infrastructure.

A Lawful Development Certificate (PA/03/00379) confirming the implementation of the development, was granted in January 2017.

In 2007 LBTH also granted Listed Building Consent (LBTH ref PA/03/00380) for the stabilisation of the listed quay wall and demolition of the false quay in connection with PA/03/00379.

In March 2017 demolition works were undertaken to the false quay to implement the listed building consent.

2.1.2 FOSTER AND PARTNERS/2017

In April 2017, applications were submitted to LBTH for full Planning Permission (LPA ref. PA/17/01193) and an associated LBC (LBC ref. PA/17/01194) application for a major office-led, mixed use scheme, comprising of significant housing, retail and leisure, designed by Foster and Partners. The application was linked to a potential pre-let to a major banking tenant for the large office tower within the scheme.

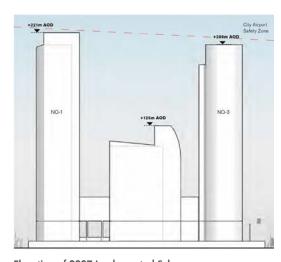
Following a decision made by the office tenant to not relocate to North Quay, these applications were withdrawn in December 2017.



Visualisation of 2007 Implemented Scheme



Visualisation of 2007 Implemented Scheme



Elevation of 2007 Implemented Scheme



Aerial Plan of 2017 Scheme



Visualisations of 2017 Scheme







2.2 PLANNING POLICY CONTEXT

2.2.1 PLANNING POLICY CONTEXT

The following describes the planning designations affecting the Site and provides a summary of the national, regional and local design and access planning policies relevant to the Proposed Development.

Planning Designations

Local Plan:

In the LBTH Local Plan 2031: Managing growth and sharing the benefits (Adopted January 2020) (the "Local Plan") the Site is allocated for Employment with ancillary supporting uses such as gyms, hotels, restaurants and retail as well as Housing (Site Allocation 4.9).

The Site Allocation sets out a number of Design Principles and Delivery Considerations and includes an Illustrative Figure to show how the principles and requirements could be implemented:

SECTION 4: DELIVERING SUSTAINABLE PLACES

4.9: North Quay

Design principles

Development will be expected to:

- respond positively to the existing character of the surrounding built environment and its dockside location
- improve strategic links from Canary Wharf to Poplar High Street through the provision of enhanced north-south links
- protect or enhance the waterside setting, ensuring public accessibility along the entire waterfront
- d. address noise mitigation measures in areas bordering Aspen Way with a green buffer and/or alternative measures
- e. provide active frontages and access along the dockside to create a series of interconnected spaces in accordance with the green grid
- f. improve biodiversity and ecology along the water edges and within open spaces
- g. create a positive sense of place through the delivery of an active public square connecting the Canary Wharf Elizabeth line station and the dockside promenade to Poplar DLR station and Poplar High Street
- h. accommodate a new east-to-west pedestrian route through the site which facilitates connections to the wider movement network and the DLR and underground stations adjoining the site, and
- i. address the barrier of Aspen Way and integrate the site with Poplar High Street to the north, and the Canary Wharf Elizabeth line station and the Canary Wharf estate to the south. These routes should align with the existing urban grain to support permeability and legibility.

Delivery considerations

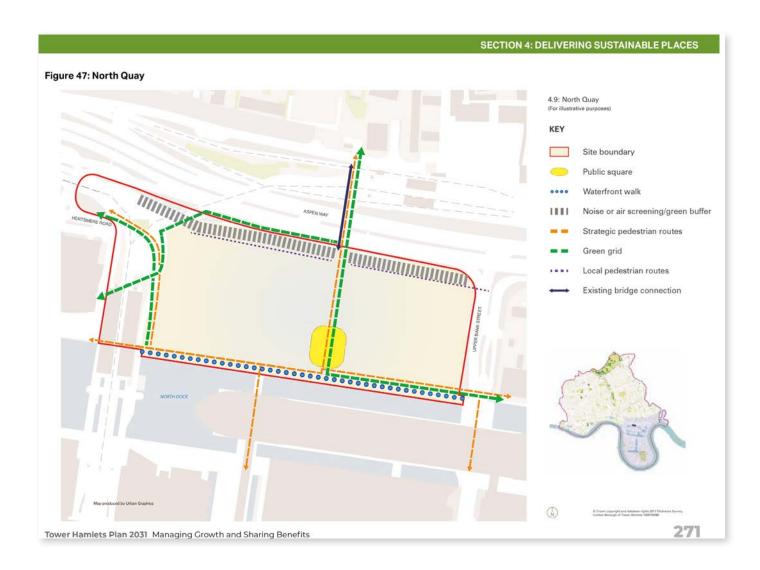
- Development should support the aspirations for enhanced and/or new bridge(s) over Aspen Way to better connect Poplar and Canary Wharf.
- Landowners within the Aspen Way, North Quay and Billingsgate site allocations are strongly encouraged to work together (ideally through a masterplan) to better connect Poplar and Canary Wharf and positively address the social, economic and environmental disparities between the areas.
- Development should accord with any flood mitigation and adaptation measures stated within the borough's Strategic Flood Risk Assessment and the sequential test.
- Development of the site allocation provides a unique opportunity to positively address the social, economic and environmental disparities between Poplar and Canary Wharf.

Address	Upper Bank Street
Size (hectares)	3.27
Public transport accessibility levels	5-6a (2021)*, 6a (by 2031)
Flood zone(s)	2-3a
Land use requirements	 Employment: Preferred office location (secondary) with ancillary supporting uses such as gyms, hotels, restaurants and retail. Housing
Infrastructure requirements	 Small open space (minimum of 0.4 hectares) Improvement and enhancement of existing pedestrian bridge over Aspen Way and routes to it

*the year 2021 has been used due to the arrival of the Elizabeth line at Canary Wharf

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Tower Hamlets Plan 2031 Managing Growth and Sharing Benefits



In addition to Site Allocation 4.9, LBTH's Adopted Policies Map (January 2020) identifies the following designations that also affect the Site:

- Preferred Office Location: Canary Wharf Secondary
- Tall Building Zone: Canary Wharf Cluster; Strategically Important Skyline: Canary Wharf Area
- Tower Hamlets Activity Area: Isle of Dogs Activity Area
- Statutory Listed Building: Quay Walls, Copings and Buttresses
- Flood Risk Area (Flood Zones 2 and 3);
 Adjacent to Site of Importance for Nature Conservation
- Green Grid Buffer Zone; New Green Grid; Area of Deficiency of Access to Nature: Millwall (Tower Hamlets)
- Archaeological Priority Area: Isle of Dogs;
 Conservation Area: West India Dock

London Plan:

The London Plan – the Spatial Development Strategy for London Consolidated with Alterations since 2011 (March 2016) ("The London Plan") identifies the Site as being located within the Isle of Dogs and South Poplar Opportunity Area; a Major Town Centre; and the Central Activities Zone (CAZ) for offices.

The Isle of Dogs and South Poplar Opportunity Area Planning Framework (September 2019) ("OAPF") identifies the Opportunity Area as key to London's ongoing success and the financial and reputational success of the UK on a global and economic stage. The OAPF sets out a baseline target of 31,000 homes and 110,000 new jobs over the plan period. The Applicant is also cognisant of the emerging Draft London Plan.

The Draft London Plan - Intend to Publish version (December 2019) (Draft London Plan) proposes that Canary Wharf becomes a Metropolitan Town Centre and that the Northern Isle of Dogs becomes a CAZ Satellite.

Design and Access Policies

National Planning Policy Framework:

The National Planning Policy Framework (February 2019) ("NPPF") states in paragraph

124 that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Section 11 of the NPPF promotes the effective use of land in meeting the need for homes and other uses and gives substantial weight to the value of using brownfield land. The NPPF also states (paragraph 127) that developments should create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

London Plan (and Emerging London Plan):

Policy 7.6: 'Architecture' states that buildings and structures should be of the highest architectural quality. The policy describes a number of criteria that developments should comply with, including ensuring that the proposed details and materials complement the local architectural character and that development optimises the site's potential. Contemporary architecture is encouraged but should be sympathetic to other architectural styles that have preceded it in the locality.

Policy 7.7 'Location of Tall and Large Buildings' directs tall buildings to areas such as Opportunity Areas and town centres with good

access to public transport. The policy lists a range of further criteria relating to tall and large buildings which include incorporating the highest standards of architecture and materials; having ground floor activities that provide a positive relationship to the surrounding streets; contribute to improving permeability; and making a significant contribution to local regeneration.

Policy 7.2: 'An Inclusive Environment' seeks to ensure that all new development achieves the highest standards of accessible and inclusive design.

Draft London Plan Policy D4: 'Delivering good design' states that Masterplans and design codes should be used to help bring forward development and ensure it delivers high quality design and placemaking. Design and Access statements must demonstrate that the design of a development meets the design requirements of the London Plan. Maximum detail appropriate for the design stage should be provided.

Draft London Plan Policy D9: 'Tall Buildings' considers that the location of tall buildings should be led by local plans, taking account of the visual, functional, environmental and cumulative impacts of the buildings, as well as their contribution to new homes, economic growth and regeneration. Part C ('impacts') sets out criteria for the assessment of impacts

of proposals for tall buildings, including visual impacts, functional impacts, environmental impact and cumulative impact.

Draft London Plan Policy D5: 'Inclusive Design' states that development proposals should achieve high quality standards of accessible and inclusive design. Proposals should take into account London's diverse population and facilitate social interaction and inclusion. Development should also be convenient and welcoming with no disabling barriers, be able to be entered, used and exited safely, easily and with dignity for all and be designed to incorporate safe and dignified emergency evacuation for all building users.

The OAPF envisages South Poplar to become connected and integrated into the new gateway to the Docklands. Sites north and south of Aspen Way will work together to create a series links, which will provide an extension of the green open space.

Local Plan:

Policy S.DH1: 'Delivering High Quality Design' states that development is required to meet the highest standards of design, layout and construction which respects and positively responds to its context, townscape, landscape and public realm at different spatial scales. It also states that development must create well-

connected, inclusive and integrated spaces and buildings which can be easily adaptable to different uses and the changing needs of users.

Policy D.DH2: 'Attractive streets, spaces and public realm' requires development to contribute to improving and enhancing connectivity, permeability and legibility and positively contribute to the public realm.

Policy D.DH6: 'Tall buildings' directs tall buildings towards the borough's designated Tall Building Zones. Development within the Canary Wharf Tall Building Zone is expected to positively contribute to the skyline of strategic importance and maintain the iconic image and character of Canary Wharf as a world financial and business centre.

2.3 ECONOMIC CONTEXT

Economic climate and market demand

Canary Wharf is an international financial centre – along with the City, it is of significant economic importance, not only within the UK but on a global scale. The Canary Wharf Estate historically accommodates many large financial institutions and banks, however its occupiers now range across a wider range of sectors including various professional services, media, technology and higher education institutions (UCL). The current working day population is in excess of 120,000 workers on the Canary Wharf Estate, with a total of 163,000 workers in the Isle of Dogs as a whole.

The economic climate in 2020 is very different to that which prompted the brief for the implemented permission. The financial crisis of 2007-08 triggered a global recession and subsequent bail out of many high-profile banks. With large office floor plates geared towards the financial services industry, the extant permission was dependant on what has since become a diminishing potential tenant market.

Canary Wharf is evolving and diversifying. It is now home to a wide range of start-ups and corporates, across a wider sectoral base than its historical focus on financial institutions. There is a mix of public and private sector occupiers, along with a broad variety of

supporting retail and services. Canary Wharf is now a thriving district for technology, media, finance and with an increasing resident population as well.

7,000 tech professionals now work full time at Canary Wharf. These Include IBM, Intel, Infosys, Oracle, SunGuard, First Data, Citihub, and one of London's tech unicorns, Skrill. The ratio between financial and non-financial tenants is now 55:45 in comparison to 70:30 ten years ago.

Currently with over one million square feet of floor space occupied by tenants either linked to or directly from the Technology Media and Telecom (TMT) sector, Canary Wharf is already one of London's most technology-intensive districts and an important part of the wider Tech City cluster comprising the City Fringe (north east London), West End and South Bank.

"Canary Wharf is the ideal place to fuse together London's world-leading financial sector with its burgeoning technology sector"

Sir George Iacobescu, Canary Wharf Group

The spatial and environmental requirements of creative companies are different from those of the financial service industries. They bring with them a lighter, leaner and sharper edged approach to business and workplace culture.

North Quay should build on the emerging Wood Wharf district and offer growing technology businesses the type of flexible and high-quality office space and property services that can cater to their requirements for years into the future.

The continued demand for housing and the specific need for new housing, student housing and serviced apartments in LBTH offers the opportunity to not only deliver a healthy commercial sector but also a thriving new quarter of the city where people live, stay and work, with considerable social and economic benefits for the wider community.



Canary Wharf as a Central Activities Zone (CAZ)



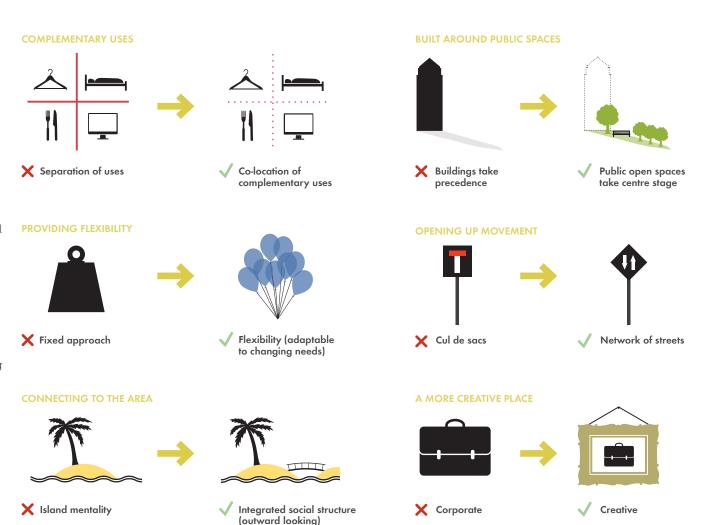
2.4 APPLICANT BRIEF

The Site presents an important opportunity to create a new, integrated piece of London at the scale of an urban district. The ambition of the Masterplan is to bring vitality to its location and act as a catalyst for long-term growth, investment and opportunity beyond its own red line boundary to connect to neighbouring communities. The Applicants brief was distilled into key masterplan principles focused around uses, flexibility, connections, public spaces, movement and creating a new and vibrant space as illustrated in diagrams on the facing page. These guiding principles are used to ensure the vision of a vibrant mixed use environment are realised and instilled into the Control Documents that guide the Indicative Scheme.

The OPA will provide a flexible framework to enable a campus of buildings to come forward with a mix of uses, integrated with ground level amenities, retail and open space providing a vibrant, urban feel to North Quay.

North Quay should strengthen pedestrian connections between the community of South Poplar and Canary Wharf. It should also open up east-west connections between West India Quay and the potential redevelopment of Billingsgate to the east, animating the dockside.

Masterplan principles



New office/workplace buildings should complement and extend the existing Canary Wharf estate and Wood Wharf portfolio, perhaps with external terraces and other shared amenities. A diverse range of floor plates is sought, between 10,000 and 15,000 saft, which can be planned with either a central or offset core and subdivided or on individual floors. This will allow tenants to respond to a number of different scenarios and preferences. A range of occupiers would be anticipated with buildings likely to be multi-tenanted and with uses ranging from co-working short stay facilities to company headquaters over a number of floors. Workplace designs should also embrace the Smart Building revolution for improved efficiency; an era of unprecedented change, anticipating future workplace patterns that blend work with retail, leisure and wellbeing.

New Live/Stay buildings within The Masterplan should provide for residential, student, hotel/serviced apartment and co-living uses to provide long term flexibility in the quickly changing London residential market.

To support these upper level uses, the objective is to create a vibrant 'at-grade' retail environment. A variety of retail, leisure and community uses will provide activation of the Site and south facing dock edge; these public facing amenities will also promote footfall

east-west across the Site in addition to north-south permeability between South Poplar, Crossrail Place and Canary Wharf. The offer should match the needs of local office workers, residents and visitors to the new district, and also complement that available within Canary Wharf and Wood Wharf. The aspiration of the brief is to make appropriate uses with the best locations on the site. Naturally this will generate a preponderance of restraunts, cafe, and general food and beverage outlets taking advantage of the quay side and opens paces. A retail 'pavillion' adjacent to the main square should provide space for specialist retailers.

The retail brief aims to support a range of independent and multiple retail offers to act as a wider attraction drawing people from both the core of Canary Wharf and South Poplar.

A network of streets, squares and the quayside will form the backbone of the overall design. It is critical that streets are animated and pedestrian friendly, whilst accommodating vehicular and service access.

Similarly, public spaces will be critical to the success of North Ouay. The nature and function of each new public space needs to be carefully considered within the seasonal and environmental conditions affecting the spaces. There is an aim to create human scale, a sense of character and sense of place with demandled uses and public space. The public realm should offer further opportunities to increase the commitment to puclic art and offer some new venues for outside events.

The overall vision is establishing a new Canary Wharf district with a vibrant heart of activities and events throughout the year that people will naturally gravitate towards. Public realm will connect retail, eating, market, meeting and showroom spaces of each building across the Site - a catalyst for blurring building functions and how they may operate over time.





THE SITE

3.1 THE SITE



View of North Quay site from the East



View of North Quay site from Canary Wharf buildings

3.1.1 SITE OVERVIEW AND EXISTING USE

The North Quay site ("the Site") is located in the north of the Isle of Dogs, within the administrative boundary of the London Borough of Tower Hamlets (LBTH), at Canary Wharf. It is bounded by Canary Wharf Crossrail Station to the south, Aspen Way (A1261) to the north, Hertsmere Road to the west and Billingsgate Market to the east. The West India Quay Docklands Light Railway (DLR) station and Delta Junction are located on the western side of the Site and the Site also incorporates parts of North Dock, Upper Bank Street and Aspen Way.

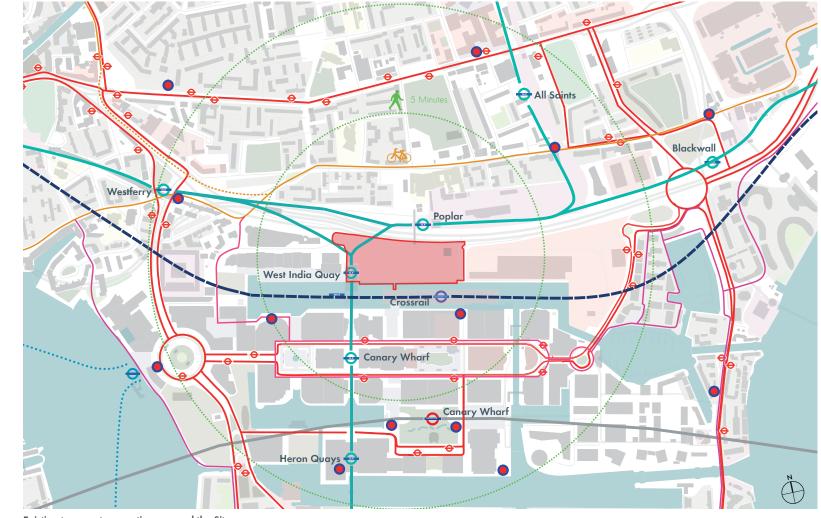
The Site is 3.28 hectares (ha) in area. Currently the Site comprises mostly cleared land, being previously used as a construction laydown site for the Canary Wharf Crossrail Station. There are some temporary uses currently on site, including the LBTH Employment and Training Services, WorkPath and advertising structures.

A Grade I Listed brick dock wall (Banana Wall) exists below the surface of part of the Site, which originally formed the dockside until it was extended over to the south.

Existing access to the Site for vehicles is from Upper Bank Street to the east and Hertsmere Road to the west, which both link to Aspen Way. The Site is not currently accessible to the public, however pedestrian routes are located on each side of the Site (Aspen Way, Hertsmere Road, Upper Bank Street, and the western part of the dockside to the south) which links to Crossrail. The Aspen Way footbridge which leads to Poplar also lands on the northern edge of the site.

The Site is highly accessible by public transport. The West India Quay DLR station is located on the Site, the Poplar DLR station is accessed directly from the Aspen Way Footbridge, the Canary Wharf Crossrail Station is located immediately to the south of the Site, beyond which are the Canary Wharf Underground and DLR stations. The Site currently has a PTAL level of 5. This will rise to 6a when Crossrail services commence at Canary Wharf. The level of 6a is categorised as "Excellent". Beyond the Site, a Marriot Hotel (35 storeys) and 13 storey residential building are located to the west, adjacent to the DLR tracks. Beyond these, along Hertsmere Road is a cinema, museum, shops, restaurants and other leisure facilities, on West India Quay. Billingsgate Market is located to the east of the Site, on the opposite side of Upper Bank Street. Billingsgate Market is identified as a Site Allocation (4.2: Billingsgate Market) for redevelopment in LBTH Local Plan.

To the north of the Site on the other side of Aspen Way are the New City College Tower Hamlets campus and The Workhouse leisure facility. They comprise part of a Site Allocation (4.1: Aspen Way) for redevelopment in LBTH Local Plan. In close proximity to these there are lower rise residential properties (some with shops beneath them) as well as the Poplar Recreation Ground. Beyond the Crossrail station to the south of the Site is the Canary Wharf commercial core including the HSBC (200m AOD), Bank of America and One Canada Square buildings (235m AOD).



Bus stop
Santander Cycles Hire station
River Boat
DLR Stop

Walking distances

Cycle path Crossrail DLR

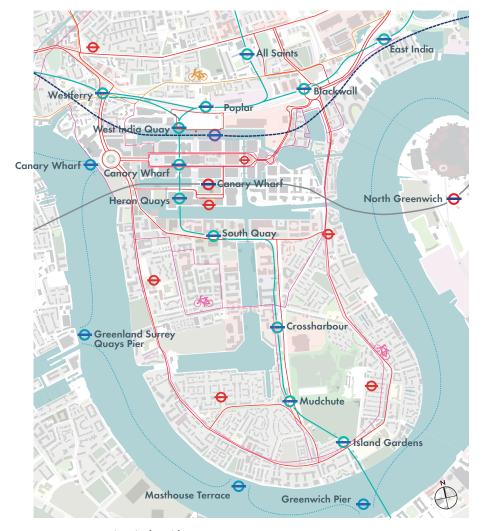
Jubilee line
Principal bus route

Existing transport connections around the Site

3.1.2 EXISTING ACCESS AND TRANSPORT CONNECTIONS

Existing vehicular access is provided from Upper Bank street on the east side and Hertsmere road on the west side. The Aspen Way Footbridge, crossing Aspen Way is on the north edge of the Site with staircase and lift access. A double deck bridge has been constructed as part of Crossrail Place providing a completed pedestrian connection to the Site at dockside level and also partly completed at an upper level (currently inaccessible).

In its current arrangement with hoardings around much of the Site, access from the Aspen Way footbridge through to West India Ouay and onto Canary Wharf is provided around the eastern edges of the Site. The Elizabeth Line at Crossrail Place is due to open in 2021.



Transport connections in the wider area

3.1.3 EXISTING OPEN SPACES

The LBTH has over 120 parks and open spaces which include large green parks, children's play areas, nature reserves, green corridors and even city farms. Large green parks in Poplar are designed for residents which include good tree coverage and features for recreational and sport activity.

The Blue Ribbon network (canals and rivers) within the Borough is also extensive, including the River Thames and River Lea; canals such as Regent's Canal, Hertford Union Canal and Lime house Cut; and other docks such as the Lime house and Shadwell Basins. Enhancing both the green and blue grids will help maintain a sustainable natural environment that is rich in biodiversity and promotes active and healthy lifestyles.

At the heart of the design process is a clear vision to create a new waterfront public open space that reinforces open spaces and The Blue Ribbon network in the area.

The adjacent diagram shows the surrounding green network and maps the different recreational activities that take place in these park areas. The major parks to the south are Millwall Park and Mudchute Park and Farm, in the north there is Langdon Park, Poplar Recreation Ground and Barlett Park. Other notable green areas are Jubilee Park, Sir John McDougall Park and Island Gardens.







3.2 SITE CONTEXT

The last commercial ships sailed when the West India Docks closed in 1980, and, in 1982, an Enterprise Zone was declared by the UK Government that covered a largely disused docklands area. The subsequent early redevelopment on the docks in the 1980s and 1990s was led by the London Docklands Development Corporation (LDDC).

South Poplar

As a result of significant bombing in World War II and then following the decline of the shipping industry in London's docklands in the mid twentieth century, Poplar was significantly affected. However, throughout the area, a number of heritage buildings have since been retained and restored. Poplar grew as a residential community working on and adjacent to the docks, with later post-war housing estates and low rise buildings.

Aspen Way and the DLR act as a barrier between South Poplar and Canary Wharf. The Aspen Way Footbridge allows pedestrians to cross Aspen Way and reach Canary Wharf by foot. Whilst South Poplar is geographically close to Canary Wharf and the excellent public transport nodes on the Jubilee line, the DLR, and in due course, the new Canary Wharf Elizabeth Line station. Connections are poor and must be improved.

West India Quay

The Grade I listed West India Quay warehouses provide a home for the Museum of London Docklands and other leisure uses. The warehouses represent the last multi-storey dock warehouses of the late Georgian period in London.

The north side of the quay provides a different scale and materiality of built environment compared with Canary Wharf. Despite the footfall attracted by the Museum and restaurants, the promenade is used intermittently and the depth of the quay is not constant across the area because the holding sheds that used to line the front of the listed warehouses were demolished. This provides a very wide area between the dock edge and the frontage of the warehouses.

West India Quay DLR station lies between the listed buildings of West India Quay and the Site, providing good connectivity to the City. There is a footbridge across the dock, providing a short route to Canary Wharf.



St Matthias Church - Poplar







Poplar DLR station

Billingsgate Market

Billingsgate wholesale fish market is located to the east of the Site. The Corporation of London relocated Billingsgate fish market to this site in 1982 from its earlier location in the City. The new building was built as a high tech shed and it provides a covered area of approximately 53,000 square metres. It has an existing dock frontage which is not accessible to the public. The fish are delivered by road. The market is open from Tuesday to Saturday. Trading commences at 4 a.m. and finishes at 8:30 a.m.

In 2019, the Corporation of London acquired a site in Dagenham to relocate and consolidate Billingsgate along with two other London markets; New Spitalfields and Smithfield. This offers the opportunity for Billingsgate to come forward as a significant new development site in the near future and this is recognised through site allocation in the LBTH Local Plan.

Crossrail Place

The Elizabeth Line is one of the largest infrastructure projects in Europe and will connect London from east to west, with nine new stations and 42 kilometres of new tunnels under the city.

Located in the North Dock and south of the Site, Crossrail Place provides new public spaces, and a link actoss the dock. There are a number of levels both above and below the water, which include retail, restaurants, a range of leisure uses, a roof garden, pavilions and station entrances.

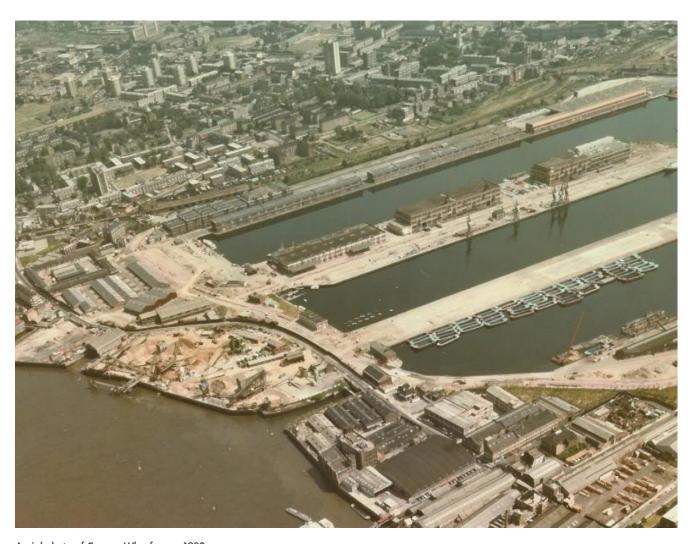
The 310-metre-long roof arches 30 metres over the roof garden and stretches around the shops and entrances below. The roof garden is accessible from ground level via two connecting bridges, and bounded at each end by pavilions. When open at night, the building glows, drawing visitors to use the public facilities and garden and creating a welcoming gateway to Canary Wharf.







Crossrail Place and North Dock



Aerial photo of Canary Wharf area, 1980

3.2.1 HISTORIC CONTEXT

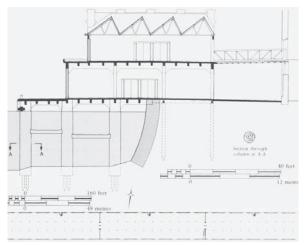
The wet docks, built along the River Thames in the early nineteenth century for the loading and unloading of cargo, were constructed in response to growing demands for the modernisation of the Port of London. By the time that the first London dock boom came to an end in 1815 the West India, East India and London Docks had been built on the north side of the Thames (between 1799 and 1806), and the Commercial and East Country Docks on the Surrey side.

Following the decline of the working docks the London Docklands Development Corporation was created by the Local Government Planning and Land Act 1980. Its job was to secure regeneration by:

- Bringing land and buildings into use
- · Encouraging industry and commerce
- Creating an attractive environment
- Assisting in the provision of housing and social facilities to encourage people to live and work in the area.



West India Docks in the 1980s



North Quay, West India Import Dock plan and section showing extent of false quay (image from 1912-15)

The West India Docks

The main elements of the West India Docks that were constructed between 1800 and 1806 were the Import and Export Docks, and the Blackwall and Limehouse basins. These enclosed a total area of 62 acres of water. The docks were suited to shipping in the early 19th century but became quickly obsolescent in the late 19th century as the number and size of vessels increased.

Further major improvements were carried out in the early twentieth century, particularly in the late 1920s, when passages were added to link the Import, Export and South Dock. The Site is located along the north side of the Import Dock.

Import Dock

The Import Dock is the northernmost rectangular wet dock within the Isle of Dogs. The final plans for the dock were settled by William Jessop with Walker in early 1800. The hub of the original dock system, it was built in 1800–2 for the unloading of West India shipping. It originally measured 2,600ft by 510ft and enclosed 30 acres of water to a depth of 23ft.

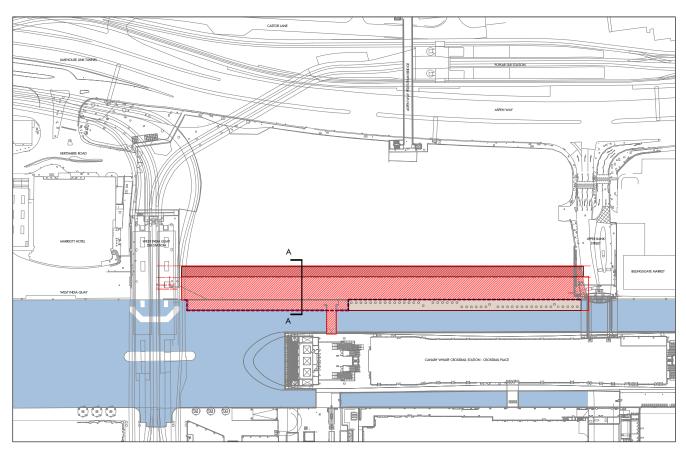
Dockside Warehouses

The principal buildings erected at the West India Docks were those designed for the storage and handling of goods. Nine sugar warehouses and linking blocks were built on the north of the Import Dock in 1800–3 and were London's first dockside warehouses. The buildings were largely destroyed through bombing in 1940. The two warehouses that survive, together with the adjoining Dock Office, are now Grade I listed.

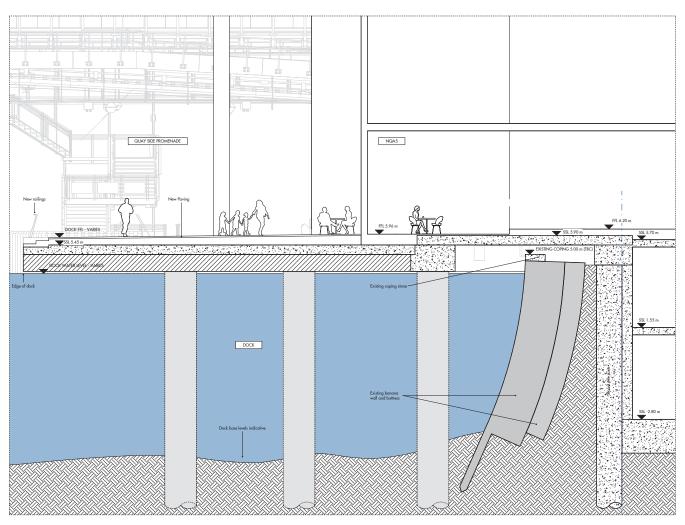
Dock walls

The quay walls, copings and buttresses to the Import Dock and Export Docks ('Docks') are listed Grade I (this includes the Middle Dock which is the former Export Dock). They were listed on 1 July 1983. The list description states: "Following the Act of 1799, the West India Docks were opened in 1802, the first and greatest of the enclosed security commercial docks, a pioneering civil engineering design by William Jessop with Ralph Walker, that created the modern Port of London after 1000 and set the precedent for commercial dock design. The Import Dock is the earliest, 1800-02, followed to south by the Export Lock of 1803-06".

The dock walls are of interest as surviving fabric from the early 19th century. They form a robust and utilitarian structure most of which is hidden below the water level. The length of dock wall that runs through the Site is currently entirely covered by a concrete slab.



Dock walls plan



Dock Walls Section AA

3.2.2 FEATURES OF HISTORIC INTEREST

There are a number of heritage assets in the area around the Site, including conservation areas, listed buildings and locally listed buildings. Many of these are related to the historic development of the docks. The map opposite shows conservation areas and listed buildings.

Conservation Areas

- (1) West India Dock
- 2 St Matthias Church
- (3) All Saints' Church
- (4) Coldharbour

Listed Buildings

- 1 Poplar Dock Accumulator Towers
- 2 North Quay Import/Export Dock
- 3 North Quay Warehouses and Dock Office
- 4 Excise House (Dockmasters House)
- 5 Grieg House
- 6 Salvation Army Hostel

- **7** Constables Cottage, Garford Street
- 8 Cannon Workshops
- 9 Former Guard House
- 10 Tower Hamlets College
- St. Matthias Vicarage
- St. Matthias Church
- Old Poplar Town Hall (Board of Works)
- 14 Coroner's Court
- 15 Terraced Houses
- 16 Blackwall Basin
- 17 All Saints Church
- 18 Isle House, Coldharbour



Map showing location of Listed Buildings and Conservation Areas close to the North Quay area

The two closest Conservation Areas to the Site are the West India Dock Conservation Area and St Matthias Church Conservation Area.

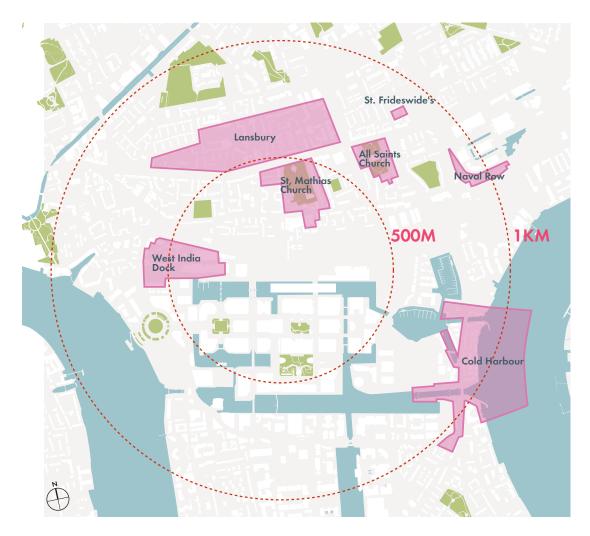
West India Dock Conservation Area

The West India Dock Conservation Area was first designated in November 1982. Located to the north west of the former West India Docks, it includes the Grade I Listed Warehouses, and together with the historic buildings located around the main dock entrance (most listed Grade II), are the only significant concentration of West India Dock buildings to have survived bombing in World War II.

St Matthias Church Conservation Area

The St Matthias Church Conservation Area was first designated in February 1986. It is bounded by East India Dock Road to the north, Tower Hamlets College along Poplar High Street to the south, Woodstock Terrace to the east, and Wade's Place/Hale Street to the west.

Located to the south of St Matthias Church there is a collection of institutional public buildings along Poplar High Street, listed Grade II. No. 115 Poplar High Street, the former East India Company chaplain's house, is the only surviving building of the East India Company's Almshouse complex that once stood on the recreation ground close the church.



Conservation Areas in the surrounding neighbourhoods

To the north-west is the Malam Gardens estate, built by the Commercial Gas Company to house some of its employees.

North Quay Warehouses and Dock Office

These warehouses are located along West India Quay to the west of the Site and are listed Grade I. They were built between 1800 and 1804 and designed by Gwilt & Sons Architects for the West India Dock Company. They are now the only remaining part of a series of nine Georgian warehouses which survived the Blitz bombing.

The Warehouses are 3-5 storey robust brick structures facing on to the dockside. They have been converted and now accommodate the Museum of London Docklands, residential apartments, and restaurant and retail uses at ground floor level which contribute an important mix of uses to the area.

Today the warehouses are set in the context of large scale and tall modern development including the Marriott Hotel (West India Quay) immediately to the east and Canary Wharf to the south.



Location of the North Quay Warehouses



North Quay Warehouses



3.2.3 MODERN DAY CONTEXT

The Site context is characterised by the very high-density office buildings of the Canary Wharf estate to the south and predominantly lower density residential to the north beyond aspen way.

The immediate context of Canary Wharf is tall and highly developed and the area is exceptionally well connected to the rest of London. Wider intensification and densification, as well as diversification of land uses, is supported by planning policy.

We understand that early pre-application proposals are emerging for the redevelopment of New City College, Poplar DLR train depot and the Workhouse sites to the north side of Aspen Way. Further, with the proposed relocation of Billingsgate Fish Market to Dagenham, Billingsgate will become another important future site for redevelopment.

These potential local developments provide opportunities for improved east west and north south pedestrian and cycle connections.





3.3 SITE ANALYSIS

3.3.1 CONSTRAINTS

The Site provides significant opportunity for redevelopment but, as a result of its history and location, also comes with particular constraints that need to be addressed in making the Proposed Development successful.

There are a number of site-specific constraints that have been assessed and considered through the design process and have informed The Masterplan as it has developed.

Poor pedestrian connections

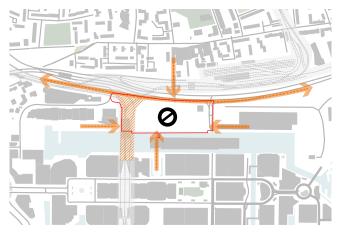
Currently there is a poor-quality pedestrian experience connecting the South Poplar community with the transport node and Major Town Centre of Canary Wharf involving multiple level changes and an incongruous route around the edge of the Site. There is a lack of active frontages and negligible overlooking/observation along the route making it feel unwelcoming.

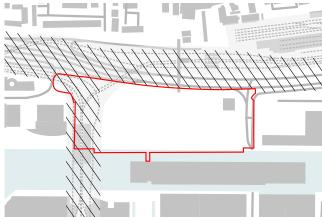
Eastward permeability from West India Quay has long been restricted by the closed secure nature of both North Quay and Billingsgate, leaving pedestrians and cycles the only option of using the busy edge of Aspen Way.

Noise and air quality issues

Aspen Way is a busy London arterial road and a local source of traffic and air pollution for the Site. The elevated DLR rail lines with their curved tracks the north side of West India Quay Station are also a noise source. Air quality and noise surveys and modelling studies have been undertaken to identify the levels of existing air and noise pollution on the Site.

The Masterplan must carefully consider the implications of these factors and the future design of the buildings within the development will need to take into consideration these environmental constraints further in their detailed design.





London City Airport flight protection zone

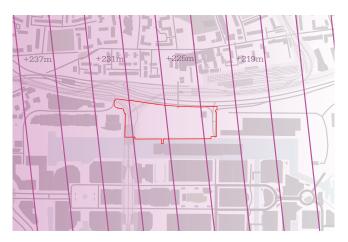
The flight protection zone for London City Airport places limitation on the height of building structures on the Site to a maximum of 231 metres AOD on the west side, reducing to approximately 219 metres AOD adjacent to Upper Bank Street.

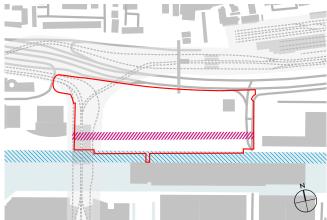
Retained listed dock wall structure (Banana Wall) & Boat navigation in the dock

Running east-west across the Site is the line of part of the dock wall forming the edge of the West India Import Dock. The dock walls are of interest as surviving fabric from the early 19th century. Their principal significance derives from their archaeological value and historic association with the development and success of London's docklands in the 19th and early 20th centuries.

The quay walls, copings and buttresses to the Import Dock and Export Docks ('Docks') are all listed Grade I (this includes the Middle Dock which is the former Export Dock). They were listed on 1 July 1983. Historic England has requested that the Banana Wall should be preserved in situ and that no structural loading should be placed upon it.

It will be necessary to retain a 7m navigable channel for boats to navigate through North Dock between the Site and Crossrail Place. Any bridges connecting North Quay with Crossrail Place must be designed to lift to allow access.





Wind and microclimate

The prevailing winds are from the south-west with seasonal north-easterly winds becoming more common during spring.

The prevailing winds, together with the existing tall building cluster at Canary Wharf, the proximity to the Aspen Way corridor and the large expanse of water, could cause abnormal wind patterns which have to be mitigated.

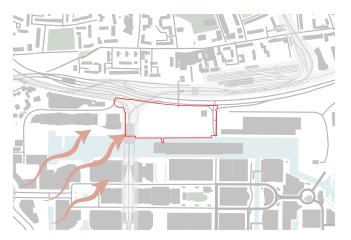
Modelling work has been undertaken through the development of the Masterplan Framework and mitigation measures included through the developed design of the Indicative Scheme.

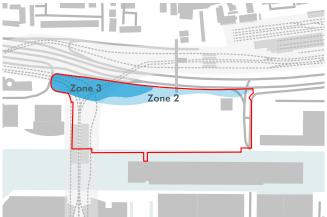
Flood risk

The Site is partially located within Flood Zone 3 (high risk) and partially within Flood Zone 2 (medium risk). At this time, the statutory defence level along this section of the River Thames is +5.23m. The Flood defence levels currently being projected by the modelling work done on the Site are:

- by 2065 flood defence levels near NQ should rise to +5.70m
- by 2100 flood defence levels near NQ should rise to +6.20m

Flood risk has to be assessed and managed within the Proposed Development through the review of ground floor levels, building access positions and careful engineering.





3.3.2 OPPORTUNITIES

North Quay offers an amazing opportunity to develop a large piece of brownfield land as a new mixed-use development. It is one of the few significant undeveloped sites in very close proximity to Canary Wharf. There is a chance to create an exemplary development on the Site that will help to connect the Canary Wharf estate with South Poplar and West India Quay with Billingsgate.

The Site offers the opportunity to create new publicly accessible open spaces with a south facing quayside on the waterfront, which could become a new destination for the surrounding area and act as a great place for events, cultural activities, or just to meet friends and colleagues.

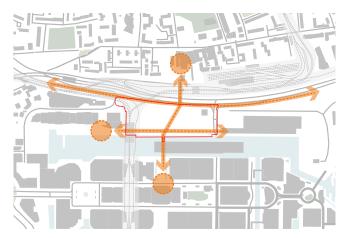
Improved Pedestrian Connections

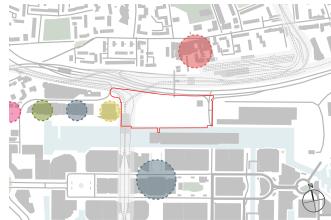
A key opportunity of the development is to provide new and improved north south and east west connections for surrounding communities, that are resilient, convenient, inclusive and permeable for pedestrians and cyclists. The importance of maintaining the dockside pedestrian route from West India Keys along the edge of the Site activated by a variety of uses will enliven the area and anticipate future connections to and through the Billingsgate site.

A Rich Mix of Uses

The neighbouring West India Quay Conservation Area with its quayside, museum and restaurants is already a destination and there is opportunity to extend this cultural and leisure offering.

The commercial hub of Canary Wharf to the south provides an opporunity to diversify the work environment and the community of Poplar to the north will bring population and life to North Quay. Noth Quay provides an opportunity to blur the edges of these diverse character areas.





A New destination

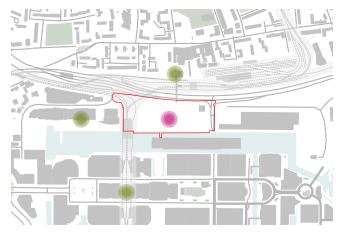
The location of the Site presents the opportunity to encourage the critical mass of population that currently exists on the estate, in addition to numerous people that will enter the Site from the Crossrail and surrounding neighbourhoods to permeate and gather. This will enable the creation of a unique urban quarter which balances businesses and residential buildings linked together with significant community and retail uses.

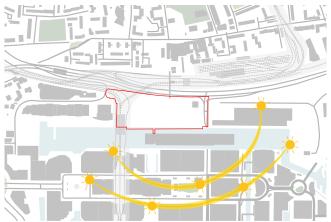
Sun Penetration and Daylight

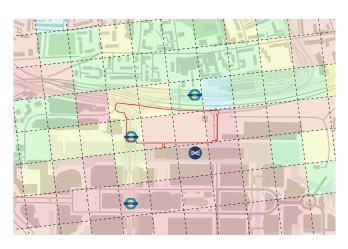
Water separates the Site on the southern side which physically distances much of North Quay from the adjacent buildings of Canary Wharf. The Aspen Way arterial road to the north separates the surrounding Poplar communities. The prime locations for public open space exist on the southern edges of the site, with increased daylight hours adjacent to the larger expanses of water spaces where the taller buildings on the estate are setback.

Transport Connections

The arrival of Crossrail and improvements to other transport connections present an opportunity for North Quay to become a more integrated place to live or work. The proximity to public transport facilities makes it an ideal location to support a high density urban community.







Water Frontage

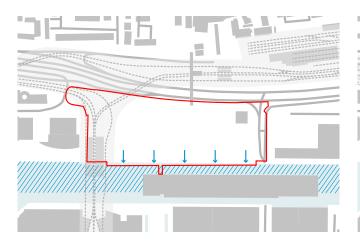
The presence of water to the south of the Site gives it a very special character, making it distinct from other development sites in London. The creation of publicly accessible spaces fronting the water on the Quayside benefitting from sun penetration from the southern side will act as a node for events, cultural activities or meeting a friend or colleague relaxing on the steps adjacent to the water edge.

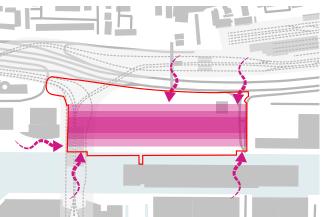
Air Quality

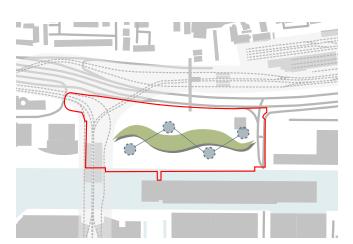
The site's current open character and adjacency to Aspen Way creates pockets of poor air quality. Though this is likely to improve over time due to vehicle electrification, the opportunity exists through the careful positioning of new buildings and the introduction of a series of new open spaces and roof areas with tree and landscape planting to positively improve air quality across the Site.

Public Realm

The Site currently makes little positive contribution to the public realm. By opening up new routes and creating high quality open spaces within the Site, accessible to all Tower Hamlets residents, this will improve quality of life and wellbeing. New public spaces would be designed in line with the Canary Wharf Group Wellbeing Framework and BREEAM Communities methodology.







Social Diversity

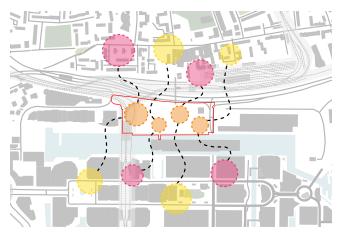
The Site has a key role to play in addressing the social divide between Poplar and Canary Wharf. Proposed space for businesses and services would support the new and existing communities living there, helping to integrate the Site and, more widely, Canary Wharf with the local community. Public realm and enhanced connections can create a positive sense of place, uniting the Site with its wider context and work to create a softer edge to the existing Canary Wharf estate and improve connectivity with South Poplar.

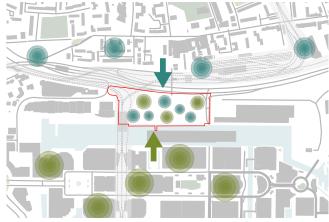
Economic Diversity

Allowing for a greater flexibility in the mix and balance of uses allows the Site to respond to changing occupier demand, economic pressures and to contribute to the overall diversity of uses within Canary Wharf – while not compromising the delivery of sufficient employment capacity.

The brief requirement for smaller more flexible floor plates will appeal to a wider range of occupiers, many of whom may not have previously considered Canary Wharf as a location. Achieving this diversified offer

of workspace will improve the attraction of the estate more generally, helping change perception of the existing estate as a financial hub. For smaller occupiers it also provides the opportunity to promote their identity within Canary Wharf.





Architectural Diversity

South Poplar is a low rise, predominantly residential area with heritage assets and a fine urban grain. Canary Wharf is a global business district, characterised by more uniform orthogonal high-rise office buildings, predominantly of glass and metal clad construction. West India Quay provides architectural richness through the original warehouse buildings. North Quay presents the opportunity to create a finer urban grain of buildings around a series of active open spaces with a mix of materials and variation in heights to create a transition between the two areas, enabling a complimentary and positive urban relationship.

Planning Policy

North Quay is identified in the Local Plan as a Site Allocation (4.9) encouraging a rich mix of uses and high quality tall buildings. The very supportive policy framework is fundamental to high quality placemaking and in achieving a successful and respectful development.

