

# North Quay Environmental Statement Volume 2

Townscape, Visual Impact  
and Heritage Assessment



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## ES VOLUME 2 – PART 1:

### TOWNSCAPE AND VISUAL IMPACT

### ASSESSMENT

#### Introduction

- 1.1** This Part 1 of Volume 2 of the Environmental Statement (ES) reports the findings of an assessment of the likely significant effects on townscape and visual amenity as a result of the North Quay development (hereafter referred to as the ‘Proposed Development’) at North Quay, Aspen Way, London E14 (‘the Site’) in the London Borough of Tower Hamlets (‘the LBTH’). It contains the following sections:
- A description of the method by which the assessment has been carried out, and of how the images in this report have been created;
  - A summary of the planning policy context relevant to the assessment;
  - A description and characterisation of the Site and its surroundings as existing;
  - A description and assessment of the design quality of the Proposed Development;
  - An assessment of the effect of the Proposed Development on identified townscape character areas;
  - An assessment of the visual effect of the Proposed Development on the identified views, including the effects of construction operations;
  - An assessment of cumulative effects, taking into account other new developments proposed in the area;
  - Consideration of mitigation; and
  - Conclusions.
- 1.2** Townscape, i.e. the buildings and open spaces that together form the environment around the Site, is considered in the form of townscape character areas (geographical areas which have readily identifiable characteristics). In terms of visual amenity, a selection of 45 verified views are considered in this assessment.
- 1.3** Reference should also be made to Part 2: Built Heritage Assessment of this ES Volume 2. This provides an assessment of the likely significant effects of the Proposed Development on the settings of designated above-ground built heritage assets within 1km of the boundary of the Site and locally listed buildings within 500m of the boundary of the Site, taking into account heritage significance. A separate Heritage Assessment accompanying the OPA considers the effect of the Proposed Development on the HAs closest to the Site in light of heritage legislation and policy.

- 1.4** An *Archaeological Desk Based Assessment* accompanying the outline planning application and *Outline Sequence of Works Report for Banana Wall Listed Building Consent* report accompanying the LBC consider the effect of the Proposed Development on the section of listed dock wall running through the Site (which is located below ground).
- 1.5** The combined cumulative townscape and visual effects with other relevant development schemes (Type 2 effects) are discussed later in this ES Volume.
- 1.6** This ES Volume has been prepared by Peter Stewart Consultancy and the visualisations have been prepared by Cityscape Digital Limited. A methodology for the production of the visualisations is provided as Appendix B to this ES Volume.

#### Planning Policy Context

- 1.7** This section contains a brief overview of aspects of national, London-wide and local planning policies and guidance that are particularly relevant to the appearance and visual impact of the Proposed Development. For the purposes of this Part 1 report, it is those policies concerned with design and townscape matters that are of the greatest relevance (see Part 2 for policies concerned primarily with the historic environment).

#### *National Planning Policy and Guidance*

##### *The National Planning Policy Framework (2019)*

- 1.8** The Government issued the latest version of the National Planning Policy Framework (NPPF) in February 2019 (with a correction in June 2019). The NPPF sets out planning policies for England and how these are expected to be applied (Ref. 1-1).
- 1.9** The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development, which has three dimensions; economic, social and environmental. The NPPF states, at paragraph 10, that ‘*at the heart of the Framework is a presumption in favour of sustainable development.*’

*NPPF Section 12: Achieving well-designed places*

- 1.10** Section 12 of the NPPF deals with design. At paragraph 124, the NPPF states that *‘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.’*
- 1.11** Paragraph 127 notes that *‘Planning policies and decisions should ensure that developments:*
- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
  - b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
  - c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
  - d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
  - e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
  - f) 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; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.’*
- 1.12** Paragraph 130 states that *‘Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions,’* and goes on to say *‘Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development.’*
- 1.13** Paragraph 131 states that *‘In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in the area, so long as they fit in with the overall form and layout of their surroundings.’*

*Planning Policy Guidance (2014)*

- 1.14** The national Planning Practice Guidance (PPG) was launched on the 6th March 2014 and provides a web-based resource in support of the NPPF (Ref. 1-2). It is updated on an ongoing basis, and the parts cited below are current at the time of writing (April 2020).
- 1.15** The PPG includes a section called ‘Design: process and tools’ which *‘provides advice on the key points to take into account on design’*. This was issued on 1 October 2019; it replaces a previous section called ‘Design’.
- 1.16** The PPG deals with the processes of the planning system with respect to design, and notes that guidance on good design is set out in the National Design Guide.

*The National Design Guide (2019)*

- 1.17** The National Design Guide (September 2019) (‘NDG’) states (paragraph 3) that it *‘forms part of the Government’s collection of planning practice guidance’* (Ref. 1-3).
- 1.18** At paragraph 21 the NDG states that well-designed places are achieved by making the right choices at all levels, including:
- ‘The layout (or masterplan)*
  - The form and scale of buildings*
  - Their appearance*
  - Landscape*
  - Materials; and*
  - Their detailing’*
- 1.19** At paragraph 35 the NDG sets out ten characteristics which contribute to the character of places, nurture and sustain a sense of community, and address issues affecting climate. These are described as follows:
- ‘Context - enhances the surroundings.*
  - Identity - attractive and distinctive.*
  - Built form - a coherent pattern of development.*
  - Movement - accessible and easy to move around.*
  - Nature - enhanced and optimised.*

*Public spaces - safe, social and inclusive.**Uses - mixed and integrated.**Homes and buildings - functional, healthy and sustainable.**Resources - efficient and resilient.**Lifespan - made to last.’**Historic England Advice Note 4 – Tall Buildings (2015)*

- 1.20** This document sets out guidance on dealing with tall buildings in the planning process (Ref. 1-4). The Introduction notes that *“alternative approaches may be equally acceptable, provided they are demonstrably compliant with legislation and national policy objectives.”* It notes that what might be considered a tall building will vary from area to area and *“A ten storey building in a mainly two-storey neighbourhood will be thought of as a tall building by those affected, whereas in the centre of a large city it may not.”*
- 1.21** Paragraph 1.1 states that, *“in the right place well-designed tall buildings can make a positive contribution to urban life.”* The main focus of the guidance is promoting a plan led approach and setting out the relevant considerations tall building policies should address, and setting out the approach and assessments applicants should follow in promoting such development.
- 1.22** At paragraph 4.5 it provides a list of factors a high quality scheme should have a positive relationship with:
- “a. Topography*
  - b. Character of place*
  - c. Heritage assets and their settings*
  - d. Height and scale of development (immediate, intermediate and town- or city-wide)*
  - e. Urban grain and streetscape*
  - f. Open spaces*
  - g. Rivers and waterways*
  - h. Important views including prospects and panoramas*
  - i. The impact on the skyline”*

**1.23** At paragraph 4.8 it set out a list of design criteria a successful application will need to fully address:

- a. Scale
- b. Form and massing
- c. Proportion and silhouette
- d. Facing materials
- e. Detailed surface design
- f. Relationship to other structures
- g. Impact on streetscape and near views
- h. Impact on cityscape and distant views
- i. Impact on the skyline”

**1.24** Paragraph 4.9 states that:

*“Tall buildings need to set exemplary standards in design because of their scale, mass, wide impact and likely longevity. Good design will take the opportunities available for improving the character and quality of an area and respond to local character and history (NPPF paragraphs 58 and 64). It is important that the required high standard of architectural quality is maintained throughout the process of procurement, detailed design, and construction, through the use of conditions and reserved matters.”*

**1.25** Para 4.10 notes that *“consideration needs to be given to a tall building’s contribution to public space and facilities. This applies both internally and externally, including the provision of a mix of uses (especially on the ground floor of towers), as part of a well-designed public realm.”*

**1.26** Section 5 deals with assessing proposals. The guidance concludes noting that:

*“If a tall building is harmful to the historic environment, then without a careful examination of the worth of any public benefits that the proposed tall building is said to deliver and of the alternative means of delivering them, the planning authority is unlikely to be able to find a clear and convincing justification for the cumulative harm.”*

*Historic England Advice Note 4 – Tall Buildings – Second edition consultation draft (2020)*

**1.27** This draft updated version of the advice note issued in 2015 had been issued for public consultation at the time of writing, with comments invited until 28 May 2020 (Ref. 1-5). The guidance within the draft Advice Note is not significantly different to that in the existing document, and the updates are primarily designed to reflect changes to the policy and guidance, including the National Planning Policy Framework and the National Design Guide, to take account of changing technology for visualising proposed tall buildings, and to give greater focus to plan-led approaches to tall buildings.

### **Regional Planning Policy and Guidance**

*The London Plan – Spatial Development Strategy for Greater London, Consolidated with alterations since 2011 (2016)*

**1.28** The London Plan (Ref. 1-6) is *“the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.”* The policies most relevant to townscape and visual assessment are contained in Chapter Seven ‘London’s Living Places and Spaces’.

**1.29** Policy 7.1, on ‘Lifetime Neighbourhoods’, states that *“The design of new buildings and the spaces they create should help reinforce or enhance the character, legibility, permeability and accessibility of the neighbourhood.”* Policy 7.4 expands on the theme of local character and states that *“Development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings.”*

**1.30** Policy 7.6 on ‘Architecture’ states that *“Architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape. It should incorporate the highest quality materials and design appropriate to its context.”* It goes on to set out a list of requirements of new buildings and structures including, inter alia, that they should be *“of the highest architectural quality”*; they should *“be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm”*; they should include details and materials that *“complement, not necessarily replicate”* local architectural character; they should not cause *“unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings”* which is said to be particularly important for tall buildings; and they should *“optimise the potential of sites”*.

**1.31** Policy 7.7 relates to the location and design of tall buildings. It states that tall and large buildings *“should be part of a plan-led approach”* to development of an area and should not have *“an unacceptably harmful impact on their surroundings.”* In particular, tall buildings are required, inter alia, to *“relate well to the form, proportion, composition, scale and*

*character of surrounding buildings, urban grain and public realm (including landscape features) particularly at street level”*; they should *“individually or as a group, improve the legibility of an area, by emphasising a point of civic or visual significance where appropriate, and enhance the skyline and image of London”*; they should incorporate *“the highest standards of architecture and materials”*; and they should have ground floor activities that relate positively to surroundings streets and *“contribute to improving the permeability of the site and wider area, where possible.”* Tall buildings are required not to *“impact on local or strategic views adversely”* and particular consideration should be given to tall building proposals in sensitive locations, including *“conservation areas, listed buildings and their settings, registered historic parks and gardens, scheduled monuments, battlefields, the edge of the Green Belt or Metropolitan Open Land, World Heritage Sites or other areas designated by boroughs as being sensitive or inappropriate for tall buildings.”*

**1.32** Policies 7.11 and 7.12 relate to strategic views and the management of them. Policy 7.12 notes that *“New development should not harm, and where possible should make a positive contribution to, the characteristics and composition of the strategic views and their landmark elements. It should also preserve or enhance viewers’ ability to recognise and appreciate strategically important landmarks in these views and, where appropriate, protect the silhouette of landmark elements of World Heritage Sites as seen from designated viewing places.”*

*The London Plan – Intend to Publish London Plan (2019)*

**1.33** In December 2019 the Mayor of London issued a draft version of the London Plan with consolidated suggested changes (Ref. 1-7), following an Examination in Public of the draft Plan and a subsequent report and recommendations from the Panel of Inspectors. Its aim is to *‘provide a vision for how London should sustainably grow and develop in the future’*. In March 2020, the Secretary of State wrote to the Mayor setting out his consideration of the Mayor’s Intend of Publish London Plan. At the time of writing (May 2020) the Mayor was considering the Secretary of State’s response. When adopted, it will replace the current London Plan.

**1.34** The policies most relevant to townscape and visual impact are found in Chapter 3, ‘Design,’ and Chapter 7, ‘Heritage and Culture.’ These chapters contain draft policies that are broadly similar to those in Chapter 7, ‘London’s Living Places and Spaces’, in the current London Plan.

**1.35** Policy D1 on *‘London’s form, character and capacity for growth’* highlights the necessity for Boroughs to identify an area’s capacity for growth by undertaking an assessment of the *‘characteristics, qualities and values of different places’*. This should include the consideration of urban form and structure, historical evolution and heritage assets, and views and landmarks.



- 1.36** Policy D3 on ‘Optimising site capacity through the design-led approach’ states that ‘All development must make the best use of land by following a design-led approach that optimises the capacity of sites, including site allocations.’ The policy states that development proposals should ‘enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions.’ Development should ‘provide active frontages and positive reciprocal relationships between what happens inside the buildings and outside in the public realm to generate liveliness and interest.’ The policy further states that development design should ‘be of high quality, with architecture that pays attention to detail,’ and uses ‘attractive, robust materials which weather and mature well’.
- 1.37** Policy D4 on ‘Design analysis and development certainty’ notes that at least one design review should be carried out if the development includes a residential component that exceeds 350 units per hectare or proposes ‘...a building defined as a tall building by the borough (see Policy D9 Tall Buildings), or that is more than 30m in height where there is no local tall building definition’.
- 1.38** Policy D8 on ‘Public realm’ states that development plans and proposals should consider a number of things, including that the public realm is ‘... well-connected, related to the local and historic context...’ and incorporates materials that are ‘of good quality, fit-for-purpose, durable and sustainable’. It states that there should be ‘a mutually supportive relationship between the space, surrounding buildings and their uses’ and that ‘the design of buildings contributes to a vibrant public realm’.
- 1.39** Policy D9 on ‘tall buildings’ highlights that ‘tall buildings should only be developed in locations that are identified in Development Plans.’ Development Plans should provide a definition of a tall building (‘the height of which will vary between and within different parts of London’) and should identify in maps where tall buildings may be appropriate.
- 1.40** Policy D9 also notes that the views of buildings from different distances should be considered. This includes long-range views (buildings must make a ‘positive contribution to the existing and emerging skyline and not adversely affect local or strategic views’), mid-range views (buildings must make a ‘positive contribution to the local townscape in terms of legibility, proportions and materiality’), and immediate views (buildings should ‘have a direct relationship with the street, maintaining the pedestrian scale, character and vitality of the street’). Proposals should ‘take account of, and avoid harm to, the significance of London’s heritage assets and their settings’ and should ‘positively contribute to the character of the area.’ It notes that the architectural quality and materials should be of an exemplary standard. Buildings that are situated in the setting of a World Heritage Site must preserve, and not harm, the Outstanding Universal Value of the World Heritage Site, and the ability to appreciate it.

- 1.41** Policy HC3 on ‘Strategic and Local Views’ states that ‘development proposals must be assessed for their impact on a designated view if they fall within the foreground, middle ground or background of that view.’ The Mayor will identify Strategically-Important landmarks within designated views and will ‘seek to protect vistas towards Strategically-Important Landmarks by designating landmark viewing corridors and wider setting consultation areas. These elements together form a Protected Vista’. The Mayor will seek to ‘identify and protect aspects of views that contribute to a viewer’s ability to recognise and appreciate a World Heritage Site’s authenticity, integrity and attributes.’ Boroughs should also clearly identify local views in their Local Plans and strategies.
- 1.42** Policy HC4 on the ‘London View Management Framework’ highlights that ‘development proposals should not harm, and should seek to make a positive contribution to, the characteristics and composition of Strategic Views and their landmark elements.’ It states that development in the background of a Protected Vista should not harm the composition of the view, whether the development is inside the Wider Setting Consultation Area or not.

*London View Management Framework Supplementary Planning Guidance (March 2012)*

- 1.43** In March 2012 the Mayor published the ‘London View Management Framework Supplementary Planning Guidance’ (‘LVMF’) which is designed to provide further clarity and guidance on the London Plan’s policies for the management of these views (Ref. 1-8). The LVMF views 1A.1 from Alexandra Palace; 2A.1 from Parliament Hill; 5A.1 from Greenwich; 11B.1 and 11B.2 from London Bridge; and 15B.1 from Waterloo Bridge are potentially relevant to consideration of development on the Site and are included as views in this assessment.

*London World Heritage Sites - Guidance on Settings Supplementary Planning Guidance, 2012*

- 1.44** This Supplementary Planning Guidance (SPG) was adopted in March 2012 (Ref. 1-9). The intention of the SPG is stated to be ‘...to ensure a more consistent interpretation of setting and understanding of their importance in contributing to an appreciation of Outstanding Universal Value to help support consistency in decision making...’ in support of the policies within the London Plan, including Policy 7.10 on World Heritage Sites (WHS).
- 1.45** The SPG includes a draft Statement of Outstanding Universal Value (OUV) for the Maritime Greenwich WHS (a final Statement was subsequently approved in 2013 - see below, ‘Maritime Greenwich World Heritage Site Management Plan, Third Review (2014)’). It sets out in general terms the elements of setting that may affect WHS, which include views in, out and

across WHS. It notes that ‘The towers of Canary Wharf have a profound impact on the setting of the Maritime Greenwich World Heritage Site but they are at a sufficient distance to allow the significance of the axial view from the Royal Observatory to be appreciated.’

- 1.46** It provides a set of criteria for the assessment of the effect of development on the OUV of a WHS in Implementation Point 14.

*London’s Natural Signatures: The London Landscape Framework, (prepared for Natural England, January 2011)*

- 1.47** This guidance document was issued by Natural England in 2011 (Ref. 1-10). It divides London into 22 Natural Landscape Areas and identifies the key natural characteristics, or ‘Natural Signatures’, of those areas. The Site is located within the ‘Lower Thames Floodplain’ Natural Landscape Area, which stretches from Battersea in the west to Rainham Marshes and Crayford Marshes in the east. The Natural Signature of ‘Lower Thames Floodplain’ is stated as ‘A vast, riverside zone of grazed saltmarshes grading to reedswamp, mudflats and the wide tidal Thames - the most striking and immediately visible natural element in London.’ The Site is located within a heavily urbanised part of these Natural Landscape Areas, within an established area for tall buildings.

*Maritime Greenwich World Heritage Site Management Plan, Third Review (2014)*

- 1.48** The WHS Management Plan (2014) sets out a framework for the protection, conservation and management of the WHS between 2012-17 (Ref. 1-11). It includes the approved version of the Statement of OUV for the WHS. There are nine overarching goals for the WHS, including to ‘protect, preserve, and enhance, where possible, the Outstanding Universal Value of Maritime Greenwich World Heritage Site’. The Management Plan states that in considering how tall buildings clusters evolve, LBTH should take account of specific views from the WHS, and examine ways in which the significance of the Grand Axis is recognised. It further states that development should step down in height and scale towards the WHS, provide visual layering, and demonstrate how it fits within the Canary Wharf cluster.

*Tower of London World Heritage Site Management Plan (2016)*

- 1.49** The purpose of the Tower of London WHS Management Plan (2016) (Ref. 1-12) is to ensure the effective management of the WHS and to provide an agreed framework for long-term decision-making on the conservation and improvement of the Tower. It is concerned with physical preservation of the Tower, protecting and enhancing the visual and environmental character of its local setting, providing a consideration of its wider setting and improving

the understanding and enjoyment of the Tower as a cultural resource. It contains management aims and a prioritised programme of objectives for a period of five years. In respect of views, it is mainly concerned with tall development in the City of London and the Shard, albeit it notes that *‘Looking east, particularly from London Bridge, the growing group of tall buildings on the Isle of Dogs can be seen in the distant background of the Tower.’*

## Local Planning Policy and Guidance

*London Borough of Tower Hamlets: Local Plan 2031: Managing Growth and Sharing Benefits (2020)*

**1.50** The Local Plan 2031 was adopted by LBTH in January 2020 (Ref. 1-13). It provides spatial policies, development management policies and site allocations that set out *‘how the borough of Tower Hamlets will grow and develop from now on until 2031’*. It is accompanied by a Policies Map and is intended to sit alongside any future neighbourhood plans and area action plans which will provide more detailed planning guidance.

**1.51** A number of evidence base documents were produced to inform the proposed policies, including the *“Tall Buildings Study”* (2018) (Ref. 1-14), the *“Tower Hamlets Conservation Strategy 2017-2026”* (2017) (Ref. 1-15) and the *“Urban Structure and Characterisation Study Addendum”* (2016) (Ref. 1-16).

**1.52** The Local Plan identifies 24 places within Tower Hamlets, illustrated on Figure 4. The Site falls within the ‘Canary Wharf’ place.

**1.53** Policy S.SG2, *‘Delivering sustainable growth in Tower Hamlets’* states that development will be supported where it *‘...delivers managed growth, through i. good design, ii. preserving or enhancing the character and setting of the area, and iii. not resulting in unacceptable impacts on the natural and historic environment and its assets...’*

**1.54** 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...’* and that developments must -

- a. *‘be of an appropriate scale, height, mass, bulk and form in its site and context*
- b. *represent good urban design; provide coherent building lines, roof lines and setbacks, complement streetscape rhythm and associated landscapes...’*
- c. *ensure the architectural language: scale, composition and articulation of building form, design of detailing, elements and materials applied on elevations, complements and enhances their immediate and wider surroundings*

d. *protect important views of and from landmark buildings and vistas*

e. *use high quality design, materials and finishes to ensure buildings are robust, efficient and fit for the life of the development*

f. *create well-connected, inclusive and integrated spaces and buildings...’*

**1.55** Policy D.DH2, *‘Attractive streets, spaces and public realm’*, states that *‘Development is required to contribute to improving and enhancing connectivity, permeability and legibility across the borough...’* and *‘...is required to positively contribute to the public realm...’*.

**1.56** Policy D.DH4, *‘Shaping and managing views’* states that *“development is required to positively contribute to views and skylines that are components of the character of the 24 places in Tower Hamlets. Intrusive elements in the foreground, middle ground and backdrop of such views will be resisted.”* It goes on to state that development will be required to demonstrate how it, inter alia, complies with the LVMF and World Heritage Site Management Plans; positively contributes to an identified *‘skyline of strategic importance, forming from the silhouettes of tall building clusters around Canary Wharf’*; *‘preserves or enhances the prominence of borough-designated landmarks and the skyline of strategic importance in the borough-designated views’*, as well as views identified in conservation area appraisals and management guidelines; and *‘preserves or enhances townscape and views to and from the site which are important to the identity and character of the place.’*

**1.57** The borough-designated views are set out in Figure 6. A number of landmark buildings - Christ Church, Spitalfields; St. Paul’s Church; St. Anne’s Church; and Balfron Tower - and the cluster at Canary Wharf form the focus of individual views. Three of the identified views are considered relevant to the Proposed Development – View 3 from Ben Johnson Road/ Regent’s Canal; View 4 from Salmon Lane; and View 5 from Langdon Park - and these have been illustrated in this assessment. Figure 6 also identifies the *‘skyline of strategic importance’* and shows that this covers the Site.

**1.58** Policy D.DH6: ‘Tall buildings’ sets out a list of criteria that a tall building proposal will be expected to satisfy, including to *‘be of a height and scale, mass and volume that are proportionate to their role, function and importance of the location in the local, borough-wide and London context; and take account of the character of the immediate context and of their surroundings’*; to *“achieve exceptional architectural quality and innovative and sustainable building design...”;* and *“enhance the character and distinctiveness of an area without adversely affecting designated townscapes and landscapes... or detracting from important landmarks, heritage assets, key views and other historic skylines, and their settings...”;* and *‘provide a positive contribution to the skyline during both the day and night time’*.

**1.59** Part 2 of the policy states that tall buildings will be directed towards designated Tall Buildings Zones, shown on Figure 7. The Site falls within the Canary Wharf tall buildings zone. The design principles for this zone include that development should positively contribute to the skyline of

strategic importance, individual buildings should be integrated into *“urban super blocks set in the public realm”* and buildings heights should step down from the central location at One Canada Square.

## LBTH Core Evidence Base: Character Area Assessment (2006)

**1.60** A Character Area Assessment (‘CAA’) document was produced by LBTH in 2006 as part of the evidence gathering for the production of the LDF (Ref. 1-17). This assessment divides the Borough into character areas and the Site is identified as part of the Aspen Way character area.

**1.61** The Aspen Way area is described as forming *“a ‘shatter zone’ between the distinctive Canary Wharf development on the Isle of Dogs to the south and the predominantly residential area of Poplar to the north.”* Transport infrastructure is said to comprise the predominant land use, although modern commercial and residential development are noted as major uses to the south of the area. In terms of the architectural and townscape quality of the area, it notes that the architectural quality is generally poor, although *“modern development south of the highway corridor is generally of good quality.”* The CAA states that new development should *“realise opportunities to create public realm focal points within the area.”*

## LBTH Urban Structure and Characterisation Study (2009)

**1.62** The Urban Structure and Characterisation Study was prepared for LBTH to inform the LDF and other documents and was issued in 2009 (Ref. 1-18). It divides the Borough into character areas and the Site is identified as part of the ‘Canary Wharf’ character area, which is described as *“an extremely dense business area that has the look and feel of a Manhattan style development”*. It notes that the area *“...is one of the most significant commercial centres in Europe and provides a clear landmark for the Isle of Dogs and the wider Docklands area”* and that *“a small proportion of Canary Wharf lies within conservation areas.”*

## Assessment Methodology and Effect Significance Criteria

**1.63** This section of this ES Volume presents the following:

- Identification of the information sources that have been consulted during preparation of this Part 1: Townscape and Visual Impact Assessment (TVIA);
- Details of the consultation undertaken with respect to townscape and visual effects;



- The methodology behind the assessment of townscape and visual effects, including the criteria for the determination of sensitivity of receptor and magnitude of impact on the existing or 'baseline' condition;

- An explanation as to how the identification and assessment of townscape and visual effects have been reached; and

- The significance criteria and terminology for assessment of the residual effects to townscape and visual receptors as a result of the Proposed Development considered on its own and considered in the context of other proposed and consented 'cumulative' schemes.

**1.64** The following sources of information that define and explain the Proposed Development and that accompany the OPA have been reviewed and form the basis of the assessment of likely significant townscape and visual effects:

- Parameter Plans;
- Design Guidelines;
- Development Specification;
- The Design and Access Statement; and
- The Accurate Visual Representations (AVRs) contained within this Volume.

## Outline Planning Application Methodology

**1.65** There are two assessments in this report for each identified receptor, carried out in line with the detailed methodology set out below. The first assessment referred to as the 'maximum parameters scenario' relates to the maximum parameters of the Proposed Development (i.e. as set out in the Parameter Plans). The AVRs show the outline of the Proposed Development at maximum parameters as a yellow 'wireline' and it is this yellow wireline which is assessed in respect of the form and massing of the Proposed Development. The Development Specification sets out a site-wide total floorspace amount; the maximum parameters, as shown by the yellow wirelines, exceed this amount and therefore represent a 'greater than maximum effect' scenario which could not be built out in practice.

**1.66** A Design Guidelines document has been produced to provide guidance for future reserved matters applications on issues such as form, massing, approach to frontages and façade treatments. The only Design Guidelines taken into account in the first assessment for each receptor, the 'maximum parameters scenario', are a small number which apply to appearance and detailed architecture only (not massing – see 'Assessment of design' later in this report for further explanation). The assessment takes into account the massing set by the maximum parameters, as shown by the yellow wirelines, only.

**1.67** The second assessment for each receptor, the 'maximum parameters and Design Guidelines scenario', is made on the basis of the maximum parameters taking into account the Design Guidelines document as a whole, as well as the site-wide floorspace set out in the Development Specification. It is not possible, given the flexibility built in to the maximum parameters, to identify which Design Guidelines would be relevant to future development, or to identify which would be the least or most favourable to the effect on townscape and views in general, as this would vary from receptor to receptor. Given this, and given that the Design Guidelines have been drawn up to provide assurance that whatever the form of development it would have a positive general effect in townscape and visual terms (see 'Assessment of design' later in this report), it is considered appropriate to consider the Design Guidelines as a whole in making this second assessment for each receptor. The Development Specification sets out a maximum site wide total floorspace that can be built out across the Proposed Development, which would be less than that shown by the maximum parameters, and this is taken into account in this scenario. As this second assessment is considered the most realistic scenario for the Proposed Development, this is the assessment considered to form the 'residual effect' for each receptor.

**1.68** In addition to the maximum parameters, an indicative scheme produced by the architects of the scheme, Allies and Morrison, has been considered in narrative form in this report (i.e. with no formal assessment carried out). The indicative scheme demonstrates one interpretation of the Specified Parameters set out in the Parameter Plans, the Development Specification and the Design Guidelines. It is represented in the AVRs as a blue wireline with a shaded infill, set within the yellow wireline representing the maximum parameters.

## Assessment Methodology – Townscape and Visual Effects

**1.69** This section explains the method that has been used to carry out the TVIA. It is based on the principles set out in the third (2013) edition of 'Guidelines for Landscape and Visual Impact Assessment' (GLVIA), produced by the Landscape Institute with the Institute of Environmental Management and Assessment (Ref. 1-19).

**1.70** The assessment method is described in the following sections. In general terms it is carried out as follows:

- Buildings, open spaces, townscape and views that have the potential to be affected by the Proposed Development, particularly those that have been previously identified as significant by designation or in other ways, are identified;
- The impacts on these buildings, open spaces, townscape and views are studied, by the designers of the Proposed Development in collaboration with the authors of the townscape assessment, as part of the process of developing the design. This process includes computer-based modelling, so that the visual impact can be tested; and

- The impacts of the Proposed Development, in the form in which it is submitted for the OPA on the identified elements and views, are assessed by the townscape assessors. This assessment is informed by computer generated images showing 'as existing' and 'as proposed' views from selected viewpoints. Images showing the effect of the Proposed Development in combination with relevant 'cumulative' schemes (both proposed and consented) are also provided.

**1.71** The process as described is an iterative one that informs the design of the Proposed Development, so that any potential for adverse impacts can be considered as an integral aspect of the development of the design.

## Methodology for Determining Baseline Conditions and Sensitive Receptors

### Identification of Townscape Character Areas

**1.72** An assessment has been made of the Site and its surroundings in their existing states. This analysed the physical characteristics and the character of the townscape in the wider area and considers the current status of the Site.

**1.73** The identification of townscape character areas and built heritage assets in the study area was carried out following a study of the historical development of the area which was made with reference to the following publications:

- *The Buildings of England, London 5: East*, Bridget Cherry, Charles O'Brien and Nikolaus Pevsner, Yale UP, 2005 (Ref. 1-20);
- *The London Encyclopaedia*, Ben Weinreb, Christopher Hibbert, Julia Keay, John Keay, Macmillan, 2010 (Ref. 1-21);
- *Survey of London: volumes 43 & 44, Poplar, Blackwall and Isle of Dogs*, Hermione Hobhouse (General Editor), 1994 (Ref. 1-22); and
- *History of the London Docklands Development Corporation*: <http://www.lddc-history.org.uk/> (Ref. 1-23).

**1.74** The present-day condition of the area was ascertained by site visits, supported by a study of maps and aerial photographs (available on the internet as an integrated set of data at [www.maps.google.co.uk](http://www.maps.google.co.uk)), and the Pevsner volume referred to above. Site visits allowed the accuracy of record data to be verified in what is a rapidly changing landscape. Record photographs were taken on site visits (August 2019).

**1.75** The townscape study area is formed of those areas around the Site on which the Proposed Development could have a significant effect in townscape terms, informed by site visits and desk study as outlined above. Townscape is characterised by dividing the study area into geographical areas which



have readily identifiable characteristics in common. These characteristics may include topography; other natural characteristics such as waterways; patterns of land use; urban grain; and building form. Where there are major elements of infrastructure such as roads and railways, these often serve to divide one area from another. The division of an urban area into townscape character areas (TCAs) is carried out by a combination of professional judgement based on site investigation, and the study of documents, as described above.

- 1.76** The judgement made as to the geographic extent of the likely significant effects of the Proposed Development on townscape (illustrated in Figure 1 in the Baseline Conditions section) was informed by the study discussed above and by previous experience of the effect of developments of a similar scale in this part of London, and particularly the townscape assessment for the previous application for the Site (submitted in 2017). The visual study undertaken during the course of the current assessment enabled this judgment to be validated.
- 1.77** The Site is located within the Isle of Dogs, in an intensively developed urban setting which includes an established cluster of tall buildings. There are no substantial areas of landscape located close to the Site, other than urban parks and riverscape which are considered in this assessment as part of the townscape character areas around the Site or as part of the assessment of views. A separate consideration of local landscape character areas was therefore not considered necessary.

#### **Identification of Built Heritage Assets**

- 1.78** Above-ground designated built heritage assets, potentially comprising relevant World Heritage Sites (WHSs), Conservation Areas, Listed Buildings, Registered Parks and Gardens of Special Historic Interest, and above-ground Scheduled Ancient Monuments have been identified using information derived from the National Heritage List for England website ([historicengland.org.uk/listing/the-list](http://historicengland.org.uk/listing/the-list)) and the Local Planning Authority website ([www.towerhamlets.gov.uk](http://www.towerhamlets.gov.uk)). Non-designated heritage assets have been taken to be locally listed buildings identified by LBTH. All designated heritage assets within the TCAs described later in this Volume of the ES and all locally listed buildings within 500m of the Site boundary have been identified within the text considering the baseline condition of the TCAs, and where relevant these have informed the assessment of the sensitivity of those TCAs, and views within which they fall.
- 1.79** Assessment of the effect of the Proposed Development on the settings of heritage assets, considered as receptors and taking into account heritage significance, is provided within Part 2: Built Heritage Assessment of this ES Volume 2. The effect on all designated heritage assets within 1km of the boundary of the Site, and of non-designated heritage assets within 500m of the boundary of the Site, is assessed in Part 2. The effect of the Proposed Development on the Maritime Greenwich WHS, which is located

approximately 2.6km from the Site, is also considered in Part 2, due to its unusually high sensitivity and the open views towards the Isle of Dogs which are possible from it; and the Tower of London WHS and Tower Bridge, located approximately 3.8km to the west of the Site, are considered as a result of a request from LBTH during the scoping process.

- 1.80** Other heritage assets further from the Site appear within individual views considered in the visual assessment, and any effect with regard to them is an intrinsic part of the overall assessment of the effect of the Proposed Development within such views.

#### **Identification of Viewpoint Locations**

- 1.81** The list of proposed viewpoints has taken the views considered in the 2017 Townscape and Visual Impact Assessment for the previous planning application for the Site as its starting point. The continued relevance of these views to the site has been assessed, informed by consideration of the effect of the previous scheme as illustrated in the 2017 TVIA. As a result, a number of the 2017 views have been omitted where it is considered clear by inspection that the effect of development at the scale proposed on the site would not be significant, and where the effect is covered adequately by other views nearby. The viewpoints have been identified in light of the methodology set out below. The final selection of views has been agreed in liaison with the LBTH.
- 1.82** A study was undertaken to establish a set of potential viewpoint locations from which 'before and after' views are provided. The study area was centred on the Site and was limited to locations from which the Site can be seen, or from which new buildings on it will be seen at the height proposed. The study area for local and medium range views extends to approximately 750m, the approximate distance to the viewpoint from Poplar Dock. The study area for long range views extends to approximately 12km, the approximate distance to the Alexandra Palace viewpoint (view 1 in this Part 1). At a distance greater than this, development of the scale envisaged would not be a significant visual presence.
- 1.83** Within this study area, four types of viewing location were identified:
- Views that have been identified as significant, by the planning authority or others, e.g. in planning policy and guidance documents and conservation area appraisals;
  - Other locations or views of particular sensitivity, including those viewpoints in which the Proposed Development may significantly affect the settings of heritage assets;
  - Representative townscape locations from which the Proposed Development would be visible; and

- Locations where there is extensive open space between the viewer and the Proposed Development so that it would be prominent rather than obscured by foreground buildings. This includes areas of open space that are important in a local context, e.g. for leisure purposes.

- 1.84** The set of viewpoints was chosen to cover:

- The range of points of the compass from which the Proposed Development would be visible;
- A range of distances from the Site; and
- Different types of townscape area.

- 1.85** Possible locations in these categories within the study area were identified based on an examination of maps and aerial photographs; the documents referred to above; maps of Conservation Areas; maps and lists of listed buildings; and good prior knowledge of the area. The study area and the possible locations were then visited to establish candidate viewpoints. The viewpoint locations have been agreed with LBTH.

#### **Sensitivity of receptors**

- 1.86** The sensitivity in its existing state of the townscape or of the view (as experienced by a viewer or 'visual receptor' in the location in question) is assessed as **high**, **medium** or **low** (or at an intermediate point between these sensitivity levels, e.g. 'low to medium').
- 1.87** The sensitivity of the townscape or view is dependent on:
- the importance/value of the townscape or view;
  - the susceptibility to change of the receptor (this includes, for views, the nature and expectation of the viewer).
- 1.88** The importance of a view or townscape character area is determined by any recognition that it may have, the importance of elements within it, and by its amenity value. In terms of views, recognition includes viewpoints identified by the local authority or others in planning documents, and viewpoints visited by large numbers of people. This includes relevant views identified in the LVMF. In terms of townscape receptors, recognition includes heritage designation e.g. of a Conservation Area.
- 1.89** The value of a view or TCA is likely to be higher if it overlooks/ includes important heritage assets (see below). In respect of townscape, the overall character and coherence of the townscape is relevant to an assessment of its value and quality. In respect of views, the value and quality of the view is a reflection of its visual interest, its character and coherence, and any attractive or notable pictorial or compositional qualities.

- 1.90** With regard to amenity value, locations such as parks and riverside walkways which are used for leisure purposes are considered to be more sensitive in visual and townscape terms than everyday streetscapes with no heritage designation.
- 1.91** The assessment of value and importance takes into account the following heritage assets and their settings, in decreasing order of importance (but this is only a general guide - see comment below on moderation):
- World Heritage Sites, Grade I Listed Buildings and Registered Parks and Gardens, above-ground Scheduled Ancient Monuments;
  - Grade II\* or Grade II Listed Buildings, Conservation Areas and Registered Parks and Gardens; and
  - Non-designated heritage assets (e.g. locally listed buildings).
- 1.92** The susceptibility to change of a townscape receptor includes consideration of its ability to accommodate the type of change proposed. The susceptibility to change of a viewer or viewers experiencing a view includes consideration of the nature and expectation of the viewer(s), which reflects the occupation or activity of the people who will gain the view. Those experiencing a view are taken to be the general public affected by development, taking into account the differing interests and expectations likely to be found in residents, visitors and those who work in a place. For example, people who walk in a park in their leisure time or people in their street of residence are likely to have a higher sensitivity than people at their place of work, or people on the move along main roads.
- 1.93** The assessment of sensitivity is a matter of judgement, and a number of factors are likely to be relevant to each individual receptor, such that the assessment of sensitivity will be different in every case. However, the following examples are provided by way of general guidance; it should be noted that the assessment of sensitivity may fall between the different levels set out below.
- 1.94** A TCA largely comprising a World Heritage Site or a large number of grade I and II\* buildings, with a strongly coherent form of development and including buildings of high visual quality, would likely be of high sensitivity. A TCA largely comprising a conservation area, open spaces or settled residential areas, with considerable character and coherence evident in the form of development, would likely be of medium sensitivity. A TCA with development of little notable character or coherence, buildings of generally low or mediocre quality, and few if any heritage assets may be considered of low sensitivity. Alternatively, some townscapes of robust character, such that they could easily accommodate change - for example, an overwhelmingly commercial environment - may also be considered to be lower sensitivity.
- 1.95** In respect of views, the overall sensitivity will depend on the susceptibility to change of the people experiencing the view, as previously noted, and its value/ importance. A view which is notably coherent and characterful,

which contains highly graded heritage assets in a prominent manner, which is from an identified viewpoint location, and which is experienced by people with the specific expectation of enjoying the view, is likely to be of high sensitivity. A view from a point of some sensitivity due to heritage designations or amenity value - e.g. conservation areas, open spaces or settled residential areas - and which displays considerable visual interest and compositional quality, experienced largely by residents and people in their leisure time, may be considered of medium sensitivity. A view that has no particular qualities of character and coherence and that is dominated by buildings of poor or mediocre visual quality, or a view which is transient in nature or from a location within a business or other largely non-residential environment, may be considered of low sensitivity.

- 1.96** The overall assessment of the sensitivity of the receptor under consideration may be moderated to take into account a judgement about its susceptibility to change in the round. For example: a listed building or a part of a conservation area may be a prominent aspect of a view, or it may be present in the view but only incidentally; TCAs include within them areas of greater and lesser quality; and so on.

#### ***Effect of the Proposed Development on Receptors – Method of Assessment and Significance Criteria***

- 1.97** The assessment of the significance of the effects of any proposed development on existing townscape and views is a matter of judgement. The assessments in this document were made on the basis of professional judgement which took into account relevant planning policies and guidance. The assessment was based on the following method.
- 1.98** An assessment is made of the likely significance of the effect that the Proposed Development will have on the receptor under consideration. This is a function of the sensitivity of the receptor as existing (as explained in the previous section), together with the magnitude of the impact resulting from the Proposed Development.
- 1.99** The magnitude of the impact resulting from the Proposed Development is assessed as **Major, Moderate, Minor** or **Negligible** using the following criteria:
- **Major:** considerable change to the townscape or view;
  - **Moderate:** an obvious change to the townscape or view;
  - **Minor:** a slight change to the townscape or view that would not be easily noticed; or
  - **Negligible:** there would be minimal change to the townscape or view.

- 1.100** The assessment of the magnitude of impact includes consideration of a range of factors, including the loss of existing features on the Site, and the overall scale and nature of the visibility of the Proposed Development within a TCA or view; the degree to which the effect of the Proposed Development's scale, form, appearance and character are consistent with or contrast with that of the existing character of the view or TCA; the geographical extent of the effect; and the duration of effect. The assessment of magnitude will be different in every case; however, the following examples are provided by way of general guidance. An impact of major magnitude is likely to involve extensive visibility of the Proposed Development, and/or visibility at an apparent scale that may be as large or larger than most existing elements in the townscape or view, or the appearance of the Proposed Development may be in notable contrast to the existing character of the townscape or view. An impact of moderate magnitude is likely to involve considerable visibility of the Proposed Development, and/or visibility at an apparent scale similar to existing elements in the townscape or view, and/or it may form a noticeable contrast with the general existing character of the townscape or view. A change of minor magnitude is likely to involve a relatively small degree of visibility of the Proposed Development, and/or visibility at a similar or lesser apparent scale than existing elements in the townscape or view; or it may be of greater visibility and scale, but consistent with the existing character of the townscape or view to the extent that it would be little noticed.

- 1.101** These two measures – sensitivity and magnitude - are combined to provide a measure of the **significance - Major, Moderate, Minor** or **Negligible** - of the effect on townscape or views which will result from the Proposed Development, the most significant effects being effects of major magnitude on settings of high sensitivity. The terms in the boxes in Table 2.1 indicate the significance of effect which results from the relevant combination of magnitude of impact and sensitivity. Likely significant effects, for the purposes of EIA assessment, are those which fall in the shaded area of the table below (i.e. those of 'moderate' significance or above).

	<i>Sensitivity of receptor</i>		
	<i>High</i>	<i>Medium</i>	<i>Low</i>
<b>Major</b>	Major	Moderate to Major	Moderate
<b>Moderate</b>	Moderate to Major	Moderate	Minor to Moderate
<b>Minor</b>	Moderate	Minor to Moderate	Minor
<b>Negligible</b>	Minor/Negligible	Minor/Negligible	Negligible

**Table 2.1 – Likely Significance of Effects**

**1.102** The magnitude of impact and / or the sensitivity may be assessed as being at an intermediate point between the criteria set out above e.g. a change of 'moderate to major' magnitude. Where this is the case and the magnitude and / or sensitivity criteria are intermediate, all possible significance criteria that fall under the combinations of the magnitude and sensitivity criteria are considered and the most appropriate significance assessment, based on professional judgement, chosen.

**1.103** Effects are also assessed qualitatively as beneficial, adverse or neutral in respect of their effect on the receptor under consideration. Within any given view or area of townscape that is being assessed, there may be both beneficial and adverse impacts as a result of the Proposed Development. The question of whether an effect is beneficial or adverse relies on a judgement of the qualitative effect in the round and is a 'net equation'. It is not necessarily related directly to the degree of sensitivity or to the magnitude, or, consequently, to the significance of the effect. A neutral effect is one in which there is no noticeable beneficial or adverse effect, or in which the effect is considered neither beneficial nor adverse overall, having made a 'net equation' judgment that takes into account both beneficial and adverse impacts. Any effect, including one that is significant (because of the combination of magnitude and sensitivity), may be neutral in respect of the effect on the quality of the receptor under consideration. This is consistent with guidance in the GLVIA, which states that a professional judgement should be made as to whether effects can be described as '*... positive or negative (or in some cases neutral)...*' (see GLVIA paragraph 5.37 in reference to landscape/townscape, and paragraph 6.29 (from which the preceding quoted extract is taken) for visual effects).

**1.104** By way of example, a beneficial effect in terms of views could derive from the high architectural quality of a proposal, or from providing a focal point in a view with a directional quality, or from coherently consolidating an existing skyline composition. A beneficial effect in townscape terms could derive from the reinforcement of an existing pattern and form of development in a coherent manner, for example. An adverse effect in terms of views could derive from the introduction of a building of low architectural quality, or of a form or scale of development which disrupts views with strong compositional or picturesque qualities. An adverse effect in townscape could derive from a form and scale of development which contrasts (in a disruptive manner) with an established high-quality townscape, for example. A neutral effect in views and townscape could derive from a balanced judgement in which both positive and negative effects such as the examples cited above are apparent, and therefore a neutral effect can apply to effects that are 'significant' as well as situations in which the proposed development has no significant effect.

**1.105** In cases where the Proposed Development results in no change to a receptor, an assessment of 'no effect' is given, and this is considered 'not significant'.

### **Methodology for Determining Enabling, Construction and Operational Effects**

**1.106** The methodology used for determining enabling and construction effects is the same as that set out for the completed Proposed Development above. A phased approach is envisaged for the enabling and construction programme. In this report, the assessment for each receptor takes into account the whole of the enabling and construction programme, in order to provide an assessment reflecting the maximum possible impact. The assessment takes into account construction machinery and equipment e.g. cranes, and the appearance of under-construction buildings.

### **Existing and Proposed View Images**

**1.107** For each of the identified views in the assessment which follows, there are images of the view 'as existing', showing baseline conditions; 'as proposed', showing the Proposed Development in the image; and 'as proposed with cumulative schemes', showing the Proposed Development and cumulative schemes in the same image.

**1.108** 'As proposed' images are provided as 'Accurate Visual Representations' ('AVRs'). AVRs are produced by accurately combining images of the Proposed Development (typically created from a three-dimensional computer model) with a photograph of its context as existing. The AVRs have been produced in accordance with the LVMF, and the detailed method by which AVRs are produced is described in Appendix A to this Volume.

**1.109** AVRs are provided as 'wirelines', diagrammatic representations showing the outline of the Proposed Development at maximum parameters, as set out in the Parameter Plans. The maximum parameters of the Proposed Development is shown as a yellow outline in the 'wireline' images. Blue wirelines with a shaded infill have been set within the overall outline to represent an Indicative Scheme drawn up by the architects of the scheme, Allies and Morrison; while commentary on the effect of this Indicative Scheme is provided, it is not subject to assessment and is provided for information, to show one way in which a scheme could be developed within the maximum parameters, and taking account of the maximum amounts of accommodation (set out in the Development Specification) and the Design Guidelines.

**1.110** Two assessments are provided for each view. The first assessment against the criteria set out above and accompanying each view relates to the maximum parameters of the Proposed Development, unless otherwise stated, providing a greater than maximum possible impact scenario for assessment (given that the maximum parameters exceed the site-wide total floorspace). As such this assessment is based on the Parameter Plans and the 'wireline' AVRs derived from them (using a 3D model produced by Allies and Morrison Architects). The only Design Guidelines taken into account are a small number which relate to the appearance of buildings only (see 'Assessment of design' later in this report).

**1.111** A Design Guidelines document is to be submitted for approval as part of the outline planning application, and it is expected that the LBTH would require future reserved matters applications to comply with the Design Guidelines. It is therefore considered appropriate for account to also be taken of the Design Guidelines as a whole in respect of potential effects. A second assessment is therefore provided taking into account both the maximum parameters and the Design Guidelines as a whole (as well as the Development Specification and the site-wide total floorspace it sets). As this is considered a more realistic assessment of the likely effect of the Proposed Development, it is this assessment which is taken forward as the 'residual effect' for each receptor.

**1.112** For each of the identified verified views, a description and assessment are given:

- A description of the view as existing, identifying its visual quality, its sensitivity to change and, where necessary, the reason for that sensitivity;
- A description of the view as proposed, with an assessment, based on the method set out above, of the significance of the effect that the Proposed Development will have on the view, and a qualitative assessment.
- An assessment of the view 'as proposed with cumulative schemes' i.e. of the cumulative effect of the Proposed Development in the context of other proposed and consented schemes.

**1.113** A number of proposals for developments near the Site have been granted planning permission, have been submitted for planning permission or are under construction. These 'cumulative' schemes are set out later in this Part 1 of ES Volume 2, and an assessment of the effect of these schemes in combination with the Proposed Development is provided. As noted above, where the other cumulative developments would be visible to a significant extent in the identified view, a further image showing the Proposed Development and these cumulative schemes is also given. These proposed schemes are shown as a black wireline for consented schemes and orange wireline for proposed (not yet consented) schemes.

**1.114** The approach to cumulative assessment is to focus on the additional effects of the Proposed Development on top of the cumulative 'future baseline' formed by consented schemes (i.e. as if the consented schemes were in place).

**1.115** The 'as existing', 'as proposed' and 'as proposed with cumulative schemes' AVRs are provided within Part 1 of this ES Volume 2. In addition, Appendix B of this Volume contains images showing the cumulative condition for each view printed at the optimum scale for assessing the Proposed Development on site. When these pages are held at a comfortable viewing distance (40cm), a viewer standing at each viewpoint location would find that the features shown in the relevant AVR will appear at the same size as they do in the actual scene.



**1.116** The assessment of individual views, and the concluding section concerning impact on townscape, which is informed by the view assessments, considers the effect on the townscape and views as they will be experienced by viewers in reality. Photographic images of townscape are no more than an approximation to this, for a number of reasons:

- Viewers have peripheral vision; their view is not restricted by borders as a photograph is, and they can move their eyes and heads to take in a wide field of view when standing in one place;
- Viewpoints themselves are not generally fixed. Townscape is experienced for the most part as a progression of views or vistas by people who are moving through streets or spaces rather than standing still;
- Photographs do not reflect the perception of depth of field as experienced by the human viewer due to parallax;
- Before and after views illustrate the view in conditions that are particular in respect of time of day and time of year, daylight and sunlight, and weather, and the view will appear differently to varying degrees when any or all of these things vary; and
- Townscape is experienced not by the eye alone but by the interpretation by the mind of what the eye sees, considered in the light of experience, knowledge and memory.

**1.117** The ‘as proposed’ images are provided as a guide to the effect on views as they would be experienced on site; to act as an aide-memoire; and to assist site visits. The assessment in this TVIA represents a professional judgement of the effect of the Proposed Development on the view or the townscape, informed by site visits as well as the photographic images provided, rather than an assessment of the photographic images.

**1.118** The general conclusions about the effect of the Proposed Development on the townscape considered in the round should also be taken into account when considering individual views.

### ***Evolution of the baseline***

**1.119** The 2017 EIA Regulations require consideration of the evolution of the baseline should the Proposed Development not come forward. This consideration is provided in the section ‘Assessment of the Future Environment’ later in this report, and it is formed of a qualitative assessment made on the basis of professional judgement.

### ***Assumptions and Limitations***

**1.120** Most of the baseline photography was carried out between November 2019 and March 2020, when the trees were largely without their leaves, and winter views have been used in all cases in which the visibility of the Proposed Development could be affected significantly by vegetation (with summer versions of the views provided as well in some cases). The assessment of effect in these cases is therefore of the ‘maximum impact’ of the Proposed Development. A summer view only has been assessed in some cases where vegetation does not make a significant difference to the visibility of the Proposed Development.

**1.121** The baseline photography was taken during daylight hours. It is considered that the appearance of the Proposed Development at night would be consistent with that of other existing developments in the local area, and separate night time AVRs are not provided.

### ***Consultation***

**1.122** An ES Scoping Request was issued to LBTH in December 2019. This set out the proposed methodology for the Townscape and Visual Impact Assessment and the proposed list of viewpoints to be assessed. An ES Scoping Opinion was issued by the LBTH in February 2020, which stated that the scope of the assessment proposed was generally acceptable. A number of issues were raised which were resolved through a meeting with LBTH on 6<sup>th</sup> March 2020 and subsequent email correspondence with the LBTH and these comprised - agreement of the number and location of the viewpoints to be assessed, and agreement that the same lens sizes for photographs could be used as for the TVIA accompanying the previous submission; agreement that wirelines of the indicative scheme would be provided for each view, with accompanying commentary in the text (but no formal assessment, which would be restricted to the maximum parameters only); and agreement that the term ‘neutral’ could be used for the qualitative effect of the Proposed Development if this term is explained in the methodology.

### ***Baseline Conditions***

**1.123** The Site lies within the Canary Wharf<sup>1</sup> area, in the LBTH. It is bounded by Aspen Way to the north, Upper Bank Street to the east, the West India Dock North (the ‘North Dock’) to the south, and Hertsmere Road to the west. In broad terms, the Site takes the shape of a rectangle with its long axis aligned east-west, albeit with various modifications to the basic rectangular shape.

**1.124** The Site is mostly occupied by cleared land, having previously been used as a construction laydown site for the Canary Wharf Crossrail Station. There are some temporary uses on the Site, including the Tower Hamlets Employment and Training Services, WorkPath and advertising structures. A public walkway is provided along part of the dockside, separated from the former construction site by hoarding, and there is a bridge from this walkway across North Dock, providing access to Crossrail Place and the rest of Canary Wharf.

**1.125** Aspen Way, to the north of the Site, is part of a major route which runs in a generally east-west direction for most of its length and in doing so acts to separate Canary Wharf, to its south, from Poplar, to its north. It is a wide and busy road, with that part next to the northern edge of the Site formed of six lanes of traffic. DLR lines and Poplar DLR Station lie to the north of this.

**1.126** A bridge over Aspen Way and the DLR lines (the ‘Aspen Way Footbridge’) provides a connection between Canary Wharf and Poplar (and access to Poplar DLR Station). The Aspen Way Footbridge is accessed at both ends via a set of stairs and a lift; those on the southern side of Aspen Way are located at the northern edge of the Site. The Site is currently closed off with hoardings, and pedestrians are required to walk east or west to continue journeys to Canary Wharf (via Upper Bank Street or Hertsmere Road respectively). The northern access point to the Aspen Way Footbridge is on Castor Lane, to the north of Aspen Way, and the route leading north from here is of low quality. Although the Aspen Way Footbridge provides one of the main pedestrian connections between Canary Wharf and Poplar, both its access points and the approach routes to them are capable of considerable improvement, and its southern terminus, on the pavement of Aspen Way and with no direct through-route towards Canary Wharf, is clearly unsatisfactory.

**1.127** The North Dock lies immediately south of the Site, and stretches approximately 800m from east to west. Crossrail Place, a multi-level retail structure above the Crossrail Station, is located within part of the North Dock, opposite the Site. A number of large scale and tall commercial buildings within Canary Wharf lie on the southern side of North Dock including, immediately opposite the Site, the 42 storey 8 Canada Square (HSBC building), and 16 storey buildings at 5 Canada Square and 25 North Colonnade.

<sup>1</sup> Canary Wharf, for the purposes of this report, is taken to be the area defined as TCA A and shown in Figure 1.

**1.128** Upper Bank Street, to the west of the Site (and partly covered by the Site), is a main access route to and from Canary Wharf. It heads south from Aspen Way through Canary Wharf, turning west at the south-eastern corner of Jubilee Park, and becoming Bank Street at this point. The other side of the part of Upper Bank Street bordering the Site is occupied by Billingsgate Fish Market, housed in a long low linear building with a distinctive yellow roof structure and a brick warehouse to its south, and with substantial areas of hard standing and parking surrounding it.

**1.129** Elevated DLR structures lie to the western side of the Site, including West India Quay DLR Station. A triangular junction of viaducts (the DLR Delta Junction) sits to the north of West India Quay Station, at the north-west edge of the Site, and a substantial area of open paved space without any particular purpose is located beneath it.

**1.130** The Marriott West India Quay Tower, which contains hotel and residential accommodation, is located immediately west of the West India Quay DLR Station on the North Quay. It comprises a 35 storey, extensively glazed building, with a curved southern frontage facing North Dock, and a six storey terracotta clad block set to the north. Hertsmere Road runs to the north of this block, heading west, and there are two road junctions off it, providing access to Aspen Way. Lower scale buildings, including the grade I listed North Quay warehouses and a modern block containing a cinema, lie west of this.

**1.131** In terms of the wider context of the Site, the cluster of tall buildings at Canary Wharf is located to the south of the Site; One Canada Square, at the centre of the cluster, is located approximately 230m away. As well as the aforementioned DLR Stations and future Crossrail Station immediately adjacent to the Site, the Canary Wharf Jubilee Line Station is located approximately 350m to the south.

### Historical development

**1.132** The Site is located at the northern edge of Canary Wharf, on the Isle of Dogs, with Poplar to its north. The Isle of Dogs was a largely undeveloped area, with few buildings other than windmills along its western edge, until the beginning of the nineteenth century. Major change in the peninsula arrived with the creation of the West India Import and Export Docks, opened in 1802 and 1806 respectively. The Site was located to the north of the West India Import Dock and maps from the second half of the 19<sup>th</sup> century show the entire northern quay of the Dock, including the Site, occupied by a row of large bonded warehouses, with a row of smaller warehouses to their south along the dock edge. This remained the case for the first half of the 20<sup>th</sup> century. Many of the warehouses were damaged during the Second World War, including some of those on the Site; the larger warehouses on the Site were demolished in the 1950s.

**1.133** Poplar was a hamlet until the beginning of the nineteenth century, when its population rose rapidly after the opening of the West and East India Docks, and continued to do so through the middle of the nineteenth century, encouraged by the arrival of railway connections. The area's economy began to go into decline after 1880, however, as the down-river docks became more important. Clearances of sub-standard housing in the 1930s, combined with rebuilding after extensive war damage sustained during the Second World War, led to significant redevelopment of Poplar. Local authority housing blocks came to dominate the townscape of the area in the post-war era.

**1.134** As ships became larger in the post-war period, the docks on the Isle of Dogs lost business to docks further downstream, and they were closed in 1980. The London Docklands Development Corporation (LDDC) was created in 1981 to oversee the regeneration of the Docklands. This originally took the form of small to medium scale commercial buildings. The more ambitious planning of the Canary Wharf Estate, based primarily around the West India Docks, took the grid suggested by the linear docks as the starting point for a formal masterplan, centred around a focal tall building of 50 storeys at One Canada Square. The completion of One Canada Square in 1991 marked a step change in the scale of redevelopment in the Docklands. In respect of the Site and its immediate surroundings during this period, smaller warehouses remain evident on the Site in maps from the 1980s, with Billingsgate Fish Market having appeared to the east. By the time of a map of 1995, the Site is shown as being cleared, some of the large scale and tall development of Canary Wharf is evident to the south (including One Canada Square), and DLR infrastructure is shown, including the West India Quay Station to the west of the Site.

**1.135** By 2002, the tall buildings to the west of One Canada Square, the HSBC and Citigroup towers, were also complete. Large scale development has since spread out from the inner Canary Wharf group of tall buildings. Tall residential developments have been built in recent years on the northern side of West India Docks, south of South Quay, and north-east of Canary Wharf, at Blackwall. The Site has latterly has been used as a works site for construction of the Canary Wharf Crossrail Station, immediately south of the Site in North Dock.

**1.136** The resulting townscape and urban grain in the wider area around the Site is varied and rapidly changing. There are areas of relatively coherent development, and areas with a mix of buildings that vary considerably in type, form and scale. A characterisation of the TCAs around the Site follows (see Figure 1).

### TCAs

**1.137** The heritage assets that have informed the assessment of the sensitivity of TCAs are set out under each TCA below. These include all designated heritage assets within the TCAs, and locally listed buildings within 500m of the Site boundary (see Figure 2, which shows the heritage assets within the relevant TCAs). Where Conservation Areas are located in more than one TCA, they are considered under the TCA in which the most substantial part of them lies.

**1.138** An assessment of the effect of the Proposed Development on the settings of heritage assets around the Site, taking into account heritage significance, is provided within Part 2: Built Heritage Assessment of this ES Volume 2.

### TCA A - Canary Wharf

**1.139** This area is defined by Aspen Way to the north, Westferry Road and the River Thames to the west, Heron Quays/ South Dock to the south, and Preston's Road to the east. It comprises the original Canary Wharf Estate, with One Canada Square as its central focus, and the developments along Heron Quays. The Site falls within this TCA.

**1.140** The townscape is dominated by the cluster of very large commercial buildings, built over the last 30 years, which is centred on One Canada Square, the tallest building in the group, and the most noticeable because of its pyramidal top. In terms of scale and activity, this group dominates the Isle of Dogs and the surrounding area, and is prominent in views from most points of the compass. The layout of streets and buildings within the area is informed by the linear form of the docks. There is a formal, Beaux-Arts character to much of it. The Site lies at the northern edge of this grouping.

**1.141** While this is a predominantly commercial area, there is also a significant leisure and retail element in and around Canary Wharf, and there are a number of existing and consented large scale residential buildings around the commercial core. These include the Marriott West India Quay Tower on the north side of West India Quay (existing), and the Newfoundland, Landmark Pinnacle and Hertsmere House towers, the sites for which are located at the western end of the Middle Dock, South Dock and North Dock respectively (and for each of which construction is well advanced, or preparatory site works have begun).

**1.142** The Canary Wharf area is the central part of a wider Isle of Dogs tall buildings cluster. This encompasses tall buildings to the south of Canary Wharf (e.g. the Landmark towers, Pan Peninsula) and to the north-east (e.g. New Providence Wharf – see Blackwall TCA), most of which are largely residential in use, and are lower in height than the central commercial Canary Wharf towers.

**1.143** There are a number of historic buildings and structures in the area. As well as the docks themselves, these include buildings that related to the former dock activities in the area such as warehouses and housing that was formerly used by dock officials and workers. Many of these buildings are listed, and the West India Dock Conservation Area covers the area around the north-west corner of North Dock. It is part of the character of the area that these historic buildings and structures are seen in close proximity to tall buildings and modern architecture. Listed Buildings and Conservation Areas with a boundary within the TCA are set out below.

**1.144** This TCA is dominated by large scale modern development and the heritage assets located within it are seen in an existing context of tall modern buildings. The overall sensitivity of TCAA is **low to medium** in respect of change on the Site.

**1.145** The following heritage assets have informed the assessment of sensitivity within TCAA:

#### Listed buildings

- **Quay walls, copings and buttresses to the Import and Export Dock at West Quay and West India Dock North** – grade I. The list description describes the quay walls as being of “*a sophisticated brickwork, having a profile and counterfort buttresses, on a gravel bed.*” There are ashlar granite copings which have largely been renewed or covered by jetties. That part of the listed dock wall on the Site lies below ground, beneath the concrete slab on the Site and the false quay which extends into the original dock. This condition is described in more detail in the *Archaeological Desk Based Assessment* accompanying the outline planning application and the *Outline Sequence of Works for Banana Wall Listed Building Consent* report accompanying the LBC.
- **The warehouses and general offices at the western end of North Quay** – grade I. These are brick warehouses on North Quay (No.1 Warehouse and No.2 Warehouse) which are the remaining part of a series of nine Georgian warehouses, between three and five storeys facing the dock, designed and built by George Gwilt and his son between 1800 and 1804. The dock office was constructed in 1803-4, and is in stock brick, with a two storey main southern elevation with Doric portico.
- **Quadrangle Stores at West India Dock (Cannon Workshops)** – grade II. This is a quadrangle of single storey buildings constructed in 1824-5 to designs by Sir John Rennie as a set of historic workshops with a cooperage at the centre. It is built of stock brick with Portland stone dressings, with shallow hipped slate roofs with overhanging eaves.
- **Former West Entrance Gate to West India Docks with curved walling and bollards** – grade II. This is an early 19th century entrance gate with attached stock brick curved wing walls and Portland stone gatepiers. A modern brick wall blocks the entrance. There is a plaque

on the gate which notes that it has been moved from an original position 150m south.

- **West India Dock Former Guard House** – grade II. This is a one storey, small circular building, built c. 1803 to the designs of George Gwilt and it originally formed one of a pair built as a lock-up and armoury.
- **The Entrance Gates to West India Docks** – grade II. These are Entrance Gates to West India Docks which were built in the early 19th century and comprise two rusticated Portland stone piers with a capping of four dwarf pediments and acroteria.
- **The Railings to the West of the Main Gate at West India Dock** – grade II. These are early 19th century railings on a dwarf stone wall.
- **The Former Excise Office** – grade II. This is a two storey stock brick building with stucco dressings and hipped slate roofs and was built to the designs of Thomas Morris in 1807.
- **The Railings and Gatepiers to the Former Excise Office** – grade II. These are iron railings with six rusticated stucco gatepiers from 1807, the stucco decoration having been elaborated in the mid-19th century.
- **The Salvation Army hostel** – grade II. This was built in 1905 in Neo-Georgian style to the designs of Niven and Wigglesworth and is two storeys tall with dormers. It is built of stock brick with red brick dressings and has a steeply pitched hipped slate roof with brick eaves cornice, and a central cupola with clock and weather vane.
- **Nos. 10 and 12 Garford Street** – grade II, **No. 14 Garford Street** – grade II, **Nos. 16 and 18 Garford Street** – grade II. Nos. 10 and 12 Garford Street, and Nos. 16 and 18 Garford Street, are early 19th century pairs of stock brick houses. No. 14 Garford Street is an early 19th century stock brick house.
- **The Former west entrance lock to the South Dock** – grade II. This was built between 1803-5 to the designs of William Jessop and consists of ashlar walls and modern concrete doorcases.
- **Poplar Dock original eastern part** – grade II. This is a brick lined dock with ashlar coping, formed out of a former East India Dock basin.
- **Accumulator tower on the west side of Poplar Dock** - grade II; and **Accumulator tower to south-east corner of Poplar Dock** – grade II. These are stock brick hydraulic accumulator towers of c. 1875.
- **Bridge House** - grade II. This is an early 19th century stock brick house.
- **Blackwall Basin** – grade I. This basin dates from 1800-02, and is constructed of concave buttressed quay walls and copings mostly of ashlar masonry, and locks with brick lined chambers and granite quays.

#### Conservation Areas

- **West India Dock Conservation Area** - The West India Dock Conservation Area covers the north-west corner of the former West India Docks, Garford Street and part of Hertsmere Road, and was designated in November 1982. It is located approximately 230m west of the centre of the Site (approximately 60m from the closest point of the Site on Hertsmere Road). A Conservation Area Appraisal and Management Guidelines document for this Conservation Area was adopted by LBTH in March 2007 (Ref. 1-24) and this identifies the historic warehouses along North Quay and other historic buildings around the main dock entrance as the focus of this area. Many of these buildings, and some buildings along Garford Street and Hertsmere Road, are listed (see above).
- **Coldharbour Conservation Area** – see TCA E below.

#### Locally listed buildings

- **Garford Street** – road surface. The road surface of Garford Street is identified as locally listed only on LBTH's interactive website map; it does not appear on the most recent list of locally listed buildings issued by LBTH, and upon inspection the road surface appears to be relatively recently laid tarmac. However, as its status is unclear, it has been taken to be a locally listed building for the purposes of this report.

#### Townscape Character Area B - Poplar

**1.146** This largely residential area is set between Aspen Way/ West India Dock Road and a DLR line to the south, and the Limehouse Cut/ Abbott Road to the north. Burdett Road bounds it to the west, and the A12/ Abbott Road to the east. As noted previously, Aspen Way and the DLR tracks form a barrier to pedestrian movement between Poplar and Canary Wharf to the south.

**1.147** Although Poplar is a historic residential area, much of the historic fabric was lost as a result of widespread bomb damage during the Second World War and slum clearances in the post-war years. The TCA is now largely made up of medium scale post-war housing blocks, together with some terraced streets (both post-war and historic), inter-war blocks, and medium to large scale residential-led developments built in relatively recent years. At the eastern edge of the TCA, the Aberfeldy Village development is a notable such scheme. The Wharfside towers and the Manhattan Plaza scheme on the former Poplar Business Park site form a notable area of taller modern buildings in the south-eastern part of the TCA.

**1.148** Much of the area north of East India Dock Road falls within the Lansbury Conservation Area, which was an area subject to the first comprehensive post-war housing redevelopment in the east end of London (see below).



Large scale redevelopment projects such as the aforementioned New Festival Quarter are also located in this part of the TCA, and there are many large scale buildings along the Limehouse Cut (parts of which are in the Limehouse Cut Conservation Area, see below). Further north and east in the TCA, the post-war development is generally unremarkable and typical of its time. An exception to this is the Brownfield Estate which includes post-war buildings designed by Erno Goldfinger (including the 27 storey, grade II\* listed Balfron Tower), which are covered by a Conservation Area.

**1.149** A number of important historic buildings remain in the TCA, particularly civic buildings along the High Street, the Church of St Matthias, and All Saints Church. Many of these buildings are listed and the churches of St Matthias and All Saints are at the centre of their own Conservation Areas.

**1.150** The open space around the grade II\* Church of St Matthias is among the most important in the area. The Church (closed for worship in 1976, and now in use as a community centre) is set within a small churchyard with a larger area of open space around it, Poplar Recreation Ground, which includes sports facilities as well as landscaped park space. The Church has a cupola, set within its main western frontage. The principal approach to it is from the south, from Poplar High Street. In views from this direction, and in views looking directly east at its main western frontage, particularly at close range from its churchyard, the Church and cupola are seen clear against the sky. In views from the north looking south, the tall buildings of Canary Wharf are seen directly behind the Church.

**1.151** The churchyard of All Saints Church, Bartlett Park and Langdon Park are also significant areas of open space in this TCA; the wider Isle of Dogs tall buildings cluster, including the commercial towers of Canary Wharf and the residential towers of Blackwall, are highly prominent in views looking south and south-east from these open spaces.

**1.152** The presence of tall buildings in the middle distance, seen beyond lower scale and often non-descript post-war buildings in the foreground, as well as historic buildings, is part of the character of this area. TCA B is of **low to medium** sensitivity overall to change in the vicinity of the Site.

**1.153** The following heritage assets have informed the assessment of sensitivity within TCA B:

#### *Listed buildings*

- **Sailmakers and Chandlers** – grade II. This is a four storey 19th century building with a pedimented gable end. It is located approximately 180m north-west of the centre of the Site on Westferry Road.
- **Inner London Education Authority Office Westminster Bank** – grade II. This is a three storey stuccoed building at No. 52 East India Dock Road which dates from c.1840. It is located approximately 190m north of the Site.

- **The Garden wall, piers and railings at No. 52** – grade II. This comprises a stuccoed garden wall with two piers with caps and ball finials to the east of No. 52 East India Dock Road, and the decorative iron railings to the front and west of No. 52 East India Dock Road, dating from c. 1840.
- **14-26 Upper North Street** – grade II. This is an early 19th century stock brick terrace.
- **Church of St. Mary and St. Joseph** – grade II. This is a church built in 1951-4 to the designs of Adrian Gilbert Scott in brick with concrete vaulting, with a short concrete spire and copper roof.
- **Trinity Methodist Church (including attached hall and church rooms)** - grade II. This is a church built in 1950-51 to the designs of Cecil Handisyde and D Rogers Stark, of yellow brick with precast concrete panels.
- **The Church of St Matthias** – grade II\*. This is the only church remaining in London that was built and consecrated during the rule of Oliver Cromwell (1649-1660). Its current appearance reflects works undertaken by William Milford Teulon during the Victorian period. It is listed at Grade II\* and the list description notes that it is listed “*for historical associations and interior.*” There are a number of separately listed memorials and tombs in the churchyard and adjacent Poplar Recreation Ground (set out in full in Part 2 of this Volume).
- **Sign on forecourt of White Horse Public House** – grade II. This is an 18th century wooden carving of a white horse on a post, located on the corner of Saltwell Street and Poplar High Street.
- **Poplar Technical College** – grade II. This is a two storey, Portland stone faced building with basement and dormered slate mansard roof, dating to 1906 and built to the designs of W E Riley and the London County Council architects department.
- **Coroner’s Court, 127 Poplar High Street, three piers immediately in front of No. 127 Coroner’s Court** – grade II. This is a Coroner’s Court in red brick with stone dressings, dating from c.1910, and three short piers with caps immediately in front of the building.
- **Gate piers at children’s playground** – grade II. These are rusticated stone gate piers with panelled curved caps.
- **Statue of Richard Green (in front of public baths)** – grade II. This is a bronze statue constructed in 1865 to the designs of Edward W Wyon.
- **All Saints Church**- grade II. This church was built between 1820 and 1823 to the designs of J. Hollis and is constructed of white stone. It features a square western tower, with lantern and slender spire. The **railed wall and gate piers** at All Saints Church are separately listed at grade II.

- **Pope John House** – grade II. This is a 19th century red brick building with stone dressings, in a Victorian Tudor style.
- **Old Poplar Town Hall and Council Offices**– grade II. This building was constructed as a town hall and offices to the designs of Hills and Fletcher with A. and C. Harston to an Italian Gothic style. It is largely built of stock brick with tile decoration and Portland stone trimmings.
- **Poplar Baths** – grade II. This is a public baths building, built between 1932 and 1934 for Poplar Borough Council with a concrete frame and brick facades.
- **All Saints Rectory** – grade II. This is a rectory building, built to the designs of Charles Hollis between 1822-23 in a neoclassical style. It is constructed of yellow brick with stone cornices.
- **St. Matthias’s Vicarage** – grade II. This is an early nineteenth century two storey house built of yellow stock brick.
- **Susan Lawrence and Elizabeth Lansbury Schools** – grade II. This is a primary school and adjoining nursery school, built in 1949-51 and 1951-2 respectively, to the designs of Yorke, Rosenberg and Mardall, each with a steel frame and clad in concrete panels, brick and stone.
- **Church of St. Saviours** – grade II. This is a church dating from 1873-4, built to the designs of Frederick J and Horace Francis in Flemish bond brown brick.
- **Department of Health and Social Security** – grade II. This was originally built as a seamen’s home by Richard Green c.1840 and has a stucco façade.
- **Gate end piers to No. 133 (Department of Health Social Security)** – grade II. These are stuccoed gate and end piers, dating from c.1840.
- **153 East India Dock Road** – grade II. This is an early 19th century yellow stock brick house.
- **45-51 Bazely Street** - grade II. These are houses that formed part of an early 19<sup>th</sup> century terrace, in stock brick with stucco cornice.
- **Nos. 1-3, 24 Bazely Street** - grade II. This is an early 19<sup>th</sup> century house in yellow stock brick.
- **Nos. 5 – 11 Mountague Place** – individually listed at grade II. These are early 19th century stock brick terraced houses.
- **Greenwich Pensioner Public House** – grade II. This is a 19th century public house of stock brick with tiled ground floor façade

- **Former Church of St. Michael and All Angels** – grade II. This church was built to the designs of J W Morris between 1864-5, was restored in 1901 and 1955, and converted to flats c. 2000. It is in Early English style, constructed of stock brick, with polychrome brick banding, limestone dressings and slate roofs.
- **War Memorial** – grade II. This is a small scale structure commemorating the First World War, comprising a sculpture on a capped plinth.
- **Balfron Tower** – grade II\*. This tower on the Brownfield Estate dates from 1965-67 and was designed by Erno Goldfinger. It is a 26 storey tower, in reinforced concrete, with distinctive arrangement of separate service tower and deck access apartments.
- **Carradale House** – grade II. This eleven storey block forms part of the Brownfield Estate and was built to the designs of Erno Goldfinger in 1967-8. It has a similar separate service tower arrangement to the Balfron Tower.
- **Glenkerry House** – grade II. This 14 storey apartment block forms part of the Brownfield Estate and is in reinforced concrete. It was built in 1972-5 to the designs of Erno Goldfinger.

#### Conservation Areas

- **St. Anne's Conservation Area** – see TCA C below.
- **Limehouse Cut Conservation Area** – This Conservation Area is focused on the Limehouse Cut, including all retaining walls, revetment walls and the towpath, and includes pockets of development extending beyond the canal. It is located approximately 1km north of the centre of the Site at its nearest point. A Conservation Area Character Appraisal was adopted by LBTH in August 2011 (Ref. 1-25).
- **Lansbury Conservation Area** - The Lansbury Conservation Area lies to the north of East India Dock Road in Poplar. It was designated in January 1997 and covers an area that was subject to the first comprehensive post-war housing redevelopment in the east end of London. It is located approximately 430m north of the Site at its closest point. A Conservation Area Character Appraisal and Management Guidelines document, issued by the LBTH in March 2008 (Ref. 1-26), describes the Conservation Area as being characterised by “...low scale residential architecture and traditional housing...with houses and blocks of flats grouped into closes and squares of different sizes...linked with open and landscaped land.”
- **St. Matthias Church Conservation Area** - The St Matthias Church, Poplar Conservation Area was designated by LBTH in February 1986.

It is located approximately 190m north of the centre of the Site at its closest point. A Character Appraisal and Management Guidelines document was adopted by LBTH in March 2008 (Ref. 1-27) which states that the conservation area was designated to “...safeguard the visual setting of the Grade II\* listed St Matthias Church, the oldest church in Poplar.” The character of the conservation area is said to be “...defined by its group of miscellaneous public buildings and a residential townscape, complementing the St. Matthias Church and the Poplar Recreation Ground surrounding it.”

- **All Saints Church Conservation Area** - The All Saints Conservation Area was designated by LBTH in February 1986. It is located approximately 550m north-east of the Site at its closest point. The parish Church of All Saints, built in 1820-23, and its churchyard form the centrepiece of the Conservation Area, which also includes early 19th century residential streets. A Character Appraisal and Management Guidelines document was adopted by LBTH in March 2007 (Ref. 1-28).
- **Langdon Park Conservation Area** – This Conservation Area was designated in December 1990, and extended in 2008. It is located approximately 970m north-east of the Site at its closest point. The focal point of the Conservation Area is the grade II listed St. Michael's Church, the war memorial to its south, and locally listed Georgian terraces to its west. The open space of Langdon Park falls within the Conservation Area. A Character Appraisal and Management Guidelines document was adopted by LBTH in November 2009 (Ref. 1-29). This states that views towards the Church along St. Leonards Road are significant, and also notes views from the canal and along Violet Road towards the Spratt's warehouse complex in the north-west of the Conservation Area.
- **Balfron Conservation Area** – This Conservation Area was designated in October 1998 and covers buildings within the Brownfield Estate, including the listed post-war buildings of Balfron Tower, Carradale House and Glenkerry House, as well as other lower rise housing from the same period. It is located approximately 800m north-east of the centre of the Site at its closest point. A Character Appraisal and Management Guidelines document was adopted by LBTH in March 2007 (Ref. 1-30). Significant views of the main buildings within the Conservation Area are identified as being views south along St. Leonard's Road, from the Langdon Park area, and East India Dock Road.
- **St. Frideswide's Conservation Area** – This Conservation Area was designated in 1993 and is located approximately 770m north-east of the centre of the Site. It is a small Conservation Area covering an area along Follett Street and Lodore Street that includes the locally listed St. Frideswide's Mission and associated buildings, which are mid to late 19th century yellow and red stock brick buildings. A Character Appraisal and Management Guidelines document was adopted by LBTH in March 2007 (Ref. 1-31). This notes views as running along the street axes of Follett Street and Lodore Street.

#### Locally listed buildings

- **George Green's School, East India Dock Road** – this is an imposing red brick and stone building on the north side of East India Dock Road, built in 1883-4 to the designs of Sir John Sulman.
- **Hope and Anchor, Newby Place** – this is a three storey public house in red brick (painted to ground floor) on the eastern side of Newby Place, built to the designs of Stewart and Hendry of Fenchurch Street in 1938, with some elements from the 1950s and 1960s.

#### Townscape Character Area C - Limehouse and Westferry

- 1.154** This largely residential area is bounded by buildings along Commercial Road and the Limehouse Cut to the north, the River Thames to the south, a set of railway lines and the Rotherhithe Tunnel to the west, and Westferry Road/ West India Dock Road/ Burdett Road to the east.
- 1.155** The area is characterised by medium to large scale apartment blocks. In some parts of the area, particularly along the river and around the Limehouse Basin, these blocks mainly date from recent decades and are privately built. They are often built around private enclosed courtyards. Away from the river and basin, many local authority blocks dating from the inter-war and post-war eras are found. The post-war blocks are often set in open space, leading to poorly defined streets.
- 1.156** The area has a number of areas of formal open space, including Ropemakers Fields and the churchyard of St Anne's. The Limehouse Basin also creates a setting in which middle distance views can be gained.
- 1.157** There are pockets of historic buildings within the TCA. The most important are along Narrow Street and around the Church of St Anne's, both of which are set within Conservation Areas. These heritage assets are generally seen in close proximity to post-war or modern buildings, and the tall buildings of the Isle of Dogs cluster appear in the background of longer range views including them. Relevant Conservation Areas and listed buildings are set out below.
- 1.158** TCA C is of **medium** sensitivity overall to change in the vicinity of the Site.
- 1.159** The following heritage assets have informed the assessment of sensitivity within TCA C:

#### Listed buildings

- **St Dunstan's Wharf (No. 142 Narrow Street)** – grade II. This listed building is dated 1873 on its Narrow Street elevation, which has a rendered façade with brick coping. It forms a group with Dunbar Wharf and Nos. 148-150 Narrow Street above Limekiln Dock.



- **Nos.148 and 150 Narrow Street** – grade II. This is a mid-19th century stock brick warehouse, with parapet, white brick dressings and slate roof. It forms a group with Dunbar Wharf and No. 142 Narrow Street (St. Dunstan's Wharf) above Limekiln Dock.
- **Dunbar Wharf** – grade II. Dunbar Wharf comprises four 19th century warehouses numbered 136, 136 ½, 138 and 140, built of stock brick with slate roofs. Dunbar Wharf forms a group with No. 142 and Nos. 148-150 Narrow Street above Limekiln Dock.
- **Limekiln Dock** – grade II. Limekiln Dock is an 18th century dock structure, with mainly brick walls on the north side and concrete on the south side and some wooden buttresses. The list description states that it is included for group value with Dunbar Wharf and Nos. 142, 148 and 150 Narrow Street.
- **80 Three Colt Street** – grade II. This is a three storey stucco building built c. 1850 as a public house.
- **The wall adjoining no. 90, Three Colt Street** – grade II. This is a wall which includes a wooden door and case with an inscription dating it to 1705.
- **Nos. 78-86 Narrow Street** – grade II. This is a row of four houses, each four storeys tall and two windows wide, dating from the early 18th century.
- **No. 88 Narrow Street** – grade II. This is a four storey building, two windows wide, with a rendered and painted frontage. The list description describes it as 'probably' 18th century.
- **The Grapes Pub** – grade II. This listed building is a four storey stock brick public house, with a 19th century façade.
- **No. 90 Narrow Street** – grade II. This is a three storey building, two windows wide, with the former ground floor shop window replaced by a garage door. It is described in the list description as 18th century “...but façade now rebuilt or cleaned.”
- **No. 92 Narrow Street** – grade II. This is an early 18th century four storey building, brown brick with red brick dressings.
- **No. 94 Narrow Street** – grade II. This building has an early 19th century façade with modifications to what was probably an 18th century house. It is three storeys tall, six windows wide, with a former carriageway arch, now glazed, in the centre of the ground floor.
- **Church of St. Anne's, Limehouse** – grade I. The Church of St. Anne's is located approximately 325m north-west of the Site and is grade I listed. The church was built between 1712 and 1730 to the designs of Nicholas Hawksmoor, and is stone faced with large arched windows, and with a lantern tower that is prominent in many views. The tall buildings of Canary Wharf appear in the background of some views of the Church.
- **Garden wall to former St. Anne's Rectory** – grade II. This is a 16th or early 19th century balustraded stock brick wall.
- **Churchyard walls, railings, gates and gate piers at St. Anne's Church** – grade II. This is a 16th century low wall to the churchyard around St. Anne's, with iron gates and railings and rusticated gate piers.
- **Churchyard war memorial at Church of St. Anne's** – grade II. This is a war memorial to the 1914-18 war in white stone.
- **Pyramid monument approximately 25m north-west of St. Anne's Limehouse Parish Church** – grade II. This is a churchyard monument of Portland stone dating from c.1730.
- **Cockney Eel and Pie shop** – grade II. This is a late 18th century/ early 19th century house with stucco façade with late 19th/early 20th century shop front.
- **797 Commercial Road** – grade II. This is a late 18th century/ early 19th century stock brick house with altered, advanced 19th century shop front at ground floor.
- **811 Commercial Road** – grade II. This is an early-mid 19th century house with stuccoed façade and ground floor shop front.
- **815 and 817 Commercial Road** – grade II. These are early 19th century stock brick terraced houses with stucco band and blocking course, with ground floor shops.
- **819 and 821 Commercial Road** – grade II. These are early 19th century terraced houses with stuccoed façades and rusticated ground floor.
- **Former Caird and Rayner Ltd Warehouse** – grade II. This is a former sail-makers' and ship-chandlers' warehouse built in 1869, with a brick skin.
- **777-783 Commercial Road** – grade II. This is a former engineering workshop with office ranges, built 1896-7, office range to 777 Commercial Road built 1893-4. It has a brick shell.
- **799 Commercial Road** – grade II. This is an early 18th century house with rendered façade and later shop front at ground floor with no. 801.
- **801 Commercial Road** – grade II. This is a late 18th/ early 19th century house with rendered façade and later shop front, part of that with no. 799.
- **803 Commercial Road** – grade II. This is a mid-19th century house with rendered façade and ground floor shop.
- **Star of the East Public House** - grade II. This is a 19th century red brick public house.
- **Three lamp standards on pavement in front of No. 805 and Star of the East Public House** – grade II. These are 19th century cast iron lamp standards, located in front of the Star of the East Public House.
- **11-23 Newell Street** – grade II. This is a mid-18th century terrace of houses in stock brick with stucco ground floor.
- **Limehouse Church Institute** - grade II. This is an Edwardian Baroque building with terracotta façade.
- **Limehouse Town Hall** – grade II. This is a former town hall building dating from 1879, in white brick with white stone dressings.
- **British Sailors Society** – grade II. This is an early 19th century yellow brick building, formerly a sea training establishment for boys.
- **No. 8 Beccles Street and area railings** – grade II. This is an early 19th century building, originally two houses and now one, of stock brick with area railings.
- **680 Commercial Road** – grade II. This building dates to 1901 and was built as the Passmore Edwards Sailors Palace, to the designs of Niven and Wigglesworth. It is in a neo-Tudor Arts and Crafts style and features a prominent 'gatehouse' on the corner with Beccles Street, with octagonal turrets to either side of an arched entrance and a three storey oriel. The basement and ground floor are in Portland Stone and the floors above are red brick with stone dressings and leaded panels
- **Limehouse Cut entrance walls** – grade II. This HA comprises late 18th/early 19th century limestone walls and brick with stone coping.
- **British Waterways Customs House on West Quay of Regent's Canal Dock Entrance** – grade II. This is a two storey customs house building in red brick, dating from c.1905-10, in domestic early 18th century style.
- **Former railway lookout tower** – grade II. This is an octagonal stock brick former railway lookout tower, dating from the mid-19th century.
- **699-711 Commercial Road** – grade II. These are early 19th century stock brick houses, the remaining part of a terrace.
- **604-608 Commercial Road** - grade II. These are early 19th century terraced houses in stock brick, the remaining three of a terrace.

- **Railway viaduct to north of Regents Canal Dock between and including branch road bridge and Limehouse Cut up to Three Colt Street** – grade II. This is an early stock brick arcaded viaduct, from 1839, by engineers George Stephenson and G P Bidder.
- **Railway viaduct to north of Regent's Canal Dock** – grade II. This is a three arched brick bridge with heavy stone quoins to abutments, built in 1839 by engineers George Stephenson and G P Bidder.
- **Accumulator Tower and Chimney** – grade II. This is an octagonal stock brick accumulator tower with chimney stack, dating from c.1855.
- **Limehouse District Library** – grade II. This is a library built in 1900 in white stone and yellow brick.
- **Gate piers and iron railings at Limehouse District Library** – grade II. This is a set of rusticated white stone gate piers with cast iron lamp holders, from c. 1900, with modern iron railings.
- **Drinking fountain (under railway bridge at junction with Lowell Street)** – grade II. This is a polished granite drinking fountain dating from 1886.
- **683-691 Commercial Road** – grade II. These are early 19th century houses of stock brick, the remaining five houses of a terrace.
- **Shadwell portal to Rotherhithe tunnel, Butcher Row** - grade II. This dates from 1904-08 and comprises a semi-circular arch with roll mould, the spandrels and parapet faced in polished pink granite. There are two flights of stone stairs with granite parapets along the cutting retaining walls.
- **Archway to Rotherhithe Tunnel Approach, Branch Road** - grade II. This dates from 1908 and consists of two granite piers with plinths and cornice caps, abutting a semi-circular steel arch.
- **Pair of K2 telephone kiosks by entrance to Rotherhithe Tunnel, Branch Road** - grade II. These telephone kiosks date from 1927, are in cast iron, and are to the designs of Giles Gilbert Scott.
- **Ratcliffe Cross Stairs** – grade II. This is an old stone slipway to the River Thames.

#### Conservation Areas

- **Narrow Street Conservation Area** – This Conservation Area is located approximately 700m west of the centre of the Site at its closest point. It is centred on Narrow Street and covers part of the Thames riverside and Limehouse Basin. A Character Appraisal and Management Guidelines document (Ref. 1-32), issued by LBTH in November 2009, identifies the character of the area as primarily deriving from wharveside buildings

and historic domestic scale buildings along Narrow Street. A number of the buildings set between Narrow Street and the river edge, and along Limekiln Quay, are listed.

- **St. Anne's Church Conservation Area** – The St. Anne's Church Conservation Area was designated in July 1969 and is centred on the Grade I listed St. Anne's Church. It is located approximately 670m north-west from the centre of the Site at its closest point. According to the Character Appraisal and Management Guidelines issued by LBTH in November 2009 (Ref. 1-33), the designation was primarily intended as a means of protecting the visual setting of the church and also protects the historic streetscene along Commercial Road and East India Dock Road. The conservation area also contains a number of other significant buildings, including the Grade II listed Town Hall on Newell Street and the Grade II listed Limehouse District Library on Commercial Road and Wharf Lane.
- **Limehouse Cut Conservation Area** - see TCA B above.
- **Lowell Street Conservation Area** - The Lowell Street Conservation Area was designated in June 1989. It is located approximately 1.3km to the north-west of the centre of the Site. A Conservation Area Character Appraisal and Management Guidelines document was adopted by LBTH in March 2007 (Ref. 1-34). It states that the Conservation Area was “...essentially designated to protect two rows of grade II listed terraces on either side of Lowell Street and the section of the Limehouse Curve bridge...”. The 19th century housing terraces, separated by the bridge, define the principal character of the Conservation Area.
- **Regent's Canal Conservation Area** - The Regent's Canal Conservation Area stretches across a large part of the LBTH, all the way along the Regent's Canal. Its southern tip is located approximately 1.5km to the north-west of the centre of the Site. The Conservation Area primarily consists of the canal but also includes some pockets of historic townscape associated with the waterway. A Conservation Area Character Appraisal and Management Guidelines document (Ref. 1-35), adopted by LBTH in November 2009, states that the designation “...protects the special character of the banks of the Regent's Canal and specific canal features such as the locks, bridges, wharves, moorings and towpath”.
- **York Square Conservation Area** - This Conservation Area is located approximately 1.4km north-west of the centre of the Site. It stretches from the Limehouse Link in the south to Durham Row in the north, west of Brunton Place to 474 Commercial Road and Chalkwell House in the west. A Conservation Area Character Appraisal issued by LBTH in 2009 (Ref. 1-36) states the purpose of designating the York Square Conservation Area as “...to protect the architectural integrity of the Mercer's Estate, the diverse concentration of historic buildings in and around Commercial Road, and along Butcher Row.”

#### Townscape Character Area D – Blackwall

- 1.160** This TCA is located to the north-east of the Canary Wharf area, and is set between the River Thames to the south, East India Dock Road to the north, Leamouth Road to the east, and Cotton Street/ Preston's Road to the west. It is divided in two by Aspen Way and the DLR lines, which run more or less together in an east-west direction and provide access to Canary Wharf.
- 1.161** The area south of Aspen Way/ the DLR is dominated by residential led developments of relatively recent construction, many of them large in scale. These include the New Providence Wharf development, which includes two tall buildings in the form of the Providence Tower at 43 storeys and the Ontario Tower at 32 storeys tall. Another tall building, the Streamlight Tower (24 storeys) is located adjacent to this development, on Blackwall Way. The location of these towers close to Aspen Way (and the DLR), and to the north-east of Canary Wharf is such that they act as marker for the eastern approach to Canary Wharf.
- 1.162** Small and medium scale housing blocks lie to the west of these tall buildings, between them and Preston's Road. Two storey cottages are located on St. Lawrence Street. The Virginia Quay development of medium scale blocks lies further east of New Providence Wharf, and four towers of relatively recent construction are located to the north of East India Dock DLR station. North of them are medium scale office buildings which occupy the site of the filled in East India Docks, set behind the historic outer walls of the docks. The site of the brutalist concrete 1970s housing blocks of Robin Hood Gardens is located between Cotton Street and Robin Hood Lane, to the west of these office buildings; Robin Hood Gardens had been partly demolished and replaced by new tall and large scale modern buildings within the Blackwall Reach development at the time of writing.
- 1.163** TCA D is of **low to medium** sensitivity overall to change in the vicinity of the Site.
- 1.164** The following heritage assets have informed the assessment of sensitivity within TCA D:

#### Listed buildings

- **Bridge parapet above entrance to Blackwall Tunnel** – grade II. This is a pinkish-brown polished granite bridge parapet above the tunnel opened in 1897.
- **Embankment Wall, railings and steps** – grade II. This is a 19<sup>th</sup> century stock brick railed wall.
- **Plaque on modern dock wall facing west** – grade II. This is a plaque from 1806 in polished granite with white stone frame.
- **East India Dock Boundary Wall** – grade II. This is an early 19<sup>th</sup> century stock brick wall.

- **Dry dock at Blackwall Engineering** – grade II. This is a late 18<sup>th</sup> century dry dock.
- **Northern ventilation shaft to the Blackwall Tunnel southbound** – grade II. These are curved ventilation towers built in 1964-67, principally the work of Terry Farrell.
- **East India Dock Pumping Station** – grade II. This is a mid-19<sup>th</sup> century Italianate building.
- **East India Dock House, former Financial Times Print Works** – grade II\*. This is the former production and printing works for the Financial Times, built in 1987-88 to the designs of Nicholas Grimshaw and Partners.

#### Conservation Areas

- **Naval Row Conservation Area** - This is a small Conservation Area, defined to the north by the listed perimeter wall of the former East India Docks and it includes a group of historic buildings lining Naval Row to the south. A Conservation Area Character Appraisal and Management Guidelines document was adopted by LBTH in March 2007 (Ref. 1-37).

#### Townscape Character Area E - Coldharbour

- 1.165** This small TCA is set between Preston's Road to the west, the River Thames to the east, the entrance to the South Dock to the south and Raleana Road to the north. It is entirely covered by the Coldharbour Conservation Area.
- 1.166** The TCA contains some smaller scale modern development and historic buildings which largely date from the nineteenth century. Most of the historic buildings are set on the eastern side of the narrow street of Coldharbour, with modern buildings set between Coldharbour and Preston's Road (i.e. along the western part of the TCA, in the direction of the Site). The buildings (modern and historic) are fairly consistent in terms of height at three to four storeys tall. There is a tight urban grain along the street of Coldharbour and it has a self-contained quality. Where views out of it are possible, primarily through gaps between buildings, at the western edge of the TCA on Preston's Road and looking north along Coldharbour, the tall buildings of Canary Wharf and Blackwall are prominent.
- 1.167** TCA E is of **low to medium** sensitivity overall to change in the vicinity of the Site.
- 1.168** The following heritage assets have informed the assessment of sensitivity within TCA E:

#### Listed Buildings

- **The Gun Public House** – grade II. This is a two storey public house with a 19<sup>th</sup> century façade to an earlier building. The main façade is to Coldharbour and is painted brick with rusticated quoins.
- **Blackwall River Police Station** – grade II. This is a four storey red brick building with white stone bands, dating from 1894 and built to the designs of John Butler in a Norman Shaw influenced design.
- **15 Coldharbour** – grade II. This is a stock brick and rendered house of three storeys with attic dating from 1843.
- **5 and 7 Coldharbour** – grade II. These are early 19<sup>th</sup> century stock brick houses, each four storeys tall.
- **3 Coldharbour** – grade II. This is an early 19<sup>th</sup> century three storey house, in stucco, and with associations with Lord Nelson.
- **Isle House** – grade II. This is an early 19<sup>th</sup> century stock brick house, two storeys tall with bow windows on the north and east sides.

#### Conservation Areas

- **Coldharbour Conservation Area** –The Coldharbour Conservation Area is located approximately 700m south-east of the centre of the Site at its closest point and it covers the street of Coldharbour, the Blackwall Basin Graving Dock, the entrance lock to the South Dock, Glen Terrace and part of East Ferry Road. There are a number of significant historic buildings along Coldharbour (the street), mostly dating from the 18th and 19th centuries, many of which are listed. Coldharbour is a narrow street with a secluded character, and most of the historic buildings along it are best appreciated in close range views looking east. The historic buildings along Coldharbour can also be seen along the riverfront from across the river to the east, and the Conservation Area Character Appraisal and Management Guidelines document (Ref. 1-38), adopted in November 2009, notes that Canary Wharf forms a “*dramatic backdrop*” in such views. The more westerly parts of the conservation area are more open, and the existing tall buildings at Canary Wharf and along South Quay and Millwall Docks are highly visible in many views from them.

#### Riverscape

- 1.169** The Site does not adjoin the River Thames, but as the Proposed Development proposes tall buildings, it will affect the riverscape. As the Proposed Development sits at the northern edge of the Isle of Dogs cluster, it is most visible along the river to the east and west.

- 1.170** The character of the riverscape in these stretches of the Thames is almost entirely manmade rather than natural, with both sides of the river embanked. Apart from a small number of working wharves, there is now little riverside development which relates to the river itself in its function. There are a number of dock entrances but these are not visually prominent from any distance.

- 1.171** The dramatic change in the townscape which has occurred in the last 30 years with the redevelopment of Docklands is continuing. Riverside residential development has increased in scale over the period in question, from low rise development in the 1980s to high rise today. From the river itself and from its banks in the vicinity of the Site, the dominant elements in views towards the Site are the Isle of Dogs cluster, tall residential towers in the South Quay/ northern Millwall area, the Blackwall area, and a variety of other residential developments. The riverscape in this area is considered to be of **low to medium** sensitivity to change in the vicinity of the Site overall.

#### Existing townscape - conclusions

- 1.172** The Site is located on the North Quay of the North Dock, at the northern edge of Canary Wharf, and in close proximity to the centre of the tall buildings cluster around One Canada Square. A wide and important east-west route lies to the north of the Site (Aspen Way) and relatively low scale development or open areas are located to the east and west of it, such that development on the Site is potentially prominent in views from these directions. In its current state, as mostly cleared land and occupied only by temporary uses, the Site offers nothing positive to local and wider views and townscape, and detracts from close views.
- 1.173** Poplar DLR and the Aspen Way Footbridge are situated immediately north of the Site. The West India Quay DLR Station lies at the western edge of the Site, and the forthcoming Crossrail Station is immediately to its south. There is the potential for development on the Site to mark and improve the pedestrian connection between Canary Wharf and Poplar (which currently terminates on the southern side of Aspen Way), and to mark the nexus of transport stations around the Site.
- 1.174** The Site is located within the Canary Wharf TCA (TCAA), which is dominated by tall and large scale buildings built in the last 30 years. The location of the Site at the northern edge of Canary Wharf provides a townscape opportunity to decisively define the area's boundaries.
- 1.175** The Poplar area (TCA B) lies to the north, separated from the Site and Canary Wharf more generally by Aspen Way and DLR lines. Poplar is dominated by post-war estates, interspersed with relatively recent large scale developments, open spaces and historic buildings. Views from Poplar generally include the tall development of Canary Wharf as a background layer, beyond lower scale development in the foreground.



- 1.176 Further from the Site, the Limehouse and Westferry TCA (TCA C) is largely occupied by post-war and more recently built residential apartment blocks, together with some relatively small areas of historic development. The Blackwall area (TCA D) is dominated by a number of tall buildings, including the 43 storey Providence Tower. Coldharbour (TCA E) is a relatively self-contained area of generally small scale modern and historic buildings.
- 1.177 The heritage assets in the area around the Site that have informed the assessment of the sensitivity of each of the TCAs have been set out under the relevant TCA. These heritage assets are all located in a densely developed urban setting, and post-war and modern large scale developments, including the tall buildings of the Isle of Dogs, commonly appear in views towards them.

Figure 1 – map of TCAs with Site boundary marked in red

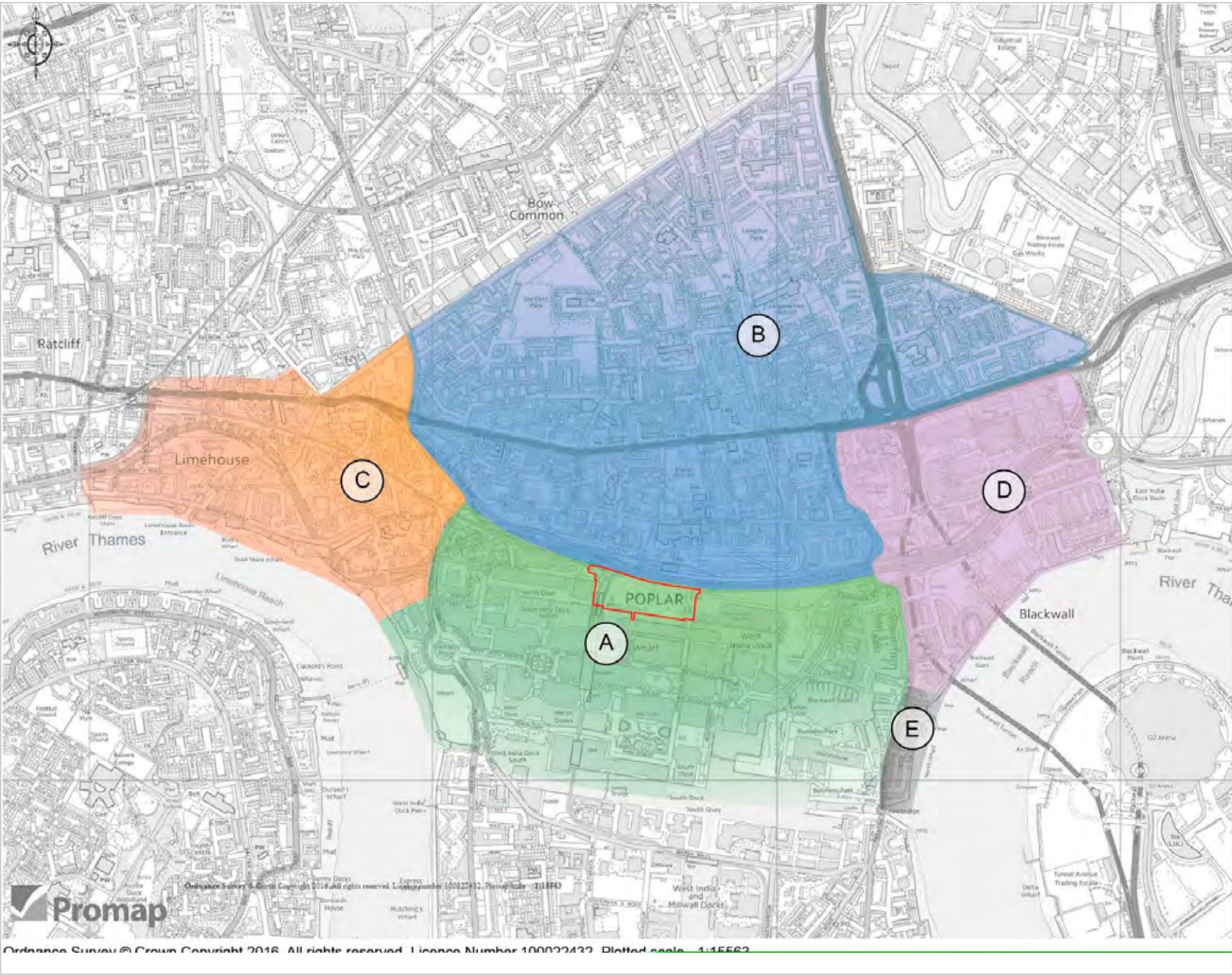
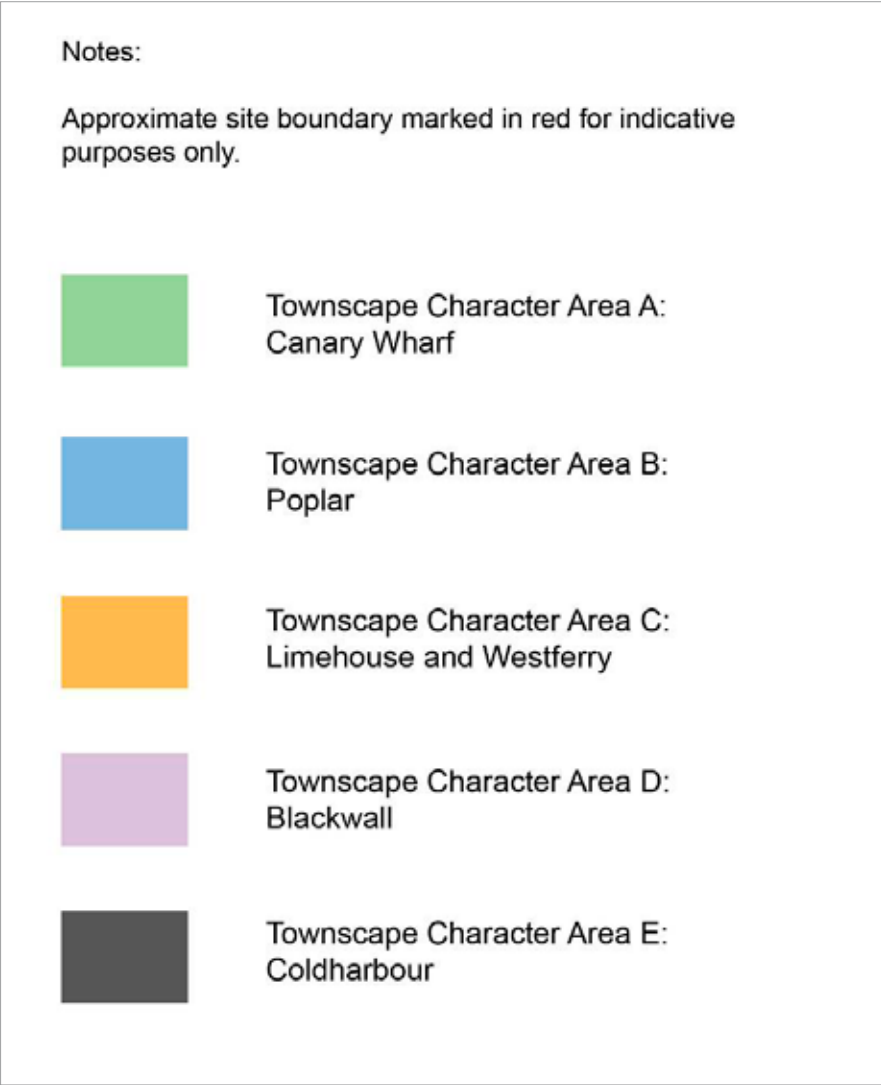
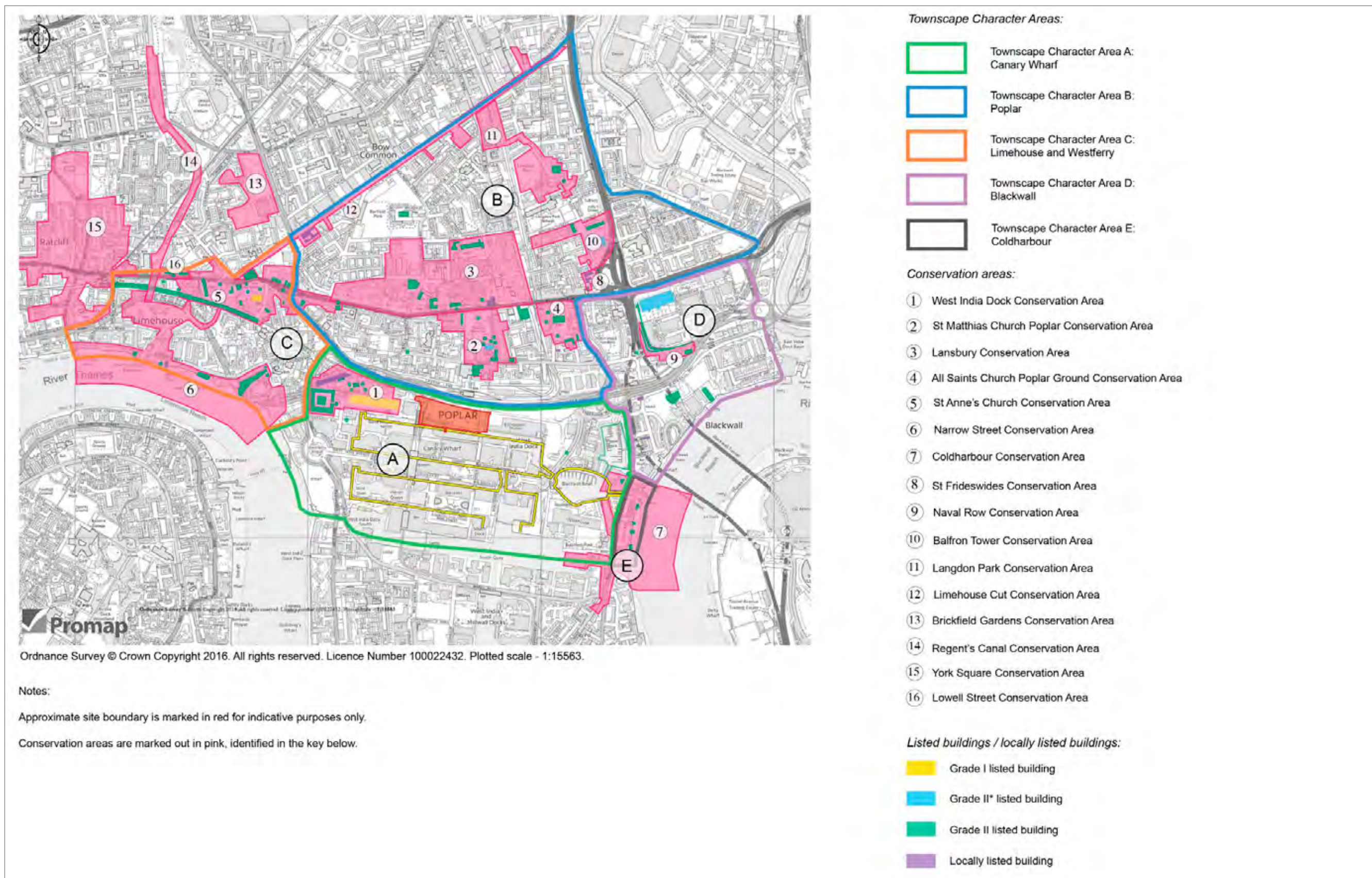




Figure 2 – map of heritage assets within TCAs





## Assessment

### Effects during Demolition and Construction

- 1.178** Likely construction activities are summarised in Chapter 5: Enabling and Construction Works, of ES Volume 1. The following sections consider the townscape and visual effect of the construction process.
- 1.179** In terms of the construction process, the most significant visual effect from machinery and equipment would be the presence of tower cranes. Their presence is inevitable in connection with construction of the type and scale of development envisaged. The top of a tower crane is likely to be higher than the top of the building, so it will be more visible than the finished building.
- 1.180** The appearance of under-construction buildings is taken to be the same in terms of magnitude of effect as that of the finished buildings, albeit with a generally detrimental effect on views and townscape prior to the complete application of external cladding.
- 1.181** This temporary state of affairs is common as a consequence of building activity in London and there is no practical way of avoiding it. During construction the perimeter of the Site would be surrounded by hoarding in the conventional manner. This will provide some screening of construction activities on the Site from street level. As the magnitude of change would fall within the same category for each receptor in both assessment scenarios, and the appearance of construction is taken to be generally adverse in all cases where it would be noticeable, the assessments of effect during construction for both assessed scenarios would be the same.
- 1.182** In terms of views, the magnitude of change during the construction programme would range from would range from 'negligible' to 'major'. Taking into account the sensitivity of the views as set out in the assessment under 'Views and Visual Impact Assessment' in this Volume (ranging from 'low' sensitivity to 'medium to high' sensitivity), the significance of effect would be 'moderate to major' (i.e. a significant effect) in the case of views 21, 30, 31, 32, and 43, and 'adverse' in nature. The significance of effects would be 'moderate' (significant) for views 12, 18, 19, 20, 22 (winter), 23, 24, 28 (winter), 29, 33, 34, 36, 37, 39, 40, 41, and 42. The nature of effect would be 'adverse' and 'temporary' in each case. For other views, the significance of effect would be 'minor to moderate' (non-significant) and 'adverse' in nature for views 3, 4, 5, 8, 10, 11, 13, 14, 15, 16, 17, 22 (summer), 25, 26, 27, 28 (summer), 35, 38, and 44. It would be 'minor' in effect (not significant) and 'adverse' in nature for views 1, 2, 6, 9 and 45. It would be 'negligible to minor' in effect (not significant) and 'neutral' in nature for view 7. The effect would be 'temporary' in all cases.
- 1.183** In terms of TCAs, the magnitude of change during the construction programme would be 'moderate to major' for TCA A and 'moderate' for TCA B, and no more than 'minor to moderate' for all other TCAs. Taking into account the sensitivity of the TCAs as set out in the baseline section of this assessment (ranging from 'low to medium' to 'medium' sensitivity

overall), the significance of effect would be 'moderate' for TCAs A and B (i.e. a significant effect) and 'adverse' in nature; 'minor to moderate' and 'adverse' in nature for TCAs C, D and the riverscape; and 'minor' and 'neutral' in nature for TCA E (i.e. non-significant). The effect would be 'temporary' in all cases.

### Effects Once the Proposed Development is Complete and Occupied

#### The existing site

- 1.184** The Site is mostly occupied by cleared land, having previously been used as a construction laydown site for the Canary Wharf Crossrail Station. There are some temporary uses on the Site, including the Tower Hamlets Employment and Training Services, WorkPath and advertising structures. A public walkway is provided along part of the dockside, separated from the former construction site by hoarding, and there is a bridge from this walkway across North Dock, providing access to Crossrail Place and the rest of Canary Wharf.
- 1.185** Part of the dock wall belonging to the grade I listed Import Dock and Export Dock (also known as the 'banana wall') runs through the Site. This lies below a false quay and hardstanding on Site and is not visible.

#### The Proposed Development

- 1.186** The Proposed Development is an outline planning application for comprehensive mixed-use redevelopment of North Quay. A Listed Building Consent application is also being submitted for the stabilisation of the listed quay wall and demolition/ removal of the false quay in connection with the Proposed Development.
- 1.187** The following description provides a broad outline of what is proposed, for the purposes of assessing the Proposed Development's design quality. For more detailed information on what is to be established by the OPA, reference should be made to Chapter 4 - Proposed Development, in ES Volume 1; the Parameter Plans which establish the minimum and maximum footprints and heights of the plots and elements within them across the Proposed Development; and the Development Specification. In addition, a Design Guidelines document provides guidance for future reserved matters applications on issues such as form, massing, approach to frontages and façade treatments; and a Design and Access Statement prepared by the architects of the Proposed Development, Allies and Morrison, accompanies the planning application and explains the principles behind the masterplan and the proposed development zones.

#### The Proposed Development – Maximum parameters scenario

- 1.188** As set out in the Development Specification, the maximum heights set out in the Parameter Plans and noted in the scheme description below are in metres Above Ordnance Datum (AOD).
- 1.189** Parameter Plan 003 shows the area within which new basements may be constructed; this excludes the area beneath ground occupied by the grade I listed banana wall.
- 1.190** Parameter Plan 004 defines eight development zones, NQ.A – NQ.H. The principal area for buildings is covered by zones NQ.A, NQ.B, and NQ.D. Parameter Plan 005 shows that zones NQ.E, NQ.C, NQ.F and NQ.G would be occupied by public realm and in the case of NQ.E, by a public square which would sit in a central location within the Site (named as Quay Square in the Design Guidelines). Zone NQ.E would also cover a central east-west route, while Plot NQ.C would cover a north-south route linking NQ.E and the Aspen Way Footbridge (named as Poplar Plaza in the Design Guidelines). Zone NQ.G would cover an area of land beneath the elevated DLR Station and rail lines at the western end of the Site, and NQ.F would be located along the quayside to North Dock. NQ.H would cover an area of highway including Upper Bank Street at the eastern end of the Site and part of Aspen Way.
- 1.191** Parameter Plan 006 sets out the access and circulation routes across the Site, which include pedestrian east-west routes through the centre of the Site and a central north-south route linking the Aspen Way Footbridge, the main public space in the Proposed Development, and Crossrail Place beyond to the south.
- 1.192** Parameter Plan 009 shows the further division of the zones into plots with different maximum heights. Zone NQ.A, at the western end of the part of the Site to be developed for buildings, would be divided into five plots, with one plot at a maximum height of 225m AOD (NQ.A4, located at the south-western corner of the NQ.A plot). Plots NQ.A3 and NQ.A1 to its north would be have a maximum height of 150m AOD (with a route running through NQ.A3). Plot NQ.A2 would have a maximum height of 25m AOD and NQ.A5, adjacent to Quay Square, would have a maximum height of 37m AOD.
- 1.193** Plot NQ.B1, set between NQ.A and the Poplar Plaza, would have a maximum height of 180m AOD. Poplar Plaza would have a maximum height of 25m AOD reflecting the manner in which it would increase in height to meet the Aspen Way Footbridge.
- 1.194** Zone NQ.D would be divided into four plots. Two of the plots set diagonally from each other, NQ.D1 and NQ.D4, would have a maximum height of 190m AOD. NQ.D2 would have a maximum height of 150m AOD, and NQ.D3 would have a maximum height of 85m AOD.
- 1.195** The other plots, which would be occupied by public realm, would have considerably lower maximum heights, of no more than 25m AOD.

**1.196** Parameter Plan 007 sets out the uses at ground, mezzanine and first floor level across the different zones. For parts of zones NQ.A and NQ.D these would be any permitted use; for the rest of the zones (other than those occupied by public realm), this would be predominantly use classes A1-A5, D1, D2 or sui generis. Parameter Plan 010 sets out the uses along building frontages at ground, mezzanine and first floor levels. These generally match those set out in Parameter Plan 007, other than frontages around NQ.B addressing Aspen Way, the north-south route and the central east-west route which could be use class B1 as well as A1-A5, D1, D2 or sui generis; and frontages around NQ.D which would address Aspen Way, Upper Bank Street and the central east-west route which could include any permitted use, or would add class B1 to the permitted use classes A1-A5, D1, D2 or sui generis.

**1.197** Parameter Plan 008 sets out the uses of the upper levels of the zones. These would be any permitted use for NQ.A (plots 1-4) and part of NQ.D (plots 1 and 4); predominantly use class B1 for NQ.B and part of NQ.D (plots 2 and 3); and predominantly use classes A1-A5, B1, D1, D2 or sui generis for NQ.A5.

**1.198** A small number of Design Guidelines which relate to the appearance only of future buildings within the Proposed Development, and which apply to all buildings or apply in the same manner to office and residential buildings, have been taken into account when considering the qualitative effect of the Proposed Development in townscape and views under this scenario. These Design Guidelines are as follows -

*'4.2.3d – Live/stay towers should be detailed with a differentiated top and ground by employing one or more of the following strategies: setbacks, different cladding material, different façade system, different window proportion or increased percentage of glazing etc.'*

*'4.4.3b – Office buildings should be detailed with a differentiated top and ground by employing one of more of the following strategies: setbacks, different cladding materials, different façade system, different window proportions, increased percentage of glazing etc.'*

*'4.6.1a - Buildings should have an uncluttered, simple roof profile with all elements such as plant enclosures, maintenance gantries, lift overruns, safety balustrades etc. forming an integral part of the overall building form. Where the correct functioning of the equipment permits, plant should be housed within solid or perforated roof enclosures that are designed to screen equipment from the public realm or when overlooked by neighbouring buildings or exposed in long views.'*

*5.1.1j - 'All buildings should be designed utilising high quality and appropriate external cladding materials and weathering detailing.' The text goes on to state that 'The quality of the architecture should be commensurate with that evident in the existing Canary Wharf estate and in Wood Wharf.'*

*The Proposed Development – Maximum parameters and Design Guidelines scenario*

**1.199** The Design Guidelines document provides guidance for future reserved matters applications on issues such as form, massing, approach to frontages and façade treatments. The Design Guidelines form one of the 'control documents' which are submitted for approval as part of the planning application and are intended to provide guidance for future design teams involved in the preparation of Reserved Matters applications. As the Design Guidelines document is submitted for approval and it is expected that LBTH would consider future reserved matters applications in the context of this document, the assessment of the design of the Proposed Development takes account of the Design Guidelines in the second assessment made for each receptor (maximum parameters and Design Guidelines scenario).

**1.200** The following Design Guidelines are most relevant to the assessment of townscape and views, but this list is not exhaustive, and other Design Guidelines may apply.

**1.201** A number of Design Guidelines provide further guidance on the height of buildings -

*'4.2.3a - There will be a minimum of 60 metres difference between the two live/stay buildings in Development Zone NQ.A1 and NQ.A4. The height difference of adjacent buildings in NQ.B1 and NQ.A5 will be a minimum of 20m.'*

*'4.2.3b All Development Zones other than the two live/stay buildings in Development Zone NQ.A1 and NQ.A4 will have a minimum height difference of 20 metres. If the building uses in Development Zone NQ.A are not live/stay (e.g. office), then the height difference should be a minimum of 20m.'*

*'4.4.3a – The height difference to adjacent buildings for any commercial building, including offices, will have a minimum height difference of 20 metres.'*

**1.202** A number of Design Guidelines provide further guidance on the form and massing of buildings -

*'4.2.3c – The maximum permissible floor plate of any live/stay tower is 1000m<sup>2</sup> Gross External Area (GEA).'*

*'4.2.3e – The minimum horizontal separation of residential buildings should be 18m, excluding any projecting balconies.'*

*Aspen Way frontage – '2.3.2c views – Each building should be designed to read independently and contrast from its adjacent neighbour through its scale, height, positioning and/ or materials. If Development Plots D1 and D2 are developed as a single building, then the north elevation should be broken down into at least two vertical parts through a change in scale, height, positioning and/ or materials. Attention should be paid to*

*the dialogue between the difference buildings and the interstitial space created between them.'*

*Aspen Way frontage – '2.3.2e scale and enclosure – The alignment of the northern edges of buildings along Aspen Way Gardens should vary such that no two adjacent buildings are in continuous alignment in plan.'*

*Upper Bank Street frontage - ' 2.4.2c, views - Each building should be designed to read independently and contrast from its adjacent neighbour through its scale, height, positioning and/ or materials.*

*Any single building that occupies the full elevation to Development Plots NQ.D2 and NQ.D4 along Upper Bank Street should be detailed in such a way as to articulate and break down the scale of the elevation in to a number of parts.*

*Any single building that occupies the full elevation to Development Plots NQ.D2 and NQ.D4 along Upper Bank Street should enable a minimum height over North Quay Way of 9m or more, from ground to building soffit.*

*Attention should be paid to the dialogue between the different buildings and the interstitial space created between them.'*

**1.203** A number of Design Guidelines deal with the detailed appearance and architecture of buildings -

*'4.2.2.c – Balconies, where provided, may be designed as projecting, recessed or semi-recessed, but should be fully integrated within the formal composition of the building and the architectural detail of the facades...'*

*'4.2.3d– Live/stay towers should be detailed with a differentiated top and ground by employing one or more of the following strategies: setbacks, different cladding material, different façade system, different window proportion or increased percentage of glazing etc.'*

*'4.4.3b – Office buildings should be detailed with a differentiated top and ground by employing one of more of the following strategies: setbacks, different cladding materials, different façade system, different window proportions, increased percentage of glazing etc.'*

*'4.6.1a - Buildings should have an uncluttered, simple roof profile with all elements such as plant enclosures, maintenance gantries, lift overruns, safety balustrades etc. forming an integral part of the overall building form. Where the correct functioning of the equipment permits, plant should be housed within solid or perforated roof enclosures that are designed to screen equipment from the public realm or when overlooked by neighbouring buildings or exposed in long views.'*

*5.1.1j - 'All buildings should be designed utilising high quality and appropriate external cladding materials and weathering detailing.' The text goes on to state that 'The quality of the architecture should be commensurate with that evident in the existing Canary Wharf estate and in Wood Wharf.'*

- 1.204** A number of Design Guidelines provide further guidance on the form and quality of public space -

*Quay Square. '3.1.2f – The square should not be any narrower than 45m from east building face to west building face (excluding projecting cornices, balconies, entrance canopies etc).'*

*'3.1.2b – Quay Square should establish connections to adjacent spaces on all sides and should be a fully permeable space that will form the cultural heart of North Quay.'*

*'There should be a clear visual connection and a legible and friendly pedestrian crossing from Quay Square to Poplar Plaza.'*

*'Quay Square should be designed to be as permeable as possible and enjoy multiple access points and routes through.'*

*Poplar Plaza. '3.3.1 – Poplar Plaza should be designed to connect positively to the Poplar Bridge to provide a sense of continuity for pedestrians walking through'*

*'3.3.2c – The design and layout of Poplar Plaza should provide visibility through to Crossrail Place and Quay Square.'*

*'3.3.2d – The space should be designed to contribute positively to the chain of public realm spaces within the Masterplan. Landscaping of this area should be designed to clearly and positively define the route from Poplar Bridge through to Quay Square.'*

*'3.3.2e - Poplar Plaza should not be any narrower than 20m from east building face to west building face (excluding passenger lifts, projecting cornices, balconies, entrance canopies etc).'*

#### **Assessment of design**

- 1.205** The Proposed Development, as set out in the Parameter Plans, Development Specification and Design Guidelines, would comprehensively redevelop the Site in a coherent manner and would deliver a number of positive effects in terms of urban design and public realm. It would represent a substantial improvement on the Site in its current largely vacant state.
- 1.206** The overall form and layout of the Proposed Development would have a clear sense of order, with the principal area of public realm located in the centre of the southern half of the Site ('Quay Square', zone NQ.E), public realm addressing the North Dock along the southern edge of the Site, an area of public realm adjacent to the Aspen Way Footbridge, and other smaller areas of public realm set within plots to be developed with buildings. The provision of an east-west route through the centre of the Site and north-south route connecting to the Aspen Way Footbridge and

incorporating significant public space would provide good permeability through the Site and improve connectivity in the local area generally.

- 1.207** The height and scale of the proposed buildings within the different plots would be consistent with that found elsewhere within the Canary Wharf group of tall buildings, and the different maximum parameter heights would ensure a varied skyline. As such, the Proposed Development would coherently consolidate the cluster.
- 1.208** Within zone NQ.A, the manner in which the greatest maximum height would be located on plot NQ.A4 (225m AOD) would appropriately reflect the location of this plot on the southern half of the Site and therefore closer towards the centre of Canary Wharf, while the lower height of NQ.A1 to its north (150m AOD) would ensure a stepping down in height across this zone and towards Poplar.
- 1.209** The Site's location to the south of Aspen Way is such that the Proposed Development, at the height and scale envisaged, would strongly define a new northern edge to the Canary Wharf area, enhancing legibility. The Proposed Development would also enhance the composition of the wider Isle of Dogs cluster by helping to balance tall development around the central point of One Canada Square; at the moment, tall buildings are concentrated to the south of One Canada Square, which in part is a reflection of the location of the Canary Wharf Jubilee Line London Underground Station to the south of One Canada Square.
- 1.210** The scale of the Proposed Development would help to mark a nexus of public transport stations around the Site (two DLR stations and the forthcoming Canary Wharf Crossrail Station), and its rebalancing of the cluster as noted above can be seen in the context of the change in transport capacity formed by Crossrail's arrival on a site to the north of One Canada Square. The Proposed Development would also mark the location of a major pedestrian access route between Poplar and Canary Wharf. The sky gap between building plots formed by the open space located on Plot NQ.E would help to signal the location of the pedestrian route, and its connection with the Aspen Way Footbridge.
- 1.211** The Proposed Development would have a number of significant urban design benefits. The Site would be opened up, the arrangement of the zones would provide new built frontages to Aspen Way and Upper Bank Street where none exist at present, and there would be a much improved area of public space in the Delta Junction area, enhancing the pedestrian experience around these edges of the Site.
- 1.212** Plot NQ.E (Poplar Plaza, as described in the Design Guidelines), would help provide a much more direct, convenient and attractive pedestrian link between Poplar and Canary Wharf than exists at present, establishing a connection between the existing Aspen Way Footbridge, the central Quay Square public space, and the quayside. Other routes, including along the quayside and Aspen Way, would also enhance permeability across the Site

and within the local area. The principal routes and public spaces within the Site would be animated by the provision of active retail, entertainment, commercial or public uses along them.

- 1.213** The form and architecture of the buildings within the Proposed Development can be expected to be of a high quality, in line with the requirements of planning policy and the statement in the Design Guidelines at 5.1.1j that *'All buildings should be designed utilising high quality and appropriate external cladding materials and weathering detailing'* and *'The quality of the architecture should be commensurate with that evident in the existing Canary Wharf estate and in Wood Wharf.'*
- 1.214** The Parameter Plans and Development Specification allow for considerable flexibility in the type and form of development that could be delivered, including in terms of the use of buildings. The Design Guidelines provide assurance that, whatever the type, form and use of development that is delivered in future, the Proposed Development would display a number of key characteristics that would enable it to make a positive contribution overall to townscape and views. These characteristics are set out below, along with the most relevant Design Guidelines for each (although this list is not exhaustive and others will apply). These have been taken into account in the 'maximum parameters and Design Guidelines' scenario.
- 1.215 *Variety in the skyline*** – the Parameter Plans set out maximum heights for each plot and incorporate significant differences in the maximum heights between plots. The Design Guidelines would ensure that office buildings would be further restricted in their maximum height, and that buildings below the maximum heights set out in the Parameter Plans would display significant variation in height in relation to each other. This would result in a varied skyline across the Proposed Development as a whole. The most relevant Design Guidelines for this characteristic are 4.2.3a and 4.4.3a, quoted above.
- 1.216 *Breaking up of form*** – the Parameter Plans build in significant gaps between development plots through the presence of public space and routes across the Site. The Design Guidelines would ensure that there would be a maximum floorplate for any residential building and minimum separation distances between any residential buildings, and there would be changes in the alignment of building lines along frontages and articulation of buildings as independent elements. This would result in a breaking up of the perceived scale and mass of the Proposed Development as a whole. The most relevant Design Guidelines for this characteristic are 4.2.3b, 4.2.3d, 2.3.2c, 2.4.2c, quoted above.
- 1.217 *High quality architecture*** – the Parameter Plans and Development Specification do not cover matters of detailed form and architecture. However, the application of a number of Design Guidelines would help to ensure that proposals brought forward as future Reserved Matter applications would be of a high quality in their detailed architecture, the



most relevant being 4.2.2.c, 4.2.3c, 4.4.3b, 4.6.1a, 5.1.1j quoted above.

**1.218 High quality public realm** – The Parameter Plans identify public space in the plots NQ.C1 and NQ.E1, and a number of routes through the Site. The Design Guidelines identify these public spaces within the Proposed Development as Quay Square (NQ.C1) and Poplar Plaza (NQ.E1) and would help to ensure their high quality through guidelines including the 3.1.2f, 3.1.2b, 3.4.1a, 3.4.2c, 3.4.2d, and 3.4.2e, quoted above.

### **Views and Visual Impact Assessment**

**1.219** As noted previously, for each of the identified views in the assessment which follows, there are images of the view ‘as existing’ and ‘as proposed’, with the Proposed Development shown either as a rendered image or a blue wireline in the ‘as proposed’ image. In addition, a further image showing the Proposed Development with ‘cumulative’ schemes is provided. The cumulative schemes that have been considered as part of this assessment and illustrated where appropriate are as follows, with planning references and status at the time of writing in brackets –

- 42-44 Thomas Road, London, E14 7BJ (PA/16/01041, PA/18/0070/NC. Approved, under-construction)
- 82 West India Dock Road (PA/09/02099, approved. PA/18/01203/A1, approved).
- Chrisp Street Market (PA/16/01612/A1, approved).
- Blackwall Reach – Robin Hood Gardens Estate (PA/12/00001, approved. Phase 1A complete, 1B near completion, Phase 2 implemented).
- Poplar Business Park (PA/11/03375, approved).
- 2 Trafalgar Way (PA/08/1321, approved. PA/14/01771, approved. PA/20/00137, scoping).
- Blackwall Yard, Reuters Site (PA/03/01515, implemented. PA/10/01449/NC, approved).
- Hertsmere House (PA/15/02675, approved).
- 1 Park Place (PA/13/02344, approved. PA/13/02341, approved. PA/16/02363/S, approved).
- Riverside South (PA/08/02249, approved).
- Newfoundland (PA/13/1455/A1, approved. PA/15/00630/A3, approved).

- 10 Bank Street ((PA/13/01150, approved. PA/14/01664, approved).
- Wood Wharf (PA/13/02966, approved, under-construction/partly completed).
- The City Pride (PA/12/03248, PA/15/02027, approved and under-construction).
- Arrowhead Quay ((PA/12/03315, approved. PA/16/00139, approved. PA/18/01525/A1, approved).
- South Quay Plaza (PA/14/00944, approved. PA/15/03074, approved).
- South Quay Plaza (PA/15/03073, approved).
- Meridian Gate, 199-207 Marsh Wall (PA/14/01428, approved).
- 54 Marsh Wall (PA/16/01637, approved)
- Jemstock 2, South Quay Square, 1 Marsh Wall (PA/15/02104/A1, approved. PA/17/03182/S, approved).
- 50 Marsh Wall, 63-69 and 68-70 Manilla Street ‘Alpha Square’ (PA/15/02671/A1, approved).
- 2 Millharbour (PA/14/01246, approved. PA/16/02336, approved).
- 3 Millharbour and 6-8 South Quay (PA/14/03195/A1, approved. PA/19/00682/S, pending determination).
- 49-59 Millharbour, 2-4 Muirfield Crescent and 23-39 Pepper Street (PA/16/03518, approved. PA/16/02808, approved).
- 225 Marsh Wall (PA/16/02808, approved)
- Quay House, Admirals Way (PA/19/01462/A1, approved subject to S106).
- Skylines Village (PA/17/01597/A1, enabling works commenced).
- New City College Poplar Campus (PA/19/02067/NC, scoping submission).

**1.220** In the case of the scheme at 3 Millharbour, there is both an approved scheme and a more recent submitted scheme which is pending determination. The difference in the massing of these two versions of the scheme is not significant to assessment of the effect of the Proposed Development, and it is has been considered appropriate to illustrate the most recent design which is pending determination in the cumulative images which follow.

**1.221** In the case of the 2 Trafalgar Way site, there is both a consented scheme which is illustrated in the cumulative images where relevant and is assessed

quantitatively, and a more recent scheme which is subject to a scoping application only; this more recent scheme is assessed qualitatively as full design information is not yet available. For the New City College site, a scoping application only has been made, and this is assessed qualitatively in the Cumulative Effects section.



Table of Views

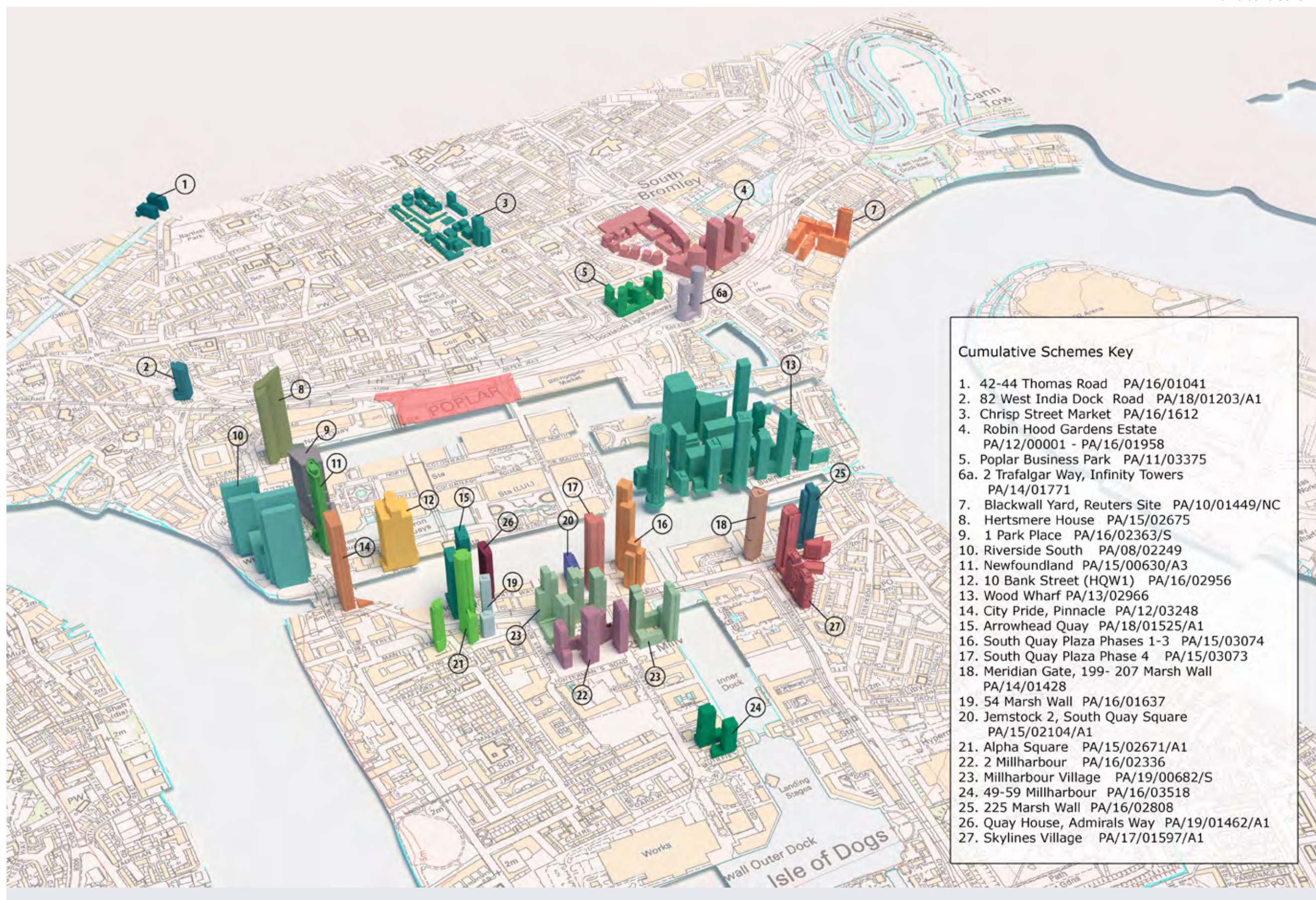
View	Location	Page	Style	Render/ Wireline	Verified	Ref	OS-E	OS-N	Height (AOD)	Heading	Lens	Field of View	Film	Date	Time
1	Alexandra Palace (LVMF 1A.1)	42	AVR-1	Wireline	Y	D19501	529610.40	189962.90	92.95	124.79	50 mm	40	Digital	17/10/2019	16:27
2	Parliament Hill (LVMF 2A.1)	44	AVR-1	Wireline	Y	D21207	527665.50	186131.40	96.45	120.53	50 mm	40	Digital	22/03/2020	17:23
3	Waterloo Bridge (LVMF 15B.1)	46	AVR-1	Wireline	Y	D21041	530723.60	180651.19	14.89	90.90	50 mm	40	Digital	22/03/2020	13:17
4	London Bridge (LVMF 11B.1)	48	AVR-1	Wireline	Y	D20915	532818.90	180487.74	15.05	86.50	24 mm	54	Digital	22/03/2020	14:13
5	London Bridge (LVMF11B.2)	50	AVR-1	Wireline	Y	D20916	532803.20	180406.82	13.45	87.97	24 mm	54	Digital	22/03/2020	14:24
6	Greenwich General Wolfe Statue (LVMF 5A.1)	52	AVR-1	Wireline	Y	D20914	538922.50	177335.10	46.46	329.85	50 mm	54	Digital	13/03/2020	08:00
7	Royal Naval College - Winter	54	AVR-1	Wireline	Y	D20912	538586.30	177914.20	6.32	329.31	35 mm	40	Digital	20/03/2020	10:56
8	The Queen's Walk - West of City Hall (LVMF 25A.2)	56	AVR-1	Wireline	Y	D21014	533428.10	180230.19	4.87	84.12	24 mm	40	Digital	20/03/2020	16:16
9	Tower Bridge – south bastion	58	AVR-1	Wireline	Y	D20151	533674.82	180216.19	13.17	84.53	24 mm	54	Digital	10/11/2019	12:27
10	Stave Hill	60	AVR-1	Wireline	Y	D21012	536108.40	179838.14	18.65	73.38	24 mm	54	Digital	20/03/2020	11:58
11	Wapping Walkway	62	AVR-1	Wireline	Y	D20153	534802.70	180002.25	5.31	99.16	24 mm	74	Digital	10/11/2019	12:04
12	Narrow Street - Winter	64	AVR-1	Wireline	Y	D21015	536522.27	180727.31	4.38	95.02	24 mm	74	Digital	20/03/2020	13:44
13	Limehouse Basin	66	AVR-1	Wireline	Y	D21016	536253.60	180948.17	6.69	105.49	24 mm	74	Digital	20/03/2020	14:04
14	Ropemakers Fields - Winter	68	AVR-1	Wireline	Y	D21017	536623.85	180833.74	7.26	109.82	24 mm	74	Digital	20/03/2020	13:28
15W	Salmon Lane/ Commercial Road - Winter	70	AVR-1	Wireline	Y	D21018	536635.23	181129.58	8.25	136.19	24 mm	74	Digital	20/03/2020	13:10
15S	Salmon Lane/ Commercial Road - Summer	72	AVR-1	Wireline	Y	D20145	536635.23	181129.58	8.25	136.03	24 mm	74	Digital	09/11/2019	12:08
16	Salmon Lane	74	AVR-1	Wireline	Y	D20146	536499.33	181312.26	9.58	128.01	24 mm	74	Digital	09/11/2019	12:18
17	Mile End Park - Green Bridge - Winter	76	AVR-1	Wireline	Y	D21019	536390.30	182460.14	19.60	146.57	24 mm	74	Digital	22/03/2020	07:26
18	Southern end of Mile End new location - Winter	78	AVR-1	Wireline	Y	D21020	536741.92	181517.40	8.23	139.92	24 mm	74	Digital	20/03/2020	11:45
19	Bartlett Park	80	AVR-1	Wireline	Y	D21021	537272.35	181433.96	5.98	161.67	24 mm	74	Digital	20/03/2020	11:15
20	Commercial Rd/ West India Dock Rd/ East India Dock Rd	82	AVR-1	Wireline	Y	D21022	536871.14	181095.32	6.01	127	24 mm	74	Digital	20/03/2020	12:52
21W	Church of St. Matthias - Winter	84	AVR-1	Wireline	Y	D21023	537776.16	180851.95	7.19	206.68	24 mm	74	Digital	19/03/2020	16:20
21S	Church of St. Matthias - Autumn	86	AVR-1	Wireline	Y	D13812	537776.16	180851.95	7.19	206.46	24 mm	74	Digital	26/10/2016	16:22
22W	Poplar Recreation Ground - Winter	88	AVR-1	Wireline	Y	D21024	537726.77	180953.40	6.11	198.60	24 mm	74	Digital	20/03/2020	10:21
22S	Poplar Recreation Ground - Summer	90	AVR-1	Wireline	Y	D13648	537726.77	180953.40	6.11	198.3	24 mm	74	Digital	28/09/2016	08:59
23L	Trinity Gardens - Winter - Left heading	92	AVR-1	Wireline	Y	D20359	537466.66	181016.39	5.25	106.04	24 mm	74	Digital	03/12/2019	14:08
23C	Trinity Gardens - Winter - Centre	92	AVR-1	Wireline	Y	D20359	537466.66	181016.39	5.25	168.8	24 mm	74	Digital	03/12/2019	13:50
23R	Trinity Gardens - Winter - Right heading	92	AVR-1	Wireline	Y	D20359	537466.66	181016.39	5.25	230.05	24 mm	74	Digital	03/12/2019	13:56
24	All Saints Churchyard - Winter	94	AVR-1	Wireline	Y	D20360	538112.34	180934.16	6.16	232.995	24 mm	74	Digital	03/12/2019	13:12
25	Twelvetrees Crescent	96	AVR-1	Wireline	Y	D21025	538351.27	182427.65	9.75	201.41	24 mm	74	Digital	22/03/2020	07:43
26	Greenwich Peninsula	98	AVR-1	Wireline	Y	D20175	533269.50	180025.30	6.28	295.13	24 mm	74	Digital	10/11/2019	09:38
27	Nelson Dock	100	AVR-1	Wireline	Y	D20147	536652.50	180170.60	5.31	85.92	24 mm	74	Digital	09/11/2019	11:11

Table of Views

View	Location	Page	Style	Render/ Wireline	Verified	Ref	OS-E	OS-N	Height (AOD)	Heading	Lens	Field of View	Film	Date	Time
28W	Garford Street - Winter	102	AVR-1	Wireline	Y	D21026	537096.74	180691.24	2.69	135.97	24 mm	74	Digital	20/03/2020	08:56
28S	Garford Street - Autumn	104	AVR-1	Wireline	Y	D13808	537096.74	180691.24	2.69	135.57	24 mm	74	Digital	26/10/2016	17:38
29	Hertsmere Road	106	AVR-1	Wireline	Y	D21027	537183.66	180631.27	3.85	99.16	24 mm	74	Digital	20/03/2020	08:36
30	Cannon Workshops - outside entrance	108	AVR-1	Wireline	Y	D21028	537146.50	180590.77	4.25	103.60	24 mm	74	Digital	20/03/2020	09:23
31	North Quay, western end	110	AVR-1	Wireline	Y	D21029	537213.34	180498.39	5.66	82.95	24 mm	74	Digital	20/03/2020	08:19
32	North Quay, southern side	112	AVR-1	Wireline	Y	D21030	537311.03	180449.68	6.83	78.25	24 mm	74	Digital	20/03/2020	07:56
33W	Poplar High Street - Winter	114	AVR-1	Wireline	Y	D21031	537655.35	180761.29	5.63	188.98	24 mm	74	Digital	20/03/2020	10:00
33S	Poplar High Street - Autumn	116	AVR-1	Wireline	Y	D13806	537655.35	180761.29	5.63	189.20°	24 mm	74	Digital	26/10/2016	16:38
34	Poplar Dock	118	AVR-1	Wireline	Y	D20148	538365.36	180395.59	5.43	283.375	24 mm	74	Digital	09/11/2019	09:52
35	Blackwall Basin	120	AVR-1	Wireline	Y	D21032	538282.79	180183.76	5.01	300.65	24 mm	74	Digital	20/03/2020	07:08
36	Aspen Way - East of Site	122	AVR-1	Wireline	Y	D20149	538159.02	180568.20	4.82	254.8	24 mm	74	Digital	09/11/2019	10:01
37W	Cordelia Street - Winter	124	AVR-1	Wireline	Y	D21033	537626.17	181285.19	3.56	188.23	24 mm	74	Digital	20/03/2020	10:45
37S	Cordelia Street - Aumumn	126	AVR-1	Wireline	Y	D13803	537626.17	181285.19	3.56	188.68	24 mm	74	Digital	26/10/2016	15:47
38	Regent's Canal / Ben Johnson Road	128	AVR-1	Wireline	Y	D21034	536398.60	181775.78	10.57	136.07	24 mm	74	Digital	20/03/2020	12:12
39	Poplar High St (central)	130	AVR-1	Wireline	Y	D21035	537847.03	180758.47	5.52	219.94	24 mm	74	Digital	19/03/2020	16:08
40	Poplar High St (east)	132	AVR-1	Wireline	Y	D21036	538035.74	180760.95	6.51	237.9	24 mm	74	Digital	19/03/2020	15:52
41	Poplar High St (west)	134	AVR-1	Wireline	Y	D21038	537416.78	180800.27	3.87	150.19	24 mm	74	Digital	20/03/2020	09:44
42	Shirbutt Street/ Hale Street	136	AVR-1	Wireline	Y	D21039	537669.66	180888.39	5.96	185.19	24 mm	74	Digital	20/03/2020	10:11
43	Upper Bank Street	138	AVR-1	Wireline	Y	D21040	537751.74	180442.22	10.88	320.45	24 mm	74	Digital	20/02/2020	07:37
44	Langdon Park	140	AVR-1	Wireline	Y	D20361	537973.832	181566.733	7.38	199.84	24 mm	74	Digital	03/12/2019	11:10
45	Thames Barrier Park	142	AVR-1	Wireline	Y	D21013	541486.20	179293.79	6.688	289.4	24 mm	74	Digital	20/03/2020	10:26

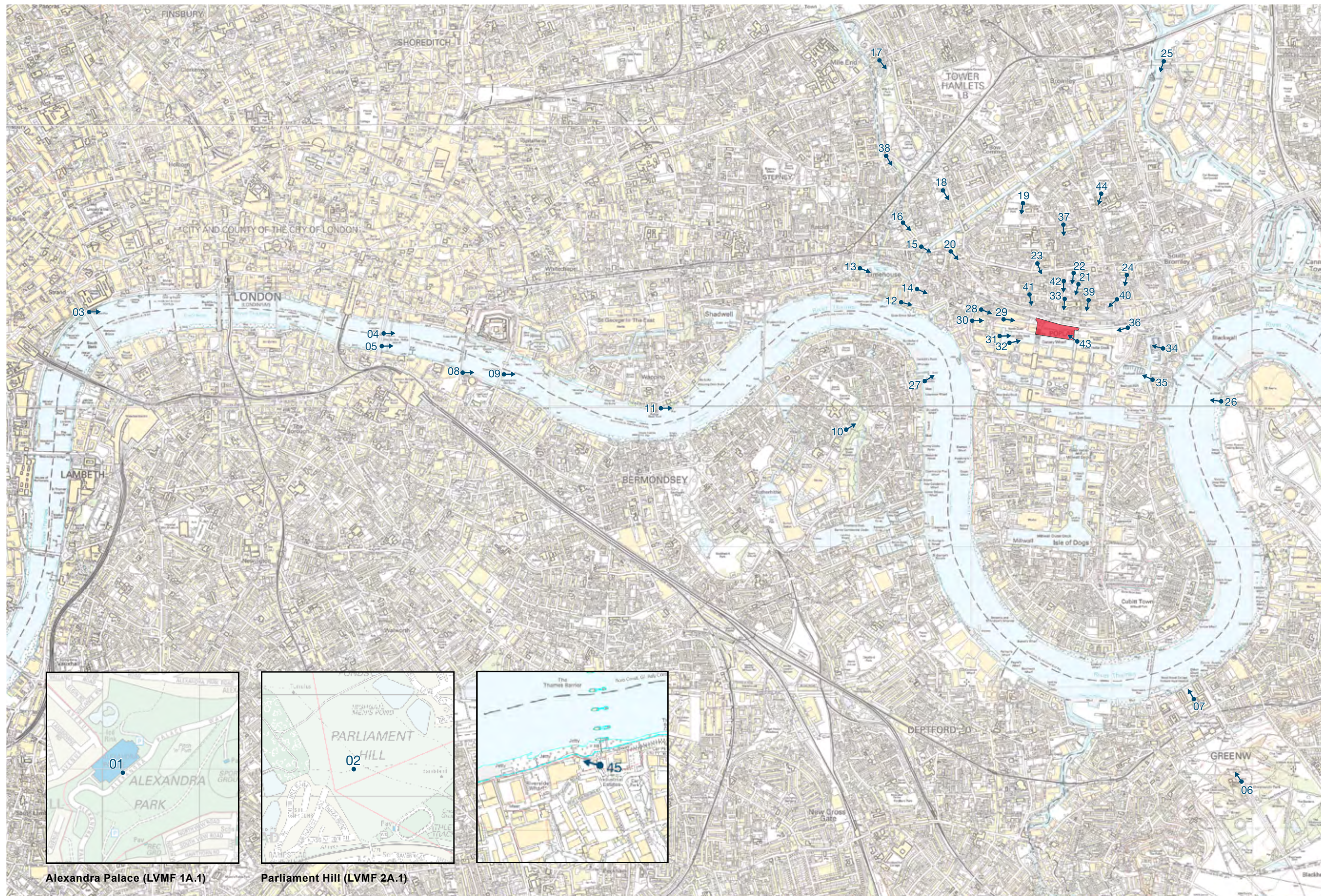


## Cumulative Schemes





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Salmon Lane/ Commercial Road - Summer



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Salmon Lane



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Mile End Park - Green Bridge - Winter





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Southern end of Mile End new location - Winter



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Bartlett Park



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Commercial Rd/ West India Dock Rd/ East India Dock Rd



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Church of St. Matthias - Winter



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Church of St. Matthias - Summer



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Poplar Recreation Ground - Winter





22S  
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Poplar Recreation Ground - Summer



Trinity Gardens - Winter - Left heading



Trinity Gardens - Winter - Centre



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Trinity Gardens - Winter - Right heading





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Nelson Dock



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Garford Street - Winter



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Hertsmere Road



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Cannon Workshops - outside entrance



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North Quay, western end



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North Quay, southern side



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Poplar High Street - Winter



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Poplar High Street - Autumn





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Poplar Dock



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Blackwall Basin



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Aspen Way - East of Site



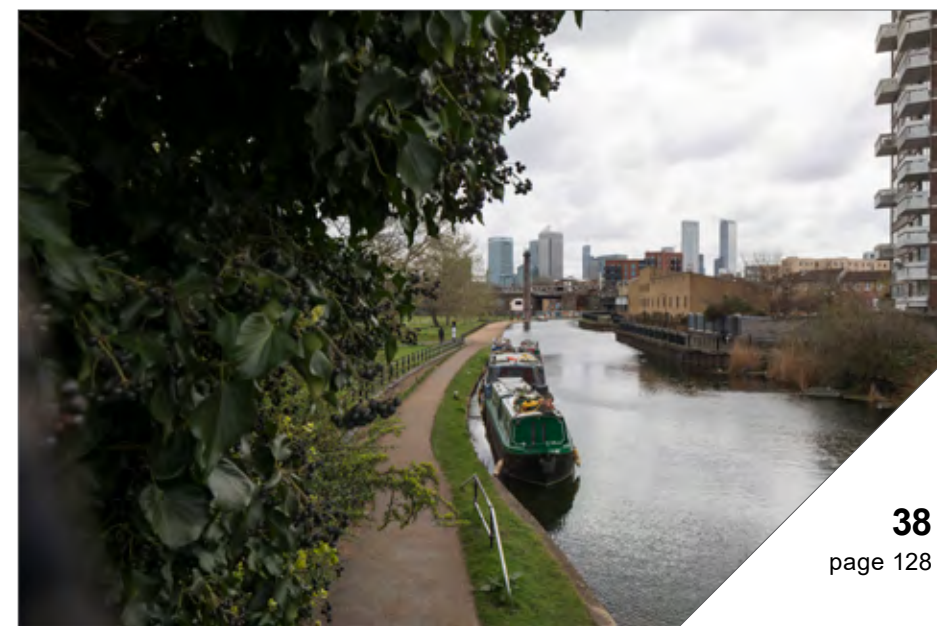
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Cordelia Street - Winter



**37S**  
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Cordelia Street - Aumumn



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Regent's Canal / Ben Johnson Road





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Poplar High St (central)



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Poplar High St (east)



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Poplar High St (west)



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Shirbutt Street/ Hale Street



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Upper Bank Street



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Langdon Park





**45**

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Thames Barrier Park

# 01

## Alexandra Palace (LVMF 1A.1)



View Location



Camera Location



Existing View



Proposed View

### View as existing

- 1.222** This is the LVMF viewpoint 1A.1 located on the viewing terrace at Alexandra Palace. Most people in this location are likely to be here in their leisure time, at least some with the specific expectation of enjoying the view.
- 1.223** Beyond the park in the foreground, a large swathe of predominantly residential development occupies the middle ground of the view. This rises up to a ridge; beyond that, the tall buildings of Canary Wharf and the Isle of Dogs more generally are evident in the distance, towards the right edge of this image. St Paul's Cathedral lies well to the right of Canary Wharf (out of shot in this image). This location is noted in the LVMF as the best location to appreciate the wider panorama.
- 1.224** This is a view of potentially high sensitivity in relation to the view to St. Paul's but the part of the view in the direction of the Site is dominated by large scale modern development and is of **medium** sensitivity.

### View as proposed

- 1.225** The Proposed Development would appear in the distance, to the north of One Canada Square (left of it in this image).
- 1.226** The Proposed Development would appear similar in apparent height and scale to existing buildings within Canary Wharf and would recognisably form part of the established Isle of Dogs tall buildings cluster. While it would be a relatively small addition to the overall panorama at this distance, its consolidation of the Isle of Dogs cluster would be beneficial.

- 1.227** In the maximum parameters scenario, this would be a change of negligible to minor magnitude to a view of medium sensitivity. The significance of effect would be minor (not significant). The effect would be beneficial.
- 1.228** In the maximum parameters and Design Guidelines scenario, this would be a change of negligible to minor magnitude to a view of medium sensitivity. The significance of effect would be minor (not significant). The effect would be beneficial.

### Indicative Scheme commentary

- 1.229** The Indicative Scheme would appear as a development comprised of buildings of different heights and forms, providing a varied and visually interesting skyline across the Site. It would coherently consolidate the Isle of Dogs tall buildings cluster.

### View as proposed with cumulatives

- 1.230** The Isle of Dogs tall buildings cluster would be significantly expanded as a result of cumulative developments, to the south, west and east of One Canada Square. The Proposed Development would continue to form a coherent addition to the expanded cluster, to the north of One Canada Square, and would help to balance its overall composition.
- 1.231** Taking into account cumulative schemes, the Proposed Development (maximum parameters scenario) would represent a change of negligible to minor magnitude to a view of medium sensitivity. The significance would be minor (not significant). The effect would be beneficial.

- 1.232** Taking into account cumulative schemes, the Proposed Development (maximum parameters and Design Guidelines scenario) would represent a change of negligible to minor magnitude to a view of medium sensitivity. The significance would be minor (not significant). The effect would be beneficial.



50mm – 20°

0°

50mm – 20°



Indicative Scheme

Maximum Envelope

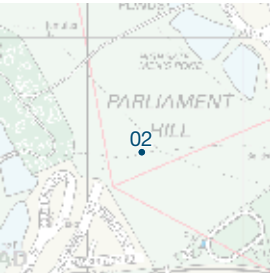
Cumulative

Cumulative view



# 02

## Parliament Hill (LVMF 2A.1)



View Location



Camera Location



Existing View



Proposed View

### View as existing

- 1.233** This is the LVMF viewpoint 2A.1, located at the summit of Parliament Hill. Most people in this location are likely to be here in their leisure time, at least some with the specific expectation of enjoying the view.
- 1.234** The summit of Parliament Hill provides a panoramic view across a wide span of London. The foreground is occupied by the open space of the park. The tall buildings of central London appear in the distance, with the Isle of Dogs tall buildings cluster visible further in the distance, towards the centre of the image. One Canada Square and the commercial tall buildings around it appear at the centre of the cluster, with more tall development to the south of One Canada Square than the north.
- 1.235** St Paul's Cathedral lies at the right edge of this image, with the Shard directly behind it. Part of the Palace of Westminster is also visible in the full LVMF view, though it is out of shot in this image which is focused in the direction of the Site (and there is a separate LVMF view, 2A.2, directed towards the Palace of Westminster from this location, which is not considered relevant to the Proposed Development). There is a Protected Vista protecting the view corridor from assessment point 2A.1 to St. Paul's Cathedral.
- 1.236** This is a view of high sensitivity in respect of views of St Paul's Cathedral and the Palace of Westminster but the part of the view in the direction of the Site is dominated by large scale modern development and is of **medium** sensitivity.

### View as proposed

- 1.237** The Proposed Development would appear in the distance, to the north of One Canada Square and 8 Canada Square (left of them in this image).
- 1.238** The Proposed Development would appear similar in apparent height and scale to existing buildings within Canary Wharf and would recognisably form part of the established Isle of Dogs tall buildings cluster. While it would be a relatively small addition to the overall view at this distance, its consolidation of the cluster and its balancing of the cluster's overall composition, through the provision of development to the north of One Canada Square, would be positive.
- 1.239** In the maximum parameters scenario, this would be a change of negligible to minor magnitude to a view of medium sensitivity. The significance would be minor (not significant). The effect would be beneficial.
- 1.240** In the maximum parameters and Design Guidelines scenario, this would be a change of negligible to minor magnitude to a view of medium sensitivity. The significance would be minor (not significant). The effect would be beneficial.

### Indicative Scheme commentary

- 1.241** The Indicative Scheme would appear as a development comprised of buildings of different heights and forms, providing a varied and visually interesting skyline across the Site. It would coherently consolidate the Isle of Dogs tall buildings cluster.

### View as proposed with cumulatives

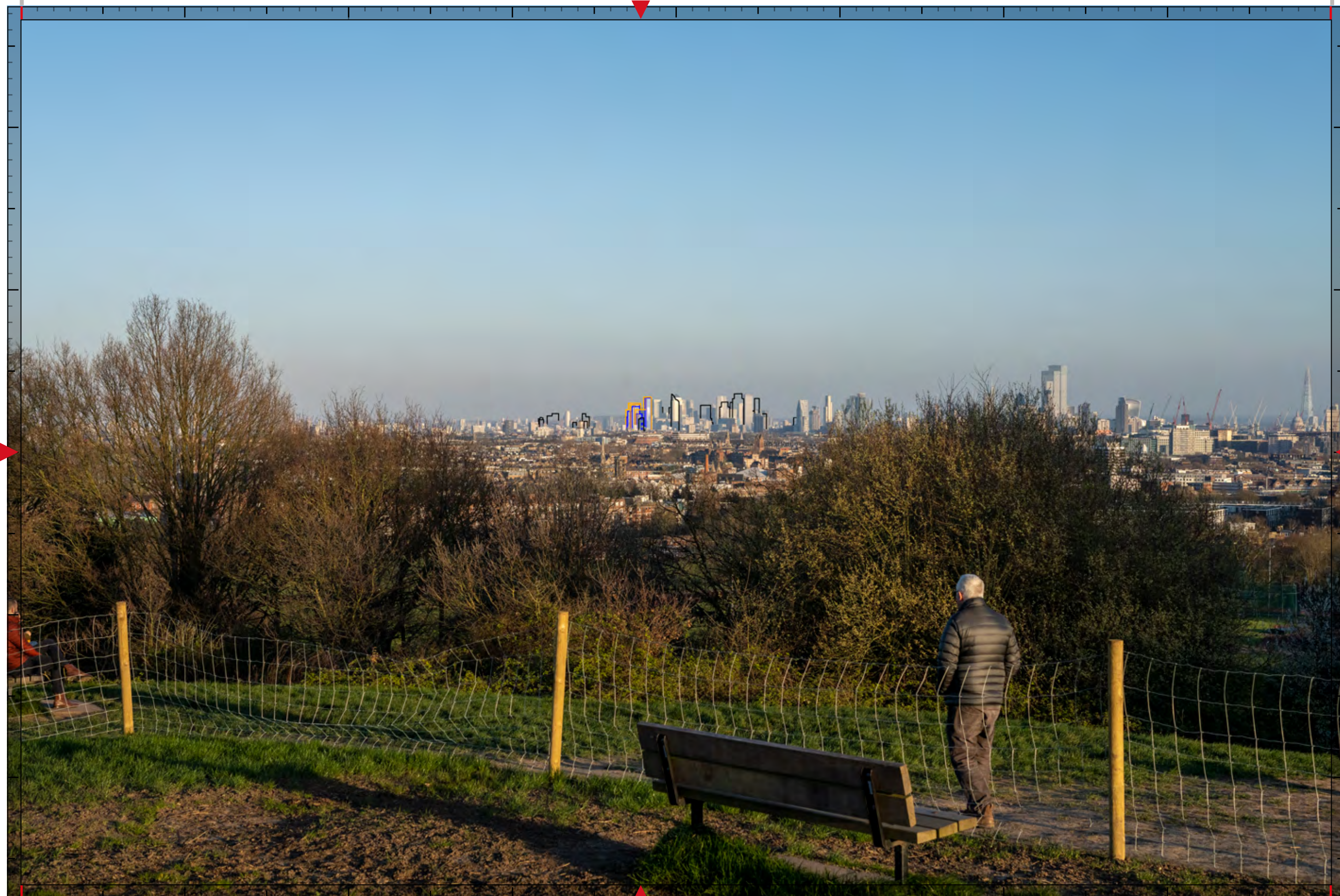
- 1.242** The Isle of Dogs tall buildings cluster would be significantly expanded as a result of cumulative developments, particularly seen to the south and west of One Canada Square from this vantage point. The Proposed Development would continue to form a coherent addition to the expanded cluster, to the north of One Canada Square, and would help to balance its overall composition.
- 1.243** Taking into account cumulative schemes, the Proposed Development (maximum parameters scenario) would represent a change of negligible to minor magnitude to a view of medium sensitivity. The significance would be minor (not significant). The effect would be beneficial.
- 1.244** Taking into account cumulative schemes, the Proposed Development (maximum parameters and Design Guidelines scenario) would represent a change of negligible to minor magnitude to a view of medium sensitivity. The significance would be minor (not significant). The effect would be beneficial.



50mm – 20°

0°

50mm – 20°



Indicative Scheme

Maximum Envelope

Cumulative

Cumulative view



# 03

## Waterloo Bridge (LVMF 15B.1)



View Location



Camera Location



Existing View



Proposed View

### View as existing

- 1.245** This is the LVMF viewpoint 15B.1, located on Waterloo Bridge. It is likely that people in this location would include a mixture of workers, commuters, local residents, and people in their leisure time.
- 1.246** The open expanse of the River Thames dominates the foreground of the view. The tall buildings of the City of London appear on the left side of the view, and tall buildings are also apparent on the right side of the view, including the Shard and the recently completed One Blackfriars tower. Towards the right of centre in the view, the tall buildings of the Isle of Dogs can be seen in the distance. While One Canada Square appears as a central focus of the cluster, there is more tall development apparent towards the south of One Canada Square than to its north.
- 1.247** The LVMF is primarily concerned with St. Paul's Cathedral and the City of London in the view from this location, although it notes that there is a good view of the tall buildings at Canary Wharf. St. Paul's Cathedral, which is the Strategically Important Landmark within the view, lies out of shot in this view which is focused in the direction of the Site.
- 1.248** This is a view of **medium** sensitivity to change in respect of the part of the view in the direction of the Site, which is dominated by large scale modern development.

### View as proposed

- 1.249** The Proposed Development would appear in the distance, to the north of One Canada Square and 8 Canada Square (left of them in this image).
- 1.250** The Proposed Development would appear similar in apparent height and scale to existing buildings within Canary Wharf and would recognisably form part of the established Isle of Dogs tall buildings cluster. While it would be a relatively small addition to the overall view at this distance, its consolidation of the cluster and balancing of its composition, providing development to the north of One Canada Square, would be beneficial.
- 1.251** In the maximum parameters scenario, this would be a change of minor magnitude to a view of medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.
- 1.252** In the maximum parameters and Design Guidelines scenario, this would be a change of minor magnitude to a view of medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.

### Indicative Scheme commentary

- 1.253** The Indicative Scheme would appear as a development comprised of buildings of different heights and forms, providing a varied and visually interesting skyline across the Site. It would coherently consolidate the Isle of Dogs tall buildings cluster.

### View as proposed with cumulatives

- 1.254** The Isle of Dogs tall buildings cluster would be significantly expanded and consolidated as a result of cumulative development. The consented Hertsmere House scheme would obscure much of the Proposed Development from sight.
- 1.255** Taking into account consented cumulative schemes, the Proposed Development (maximum parameters scenario) would represent a change of negligible magnitude to a view of medium sensitivity. The significance would be negligible to minor (not significant). The effect would be neutral.
- 1.256** Taking into account consented cumulative schemes, the Proposed Development (maximum parameters and Design Guidelines scenario) would represent a change of negligible magnitude to a view of medium sensitivity. The significance would be negligible to minor (not significant). The effect would be neutral.



350mm - 30°

0°

50mm - 20°



Indicative Scheme    Maximum Envelope    Cumulative    Cumulative view



# 04

## London Bridge (LVMF 11B.1)



View Location



Camera Location



Existing View



Proposed View

### View as existing

- 1.257** This is the LVMF viewpoint 11B.1, located on London Bridge. It is likely that people in this location would include a mixture of workers, commuters, local residents, and people in their leisure time.
- 1.258** The foreground of the view is dominated by the River Thames. Part of the Tower of London (WHS) is apparent to the left of centre in this image, with Tower Bridge (grade I listed) visible on the right side of the view. The tall buildings on the Isle of Dogs, including One Canada Square and the central commercial cluster, appear in between the two, behind developments at St Katharine's Docks and the Guoman Tower Hotel. The LVMF notes that "Tower Bridge should remain the dominant structure in the view when seen from the centre of London Bridge (Assessment Point 11B.1)" and that the "tall buildings at Canary Wharf mark the path of the river as it continues further east."
- 1.259** The Tower of London is not seen to good effect in this view. Only part of the White Tower is visible, and a large building built in relatively recent decades appears behind it. Grey plant enclosures on the roof of Tower Bridge House, a modern building located on St. Katherine's Way, also appear behind the White Tower. Overall, this is not a good quality view of the Tower of London.
- 1.260** This is a view of **medium** sensitivity to change in respect of the part of the view in the direction of the Site, which includes the Tower of London but is dominated by large scale modern development.

### View as proposed

- 1.261** The Proposed Development would appear in the distance, to the north of One Canada Square and 8 Canada Square (left of them in this image). The tallest plot, NQ.A4, would appear at a lower apparent height than One Canada Square and overall the scale of the Proposed Development would be comparable with existing buildings in the Canary Wharf area. The Proposed Development would add in a coherent manner to the Isle of Dogs tall buildings cluster, balancing its composition by providing development to the north of One Canada Square.
- 1.262** The Proposed Development could be clearly understood to lie in the background of the view. It would be located to the right of the White Tower of the Tower of London and further left from Tower Bridge than the existing Canary Wharf tall buildings in this view. It would have no effect on appreciation of these listed buildings.
- 1.263** In the maximum parameters scenario, this would be a change of minor magnitude to a view of medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.
- 1.264** In the maximum parameters and Design Guidelines scenario, this would be a change of minor magnitude to a view of medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.

### Indicative Scheme commentary

- 1.265** The Indicative Scheme would appear as a development comprised of buildings of different heights and forms, providing a varied and visually interesting skyline across the Site. It would coherently consolidate the Isle of Dogs tall buildings cluster.

### View as proposed with cumulatives

- 1.266** The Isle of Dogs tall buildings cluster would be significantly expanded and consolidated as a result of cumulative development. The consented Hertsmere House scheme would obscure much of the Proposed Development from sight.
- 1.267** Taking into account consented cumulative schemes, the Proposed Development (maximum parameters scenario) would represent a change of negligible to minor magnitude to a view of medium sensitivity. The significance would be minor (not significant). The effect would be neutral.
- 1.268** Taking into account consented cumulative schemes, the Proposed Development (maximum parameters and Design Guidelines scenario) would represent a change of negligible to minor magnitude to a view of medium sensitivity. The significance would be minor (not significant). The effect would be neutral.







# 05

## London Bridge (LVMF11B.2)



View Location



Camera Location



Existing View



Proposed View

### View as existing

- 1.269** This is the LVMF viewpoint 11B.2, located further south of view 11B.1 on London Bridge. It is likely that people in this location would include a mixture of workers, commuters, local residents, and people in their leisure time.
- 1.270** The foreground of the view is dominated by the River Thames. HMS Belfast is visible on the river. The Tower of London (WHS) is apparent to the left of centre in this image, with Tower Bridge (grade I listed) visible on the right side of the image. The tall buildings on the Isle of Dogs, including Newfoundland, the Landmark Pinnacle, One Canada Square and the central commercial cluster, appear to the left of Tower Bridge, behind the Guoman Tower Hotel. The LVMF notes that the “*tall buildings at Canary Wharf mark the path of the river as it continues further east.*”
- 1.271** In terms of the background of the view, the LVMF is concerned with the Tower of London in this view, noting that “*there is a clear backdrop of sky to the White Tower’s four turrets and castellations*” and development should not “*cause adverse impact to the World Heritage Site*” by “*unacceptably imposing on the Tower*”. In fact, the White Tower is not seen clear against the sky, as grey plant enclosures on the roof of Tower Bridge House, a modern building located on St. Katherine’s Way, appear behind it. Tall buildings on the Isle of Dogs are seen between the towers of Tower Bridge.
- 1.272** This is a view of **medium** sensitivity to change in respect of the part of the view in the direction of the Site, which is dominated by large scale modern development.

### View as proposed

- 1.273** The Proposed Development would appear in the distance, to the north (left in this image) of the central commercial towers at Canary Wharf. The tallest plot, NQ.A4, would appear at a lower apparent height than One Canada Square and overall the scale of the Proposed Development would be comparable with existing buildings in the Canary Wharf area. The Proposed Development would add in a coherent manner to the Isle of Dogs tall buildings cluster, balancing its composition by providing development to the north of One Canada Square.
- 1.274** The Proposed Development could be clearly understood to lie in the background of the view, appearing well to the right of the Tower of London and further left of Tower Bridge than the existing Canary Wharf tall buildings. It would have no effect on appreciation of these listed buildings.
- 1.275** In the maximum parameters scenario, this would be a change of minor magnitude to a view of medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.
- 1.276** In the maximum parameters and Design Guidelines scenario, this would be a change of minor magnitude to a view of medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.

### Indicative Scheme commentary

- 1.277** The Indicative Scheme would appear as a development comprised of buildings of different heights and forms, providing a varied and visually interesting skyline across the Site. It would coherently consolidate the Isle of Dogs tall buildings cluster.

### View as proposed with cumulatives

- 1.278** The Isle of Dogs tall buildings cluster would be significantly expanded and consolidated as a result of cumulative development. The consented Hertsmere House scheme would obscure much of the Proposed Development from sight.
- 1.279** Taking into account consented cumulative schemes, the Proposed Development (maximum parameters scenario) would represent a change of negligible to minor magnitude to a view of medium sensitivity. The significance would be minor (not significant). The effect would be neutral.
- 1.280** Taking into account consented cumulative schemes, the Proposed Development (maximum parameters and Design Guidelines scenario) would represent a change of negligible to minor magnitude to a view of medium sensitivity. The significance would be minor (not significant). The effect would be neutral.

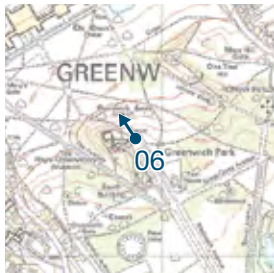






# 06

## Greenwich General Wolfe Statue (LVMF 5A.1)



View Location



Camera Location



Existing View



Proposed View

### View as existing

- 1.281** This viewpoint is located within the Maritime Greenwich WHS and the Greenwich Park Conservation Area. Most people in this location are likely to be visiting in their leisure time, and at least some with the specific expectation of enjoying the view.
- 1.282** This is a panoramic view including several points of interest. The open green space of Greenwich Park dominates the foreground, sloping down to the Grade I listed Queen's House, which is also a scheduled monument, and Grade I listed Royal Naval College in the middle distance. The River Thames lies beyond, creating a significant sense of separation between the buildings of Maritime Greenwich and the Isle of Dogs beyond.
- 1.283** The existing cluster of tall buildings on the Isle of Dogs is highly prominent in the distance. The cluster centres on One Canada Square, with a general stepping down in the apparent height of towers as they are located further away from One Canada Square, albeit with some exceptions (including South Quay Plaza which lies partially in front of One Canada Square and closer to the viewpoint). The central tall buildings within the cluster are commercial towers, and have large footprints.
- 1.284** The towers of the Landmark development and the under-construction Landmark Pinnacle appear at the western edge of the cluster, and the towers of the Pan Peninsula development and South Quay Plaza appear in the centre, with the Baltimore Wharf tower in front of them. The under-construction Madison building on Marsh Wall appears to their east. These developments appear slightly further in the foreground than the commercial buildings around One Canada Square and can be seen to lie further south. They also have a different appearance from the commercial towers to their north, reflecting their residential use. While sitting coherently within the overall cluster, they can be understood to form a distinct grouping.

- 1.285** The LVMF states, with reference to the background of this view, that *"The composition of the view would benefit from further, incremental consolidation of the clusters of taller buildings on the Isle of Dogs and the City of London."*
- 1.286** The view through the Queen's House and along the line of the gap between the two towers of the Royal Naval College beyond has an axial quality. The trees along the southern edge of the Isle of Dogs, in Island Gardens, provide a coherent backdrop to this axial view.
- 1.287** This is a view of **medium to high** sensitivity overall; while this is potentially a view of high sensitivity because of the WHS, the effect of the Canary Wharf cluster and other existing development on the Isle of Dogs has been to reduce this sensitivity in respect of further development affecting the skyline in the background of the view.

### View as proposed

- 1.288** A small part of Zone NQ.D within the Proposed Development would appear behind the Madison building on Marsh Wall and buildings within Wood Wharf development, including the 404 One Park Drive building (which has a circular plan). It would have a lower apparent height than the Madison and 404 One Park Drive and would appear as a relatively minor addition to the view, consistent with the overall character of the existing cluster, and with no effect on appreciation of the Maritime Greenwich WHS in the foreground of the view.
- 1.289** In the maximum parameters scenario, this would be a change of negligible to minor magnitude to a view of medium to high sensitivity. The significance would be minor (not significant). The effect would be neutral.

- 1.290** In the maximum parameters and Design Guidelines scenario, this would be a change of negligible to minor magnitude to a view of medium to high sensitivity. The significance would be minor (not significant). The effect would be neutral.

### Indicative Scheme commentary

- 1.291** A sliver of a building within the Indicative Scheme would be visible, behind the Madison and at a considerably lower apparent height, and it would be barely noticeable in practice.

### View as proposed with cumulatives

- 1.292** The Isle of Dogs tall buildings cluster would be significantly expanded and consolidated in this view. The Proposed Development would be almost entirely obscured by the consented Skylines scheme.
- 1.293** Taking into account cumulative schemes, the Proposed Development (maximum parameters scenario) would represent a change of negligible magnitude to a view of medium to high sensitivity. The significance would be negligible to minor (not significant). The effect would be neutral.
- 1.294** Taking into account cumulative schemes, the Proposed Development (maximum parameters and Design Guidelines scenario) would represent a change of negligible magnitude to a view of medium to high sensitivity. The significance would be negligible to minor (not significant). The effect would be neutral.



50mm – 20°

0°

50mm – 20°



Indicative Scheme      Maximum Envelope      Cumulative      Cumulative view



# 07

## Royal Naval College



View Location



Camera Location



Existing View



Proposed View

### View as existing

- 1.295** This view is taken from within the grounds of the Royal Naval College, within the Maritime Greenwich WHS and the Greenwich Park Conservation Area, and is aligned on the central path leading towards the River Thames. Most people in this location are likely to be here in their leisure time.
- 1.296** The buildings of the Royal Naval College frame the view on the left and right. The courtyard and river beyond create an open character in the foreground.
- 1.297** A line of mature trees along the southern edge of the Isle of Dogs, within Island Gardens, gives a sense of enclosure to the foreground (including when the trees are not in leaf). Residential development along the River Thames is visible to the left and right. The cluster of tall commercial buildings around One Canada Square is prominent rising above and beyond this. The Baltimore Wharf tower, the Pan Peninsula towers and the under-construction South Quay Plaza scheme appear further in the foreground, but can be clearly understood to form part of an overall Isle of Dogs tall buildings cluster.
- 1.298** This is a view of **medium to high** sensitivity overall.

### View as proposed

- 1.299** The Proposed Development would be almost entirely obscured from sight by existing buildings. While a small part of the top of plot NQ.A4 would be visible behind the Citibank building, it would be barely noticeable.
- 1.300** In the maximum parameters scenario, this would be a change of negligible magnitude to a view of medium to high sensitivity. The significance would be negligible to minor (not significant). The effect would be neutral.
- 1.301** In the maximum parameters and Design Guidelines scenario, this would be a change of negligible magnitude to a view of medium to high sensitivity. The significance would be negligible to minor (not significant). The effect would be neutral.

### Indicative Scheme commentary

- 1.302** A barely perceptible part of the tallest building within the Indicative Scheme would be visible behind the Citibank building.

### View as proposed with cumulatives

- 1.303** The Isle of Dogs tall buildings cluster would be significantly expanded and consolidated in this view. The Proposed Development would remain a barely noticeable visual presence.
- 1.304** Taking into account cumulative schemes, the Proposed Development (maximum parameters scenario) would represent a change of negligible magnitude to a view of medium to high sensitivity. The significance would be negligible to minor (not significant). The effect would be neutral.

- 1.305** Taking into account cumulative schemes, the Proposed Development (maximum parameters and Design Guidelines scenario) would represent a change of negligible magnitude to a view of medium to high sensitivity. The significance would be negligible to minor (not significant). The effect would be neutral.







## 08

The Queen's Walk, LVMF  
25A.2

View Location



Camera Location



Existing View



Proposed View

*View as existing*

**1.306** This viewpoint is located on the Queen's Walk in front of City Hall. It is located at the LVMF viewpoint 25A.2 but is not looking north in the direction of the LVMF view, which is concerned with the Tower of London, but rather is looking east in the direction of the Site. It is likely that many people in this location would be visiting in their leisure time.

**1.307** The open expanse of the River Thames occupies the foreground of the view. Tower Bridge (grade I listed) appears prominently in the middle distance, with development on the northern side of the River Thames appearing between the bridge's towers. The large scale Guoman Tower Hotel appears directly behind the suspension cables of Tower Bridge.

**1.308** This is a view of **medium** sensitivity overall.

*View as proposed*

**1.309** The Proposed Development would appear to a partial extent in the background of the view. It could be clearly understood to lie in the distance, beyond existing development on the north side of the River Thames, and would have no effect on appreciation of Tower Bridge further in the foreground. It would add to the view in a manner consistent with its existing character.

**1.310** In the maximum parameters scenario, this would be a change of minor magnitude to a view of medium sensitivity. The significance would be minor to moderate (not significant). The effect would be neutral.

**1.311** In the maximum parameters and Design Guidelines scenario, this would be a change of minor magnitude to a view of medium sensitivity. The significance would be minor to moderate (not significant). The effect would be neutral.

*Indicative Scheme commentary*

**1.312** The Indicative Scheme, primarily the tallest building within it, would appear in the background of the view, beyond existing development on the north side of the River Thames, and with no effect on appreciation of Tower Bridge.

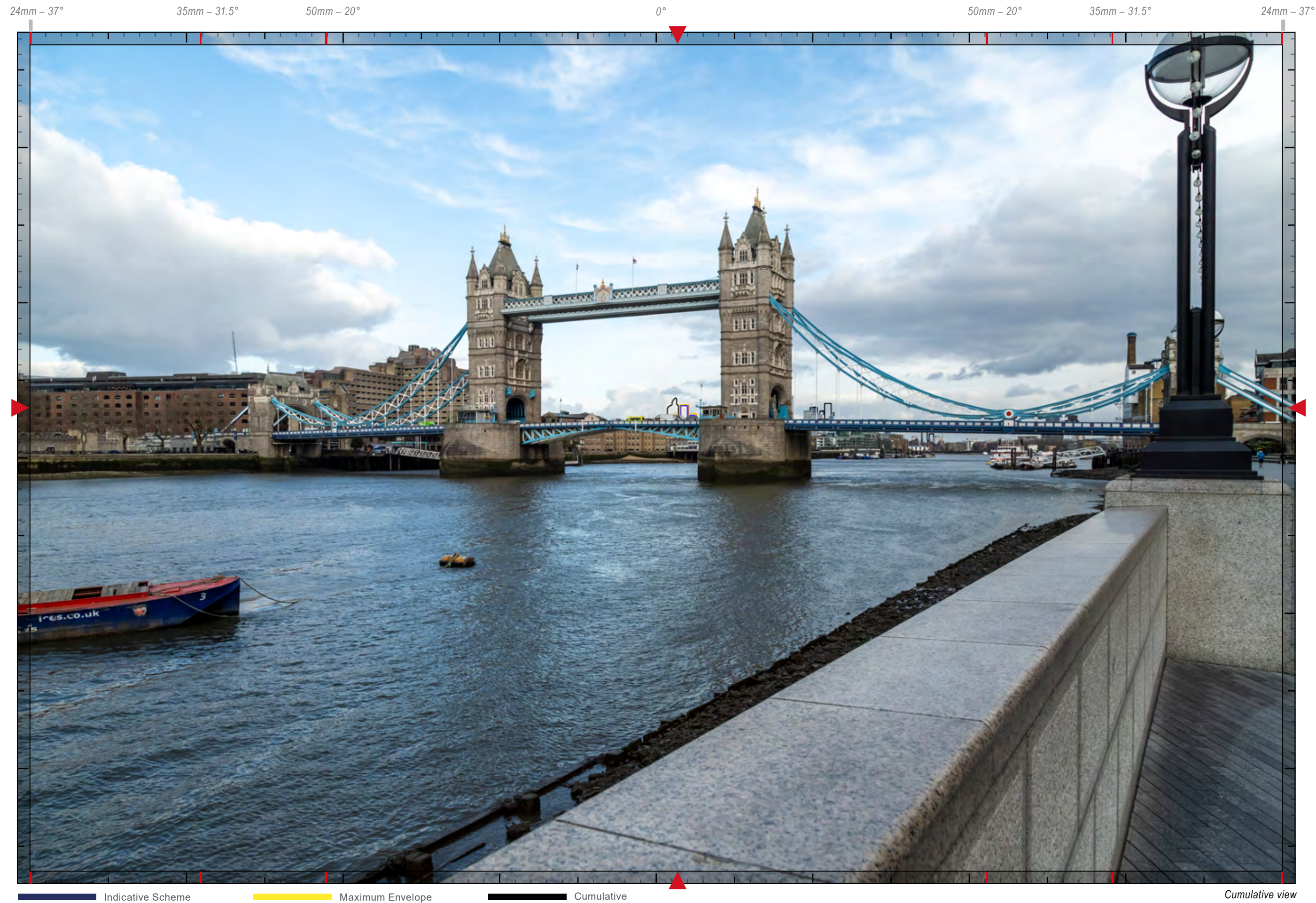
*View as proposed with cumulatives*

**1.313** The Isle of Dogs tall buildings cluster would be significantly expanded as a result of cumulative development. A number of tall buildings would appear at a similar or greater apparent height than that of the Proposed Development. The consented Hertsmere House development would appear in the same part of the view as the Proposed Development and would block sight of a small part of it.

**1.314** Taking into account consented cumulative schemes, the Proposed Development (maximum parameters scenario) would represent a change of minor magnitude to a view of medium sensitivity. The significance would be minor to moderate (not significant). The effect would be neutral.

**1.315** Taking into account consented cumulative schemes, the Proposed Development (maximum parameters and Design Guidelines scenario) would represent a change of minor magnitude to a view of medium sensitivity. The significance would be minor to moderate (not significant). The effect would be neutral.

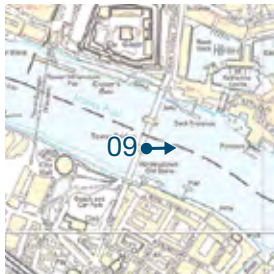






# 09

## Tower Bridge South bastion



View Location



Camera Location



Existing View



Proposed View

### View as existing

- 1.316** This viewpoint is located on the south bastion of the grade I listed Tower Bridge, within the Tower Bridge Conservation Area, and the view is looking east in the direction of the Site. It is likely that many people in this location would be visiting in their leisure time.
- 1.317** The open expanse of the River Thames occupies the foreground and much of the middle ground of the view. Medium rise development lines the northern side of the River Thames, with buildings within the Isle of Dogs tall buildings cluster visible behind them, in the distance.
- 1.318** This is a view of **low to medium** sensitivity overall.

### View as proposed

- 1.319** The Proposed Development would appear in the background of the view and could be appreciated as lying in the distance. The Proposed Development would recognisably form part of the existing Isle of Dogs cluster, appearing to the north of the central Canary Wharf commercial towers and providing balance to the composition of the overall cluster. The Proposed Development would have a similar apparent height and scale to existing developments on the Isle of Dogs and the tallest plot, NQ.A4, would have a lower apparent height than One Canada Square.
- 1.320** In the maximum parameters scenario, this would be a change of minor magnitude to a view of low to medium sensitivity. The significance would be minor (not significant). The effect would be beneficial.

- 1.321** In the maximum parameters and Design Guidelines scenario, this would be a change of minor magnitude to a view of low to medium sensitivity. The significance would be minor (not significant). The effect would be beneficial.

### Indicative Scheme commentary

- 1.322** The Indicative Scheme would form a coherent part of the Isle of Dogs tall buildings cluster, and with the positive effect of balancing the composition of the Isle of Dogs tall buildings cluster around the central Canary Wharf commercial towers.

### View as proposed with cumulatives

- 1.323** The Isle of Dogs tall buildings cluster would be significantly expanded and consolidated as a result of cumulative development. A number of tall buildings would appear at a greater apparent height than the Proposed Development. The consented Hertsmere House development would appear in front of the Proposed Development, partially obscuring it.
- 1.324** Taking into account cumulative schemes, the Proposed Development (maximum parameters scenario) would represent a change of minor magnitude to a view of low to medium sensitivity. The significance would be minor (not significant). The effect would be beneficial.

- 1.325** Taking into account cumulative schemes, the Proposed Development (maximum parameters and Design Guidelines scenario) would represent a change of minor magnitude to a view of low to medium sensitivity. The significance would be minor (not significant). The effect would be beneficial.







# 10

## Stave Hill



View Location



Camera Location



Existing View



Proposed View

### View as existing

- 1.326** This view is taken from the viewing platform on the mound at Stave Hill, an ecological park in Southwark, and is looking east towards the Isle of Dogs. It is likely that most people in this location would be visiting in their leisure time.
- 1.327** The mature trees in Stave Hill Park form a dense canopy of foliage in the foreground, and create a strong sense of enclosure.
- 1.328** The Isle of Dogs cluster can be seen above and beyond the tree canopy, extending across the centre of the image, with the under-construction buildings at Newfoundland and the Landmark Pinnacle prominent, and One Canada Square visible slightly further in the distance. Most tall development within the overall cluster appears to the south of One Canada Square, resulting in a somewhat unbalanced composition, although lower tall buildings, set between Westferry Road and the River Thames, appear to the north-west of the central part of the cluster.
- 1.329** This is a view of **low to medium** sensitivity overall.

### View as proposed

- 1.330** The Proposed Development would appear to the north of the central Canary Wharf commercial towers (left in this image), at a lower apparent height than One Canada Square. It would consolidate the overall Isle of Dogs cluster in a coherent manner and help to balance the overall composition around One Canada Square. The different vertical maximum

parameters of the plots combined with application of the Design Guidelines would ensure a varied skyline across the Site, comprising buildings of different heights and forms.

- 1.331** In the maximum parameters scenario, this would be a change of moderate magnitude to a view of low to medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.
- 1.332** In the maximum parameters and Design Guidelines scenario, this would be a change of moderate magnitude to a view of low to medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.

### Indicative Scheme commentary

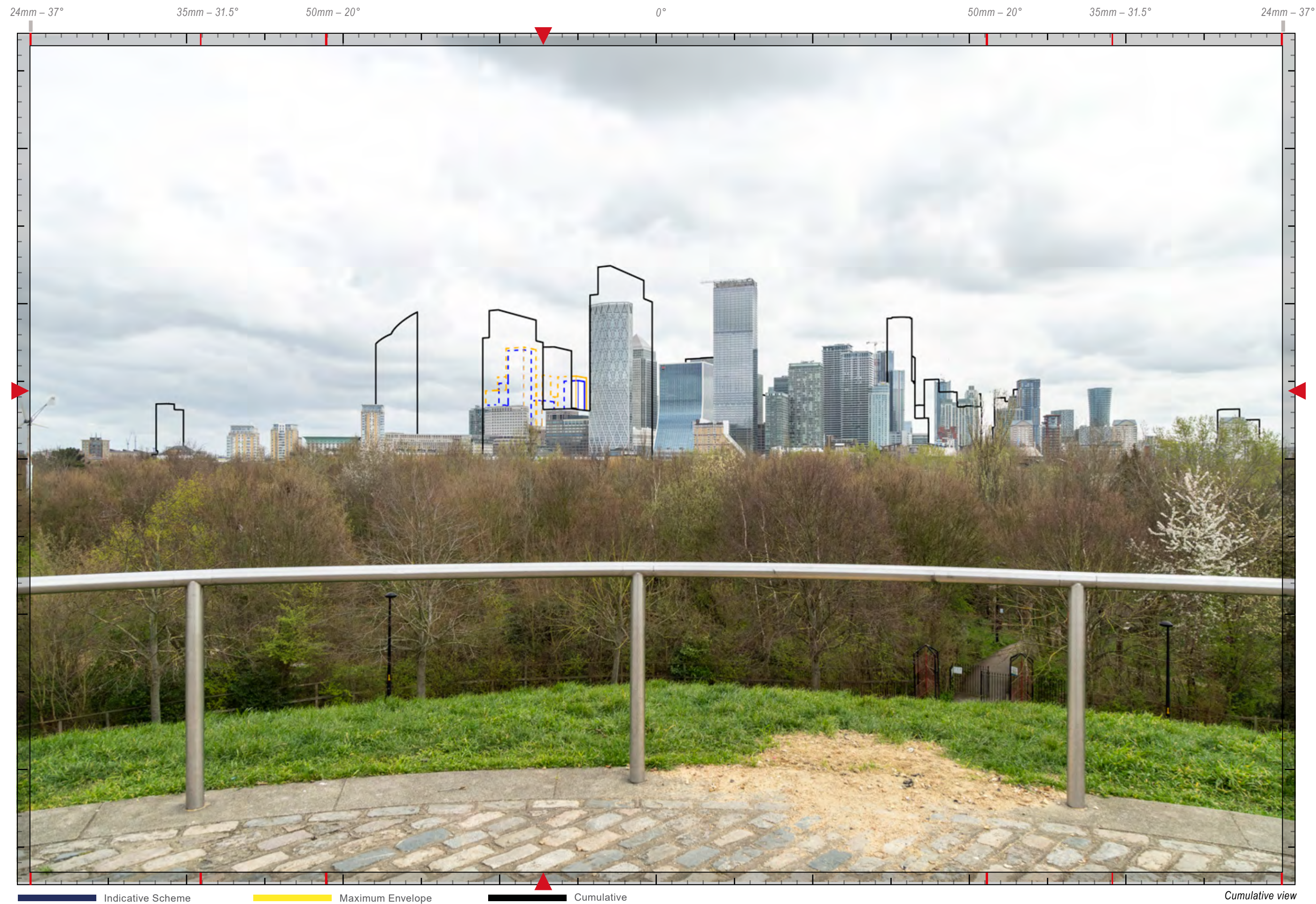
- 1.333** The Indicative Scheme would balance the composition of the Isle of Dogs tall buildings cluster around the central Canary Wharf commercial towers. The buildings within the indicative scheme would each appear at a different height, such that the indicative scheme would provide a varied skyline across the Site overall.

### View as proposed with cumulatives

- 1.334** The Isle of Dogs tall buildings cluster would be significantly expanded and consolidated as a result of cumulative development, and the Proposed Development would be largely obscured from sight.

- 1.335** Taking into account consented cumulative schemes, the Proposed Development (maximum parameters scenario) would represent a change of negligible to minor magnitude to a view of low to medium sensitivity. The significance would be minor (not significant). The effect would be neutral.
- 1.336** Taking into account consented cumulative schemes, the Proposed Development (maximum parameters and Design Guidelines scenario) would represent a change of negligible to minor magnitude to a view of low to medium sensitivity. The significance would be minor (not significant). The effect would be neutral.







# 11

## Wapping Walkway



View Location



Camera Location



Existing View



Proposed View

### View as existing

- 1.337** This view is taken from the riverside walkway at Waterside Gardens, a park in Wapping, on the northern side of the Thames within the Wapping Pierhead Conservation Area. It is looking east in the direction of the Site. It is likely that many people in this location would be visiting in their leisure time.
- 1.338** The River Thames occupies the foreground of the view. Rotherhithe lies on the other side of the Thames. The development along the river in Rotherhithe is relatively consistent in scale and is largely made up of mid-rise residential blocks, with several taller buildings further inland.
- 1.339** Beyond this, the tall buildings of the Isle of Dogs cluster can be seen in the background of the view. They form a coherent cluster and act as a focal point, rising above the horizontal planes formed by development in Rotherhithe and the River Thames in front of them. The under-construction buildings at Newfoundland and Landmark Pinnacle are prominent, and residential towers including the Landmark development, the Warden development and the Pan Peninsula development can be seen towards the southern part of the cluster. There is considerably more tall development to the south of One Canada Square than to the north, resulting in a somewhat unbalanced composition.
- 1.340** This is a view of **medium** sensitivity overall.

### View as proposed

- 1.341** The Proposed Development would appear to the north of the central commercial towers at Canary Wharf (left in this image) and would recognisably form part of the overall Isle of Dogs cluster. It would help to balance the composition of the overall cluster and would appear as a varied composition in its own right, with plots of different maximum heights resulting in a varied skyline across the Site.
- 1.342** In the maximum parameters scenario, this would be a change of minor to moderate magnitude to a view of medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.
- 1.343** In the maximum parameters and Design Guidelines scenario, this would be a change of minor to moderate magnitude to a view of medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.

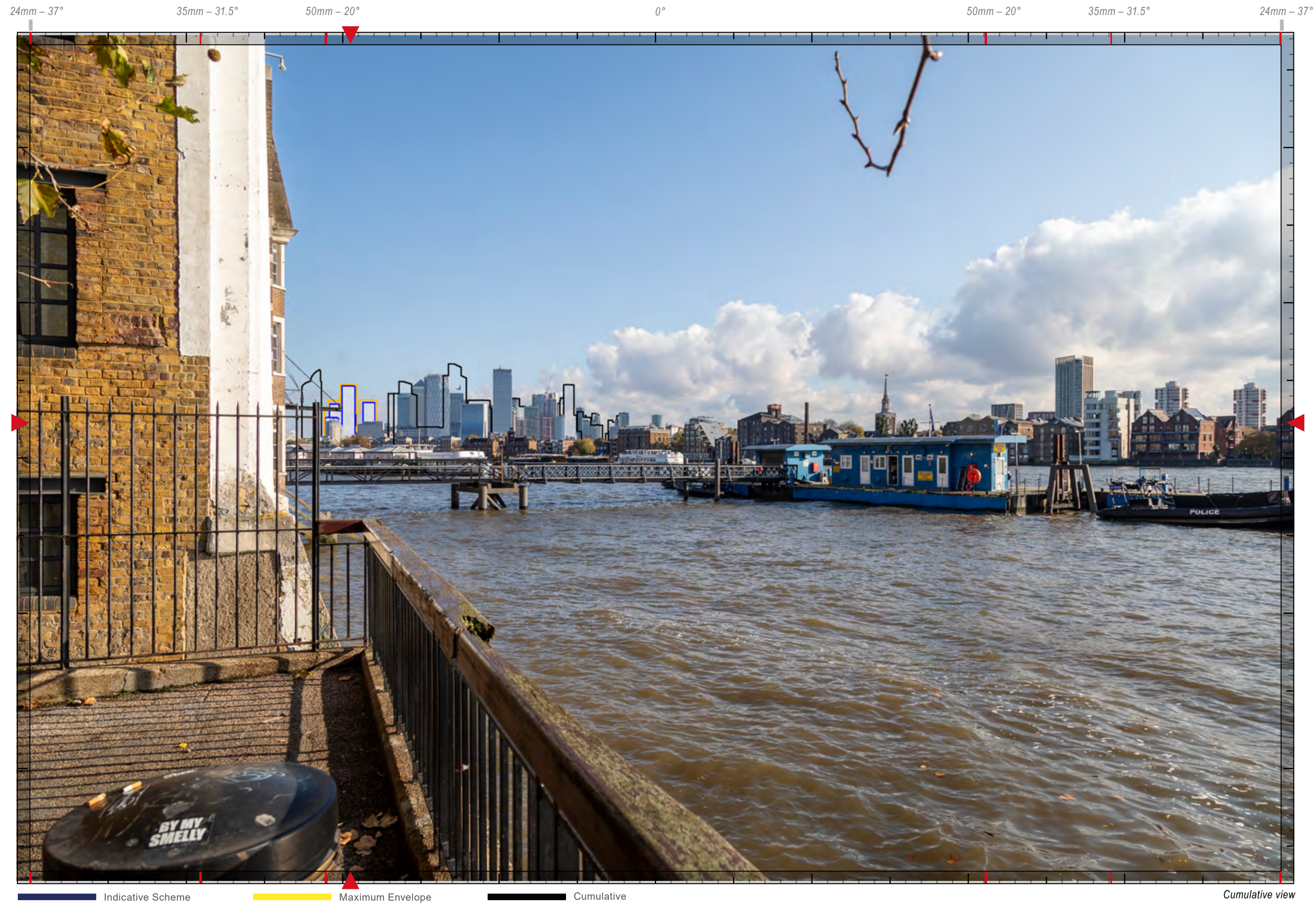
### Indicative Scheme commentary

- 1.344** The Indicative Scheme would balance the composition of the Isle of Dogs tall buildings cluster around the central Canary Wharf commercial towers. The buildings within the Indicative Scheme would each appear at a different height, such that the Indicative Scheme would provide a varied skyline across the Site overall.

### View as proposed with cumulatives

- 1.345** The Isle of Dogs tall buildings cluster would be significantly expanded and consolidated by cumulative development. A number of the cumulative schemes, including the consented Hertsmere House and Riverside South schemes, would appear at a greater apparent height than the Proposed Development.
- 1.346** Taking into account cumulative schemes, the Proposed Development (maximum parameters scenario) would represent a change of minor to moderate magnitude to a view of medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.
- 1.347** Taking into account cumulative schemes, the Proposed Development (maximum parameters and Design Guidelines scenario) would represent a change of minor to moderate magnitude to a view of medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.





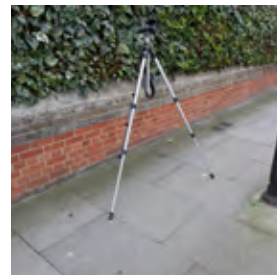


## 12

## Narrow Street



View Location



Camera Location



Existing View



Proposed View

*View as existing*

**1.348** This view is located on Narrow Street, near the junction with Brightlingsea Place, within the Narrow Street Conservation Area. It is likely that many people in this location would be local residents.

**1.349** The frontages of a number of listed buildings (Nos. 78-94 Narrow Street) are apparent on the southern side of the street (right side of the view), beginning with the Grapes Public House, which can be seen towards the right edge of the view. One Canada Square and 8 Canada Square (the HSBC building) are prominent in the background of the view, with the Marriott West India Quay Tower to their north, and these tall buildings appear directly behind the lower scale buildings on Narrow Street.

**1.350** This is a view of **medium** sensitivity overall.

*View as proposed*

**1.351** The Proposed Development would appear to the north of One Canada Square and 8 Canada Square (left in this image). The tallest plot, NQ.A4, would be well proportioned and would be located on the southern part of the Site, towards the central Canary Wharf commercial towers. It would have a slightly lower apparent height than One Canada Square, while the other plots would appear considerably lower, and there would be a varied skyline composition across the Site as a whole. The Proposed Development would form a coherent addition to the existing group of tall buildings at Canary Wharf.

**1.352** The Proposed Development could be understood to lie in the background of the view and would appear distinct from the lower scale historic buildings in the foreground. This would be reinforced by the clear contrast between the vertically emphasised proportions of the plots visible within this view, and the horizontality of the lower scale buildings along Narrow Street.

**1.353** In the maximum parameters scenario, this would be a change of moderate magnitude to a view of medium sensitivity. The significance would be moderate (significant). The effect would be beneficial.

**1.354** In the maximum parameters and Design Guidelines scenario, this would be a change of moderate magnitude to a view of medium sensitivity. The significance would be moderate (significant). The effect would be beneficial.

*Indicative Scheme commentary*

**1.355** The buildings within the Indicative Scheme would each appear at a different height and with a different massing, such that the overall scheme would provide a varied skyline across the Site. The buildings would be well proportioned, with the tallest building particularly elegant. There would be a clear sky gap between buildings on the southern and northern parts of the Site, indicating the location of a central east-west route through the Site.

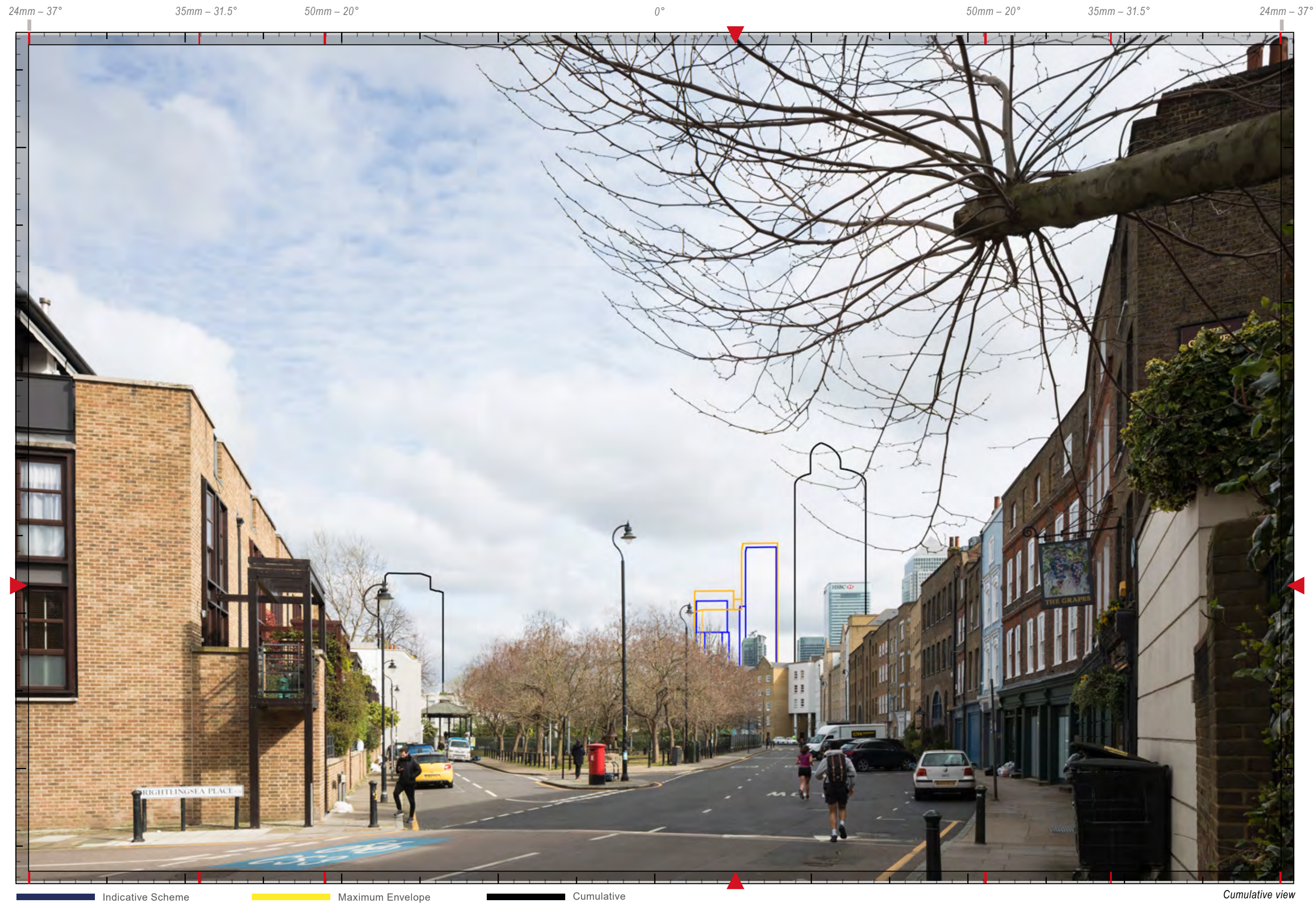
*View as proposed with cumulatives*

**1.356** The consented Hertsmere House scheme would appear to the south-west of the Proposed Development (right in this view), at a greater apparent height and directly behind the lower scale buildings on Narrow Street. The consented scheme at West India Dock Road would appear to the north-west of the Proposed Development (left in this view), at a greater apparent height than most elements of the Proposed Development other than plot NQ.A4.

**1.357** Taking into account the cumulative schemes, the Proposed Development (maximum parameters scenario) would represent a change of moderate magnitude to a view of medium sensitivity. The significance would be moderate (significant). The effect would be beneficial.

**1.358** Taking into account the cumulative schemes, the Proposed Development (maximum parameters and Design Guidelines scenario) would represent a change of moderate magnitude to a view of medium sensitivity. The significance would be moderate (significant). The effect would be beneficial.







# 13

## Limehouse Basin



View Location



Camera Location



Existing View



Proposed View

### View as existing

- 1.359** This viewpoint is located on the western side of Limehouse Basin. It is likely that most people in this location would be local residents or people visiting in their leisure time. Limehouse Basin falls within the Narrow Street Conservation Area, but most of the buildings around it are outside the Conservation Area.
- 1.360** Beyond the water of the basin, which is occupied by a large number of boats, the view is dominated by buildings which have been built in recent decades and are generally between four and nine storeys in height. They provide strong enclosure of the view across the basin. One Canada Square and the two towers which immediately flank it appear in the distance (including 8 Canada Square, opposite the Site). The Church of St. Anne's and a post-war apartment tower near Ropemaker's Fields can also be seen rising above the buildings lining the basin, in the middle distance.

**1.361** This is a view of **low to medium** sensitivity overall.

### View as proposed

- 1.362** The Proposed Development would appear to the north of One Canada Square and 8 Canada Square (left in this image). It would consolidate the existing pattern of development in Canary Wharf in a coherent manner. The tallest plot, NQ.A4, would rise to a slightly lower apparent height than One Canada Square and there would be a clear step down in height towards the north and Poplar within the Proposed Development, which would contribute to a general stepping down to the north within the overall cluster. Plot NQ.A4 would appear well proportioned.
- 1.363** The Proposed Development could be understood to lie in the background of the view and would appear distinct from the lower scale buildings around the basin in the foreground.
- 1.364** In the maximum parameters scenario, this would be a change of moderate magnitude to a view of low to medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.
- 1.365** In the maximum parameters and Design Guidelines scenario, this would be a change of moderate magnitude to a view of low to medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.

### Indicative Scheme commentary

- 1.366** The Indicative Scheme would consolidate the pattern of development within the Canary Wharf area and the tallest building within it would appear elegantly proportioned.

### View as proposed with cumulatives

- 1.367** The consented Hertsmere House scheme would appear further west and south of the Proposed Development (right in this view), at a greater apparent height than it. The consented scheme at 82 West India Dock Road would appear to the north-west of the Proposed Development (left in this view), at a similar apparent height to most elements of the Proposed Development other than plot NQ.A4. The Proposed Development would form a coherent part of an overall stepping down in height towards the north within the view.
- 1.368** Taking into account the consented cumulative schemes, the Proposed Development (maximum parameters scenario) would represent a change of moderate magnitude to a view of low to medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.
- 1.369** Taking into account the consented cumulative schemes, the Proposed Development (maximum parameters and Design Guidelines scenario) would represent a change of moderate magnitude to a view of low to medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.



24mm – 37°

35mm – 31.5°

50mm – 20°

0°

50mm – 20°

35mm – 31.5°

24mm – 37°



Indicative Scheme

Maximum Envelope

Cumulative

Cumulative view



## 14

## Ropemakers Fields



View Location



Camera Location



Existing View



Proposed View

*View as existing*

- 1.370** This viewpoint is located within the public space of Ropemakers Fields. It is likely that many people visiting this location would be doing so in their leisure time.
- 1.371** The foreground is occupied by the landscaped public space and playground within it. Trees are located around the edge of the park, with mid-rise development beyond, providing a degree of containment to the view. In winter, a tall block on the edges of Ropemakers Fields is visible beyond the trees.
- 1.372** The tall buildings at Canary Wharf are visible in the distance. One Canada Square forms the focal point of and is surrounded by large footprint commercial towers. The Newfoundland building is prominent at the western edge of the cluster, with the side of the under-construction Landmark Pinnacle visible to its south.
- 1.373** This is a view of **low to medium** sensitivity overall.

*View as proposed*

- 1.374** The Proposed Development would appear to the north of One Canada Square and the commercial towers surrounding it (left in this image). The visible plots within it would appear at a similar apparent height to those existing towers, and the Proposed Development would appear as a coherent addition to the existing cluster. The tallest plot, NQ.A4, would be well-proportioned and logically located towards Canary Wharf. There would be a varied skyline across the Site as a whole.

- 1.375** In the maximum parameters scenario, this would be a change of moderate magnitude to a view of low to medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.
- 1.376** In the maximum parameters and Design Guidelines scenario, this would be a change of moderate magnitude to a view of low to medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.

*Indicative Scheme commentary*

- 1.377** The Indicative Scheme would consolidate the pattern of development within the Canary Wharf area. The buildings within the indicative scheme would each appear at a different height and with a different massing, and overall it would form a varied group of buildings across the Site.

*View as proposed with cumulatives*

- 1.378** The consented Hertsmere House scheme would appear further west of the Proposed Development, at a greater apparent height, as would other consented schemes further south of the Proposed Development. The proposed scheme at 82 West India Dock Road would appear closer to the viewpoint than the Proposed Development, at a greater apparent height than most of the Proposed Development other than plot NQ.A4, and screened to a significant extent by trees. The Proposed Development would continue to form a coherent part of the expanded cluster.

- 1.379** Taking into account cumulative schemes, the Proposed Development (maximum parameters scenario) would represent a change of moderate magnitude to a view of low to medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.
- 1.380** Taking into account cumulative schemes, the Proposed Development (maximum parameters and Design Guidelines scenario) would represent a change of moderate magnitude to a view of low to medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.







# 15W

## Salmon Lane/ Commercial Road



View Location



Camera Location



Existing View



Proposed View

### View as existing

- 1.381** This view is taken from the corner of Salmon Lane and Commercial Road (outside the entrance to the Old Mission to Seafarers building, and within the St. Anne's Conservation Area). Summer and winter images are provided. It is likely that most people in this location would be local residents.
- 1.382** The junction of the two roads dominates the immediate foreground of the view. Limehouse Town Hall (grade II) and the upper part of the west tower of the Church of St. Anne's (grade I) are seen beyond. The Town Hall obscures most of the Church from sight, including the lower part of its tower, and a chimney on the Town Hall blocks sight of part of the northern face of the church tower. This is therefore not a complete or unimpeded view of the Church or its tower, and there is nothing to suggest that the visual relationship between the Church and Town Hall as seen from this location is designed or planned.
- 1.383** The pyramidal top of One Canada Square can be seen directly behind the Town Hall's chimneys (albeit the cloud coverage and light conditions on the days of the photographs are such that it blends into the grey sky to some extent in these images, and would be more clearly visible in other conditions). The Newfoundland tower can be seen further west of One Canada Square (right in this image) in the background of the view.
- 1.384** This is a view of **medium** sensitivity overall.

### View as proposed

- 1.385** A small part of plot NQ.A4 within the Proposed Development would appear in the distance, behind the Town Hall and St. Anne's Church. It would appear at a much lower apparent height than the Church tower and would be perceived as lying in the background of the view, in a similar manner to One Canada Square.
- 1.386** The Church tower and the Town Hall, with their foreground position and the considerably greater apparent height of the former compared to the Proposed Development, would remain the dominant features within the view, with the Proposed Development having a recessive, background quality.
- 1.387** In the maximum parameters scenario, this would be a change of minor to moderate magnitude (summer and winter) to a view of medium sensitivity. The significance would be minor to moderate (not significant). The effect would be neutral.
- 1.388** In the maximum parameters and Design Guidelines scenario, this would be a change of minor to moderate magnitude (summer and winter) to a view of medium sensitivity. The significance would be minor to moderate (not significant). The effect would be neutral.

### Indicative Scheme commentary

- 1.389** A small part of the tallest building within the Indicative Scheme would be visible in the distance, behind the Town Hall and St. Anne's Church, and to a lesser extent than plot NQ.A4 at maximum parameters. It would appear at a much lower apparent height than the Church tower and would be perceived as lying in the background of the view, in a similar manner to One Canada Square.

### View as proposed with cumulatives

- 1.390** The consented Hertsmere House and Park Place schemes would appear to a greater extent than the Proposed Development in the view. These schemes would be understood to lie in the background of the view, in common with the Proposed Development, with St. Anne's Church and the Town Hall remaining dominant in the foreground.
- 1.391** Taking into account cumulative schemes, the Proposed Development (maximum parameters scenario) would represent a change of minor to moderate magnitude (summer and winter) to a view of medium sensitivity. The significance would be minor to moderate (not significant). The effect would be neutral.
- 1.392** Taking into account cumulative schemes, the Proposed Development (maximum parameters and Design Guidelines scenario) would represent a change of minor to moderate magnitude (summer and winter) to a view of medium sensitivity. The significance would be minor to moderate (not significant). The effect would be neutral.









# 15S

Salmon Lane/ Commercial Road



Existing View



Proposed View



View location



Camera location







# 16

## Salmon Lane



View Location



Camera Location



Existing View



Proposed View

### View as existing

- 1.393** This viewpoint is located on Salmon Lane, at the junction with Rhodeswell Road, and the view is looking south-east in the direction of the Site. It is likely that many people in this location would be local residents and users of local businesses.
- 1.394** Beyond the road junction in the foreground, three storey post-war apartment blocks on the Locksley Estate occupy the corner of Salmon Lane and Rhodeswell Road, and a modern apartment block occupies the opposite (western) corner of the junction.
- 1.395** Low scale post-war retail units and housing above are visible further south along Salmon Lane, beyond a short row of older properties on the western side of the street. The southern part of Salmon Lane is within the St. Anne's Conservation Area.
- 1.396** The grade I listed Church of St. Anne's is visible in the middle distance, behind Limehouse Town Hall. Although the alignment of the street is such that the tower of the Church appears as something of a focal point, it is seen against a backdrop of Canary Wharf tall buildings, including some seen directly behind the Church tower. One Canada Square appears immediately adjacent to St. Anne's, and the HSBC tower at 8 Canada Square appears further east (left).
- 1.397** This is a view of **low to medium** sensitivity overall.

### View as proposed

- 1.398** Plot NQ.A4 within the Proposed Development would appear in the middle distance, behind the post-war apartment blocks on Salmon Lane, and to the north of One Canada Square (left in this image). The other parts of the Proposed Development would not be visible.
- 1.399** Plot NQ.A4 within the Proposed Development would recognisably form part of the existing group of tall buildings at Canary Wharf, in the background of the view. It would be well proportioned and would have a similar apparent height to One Canada Square. It would be located well to one side of the tower of St. Anne's Church, and would not compete with it as the focal point of the view.
- 1.400** In the maximum parameters scenario, this would be a change of minor to moderate magnitude to a view of low to medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.
- 1.401** In the maximum parameters and Design Guidelines scenario, this would be a change of minor to moderate magnitude to a view of low to medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.

### Indicative Scheme commentary

- 1.402** The tallest building would be the only element of the Indicative Scheme visible in this view, and it would appear as an elegantly proportioned tower that would form part of the existing group of tall buildings at Canary Wharf in the background of the view.

### View as proposed with cumulatives

- 1.403** The consented Hertsmere House and 82 West India Dock Road schemes would both appear closer to the tower of St. Anne's than the Proposed Development, and the former at a greater apparent height than the Proposed Development. They would add coherently to a background layer of townscape within the view.
- 1.404** Taking into account consented cumulative schemes, the Proposed Development (maximum parameters scenario) would represent a change of minor to moderate magnitude to a view of low to medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.
- 1.405** Taking into account consented cumulative schemes, the Proposed Development (maximum parameters and Design Guidelines scenario) would represent a change of minor to moderate magnitude to a view of low to medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.







## 17

## Mile End Park



View Location



Camera Location



Existing View



Proposed View

*View as existing*

**1.406** This viewpoint is located in Mile End Park, a linear park, and is located approximately 2.2km north of the Site. It is likely that most people visiting this location would be doing so in their leisure time.

**1.407** A path and trees within the park occupy the foreground of the view. Above the tree canopy, the tall buildings of the Isle of Dogs appear in the distance towards the centre of the view. One Canada Square appears at the centre of the cluster, surrounded by large footprint commercial buildings. The Landmark towers appear at a lower apparent height, to the south-west of the commercial tall buildings, with the taller Newfoundland and under-construction Landmark Pinnacle towers marking the ends of docks at the western edge of the cluster. The cluster has a relatively coherent and composed quality in this view.

**1.408** A number of tall post-war local authority built towers are also visible within the view, closer to the viewpoint.

**1.409** The view is of **low to medium** sensitivity overall.

*View as proposed*

**1.410** The Proposed Development would appear in the distance, screened to some extent by an evergreen tree from this point. The tallest plot, NQ.A4, could be seen to be located on the southern part of the Site, towards Canary Wharf, and it would have a similar apparent height to One Canada Square while the other plots would appear lower. The

Proposed Development would recognisably form part of the existing Isle of Dogs tall buildings cluster and would consolidate its existing character. The varying maximum heights for the plots, would ensure a varied and visually interesting skyline across the Site.

**1.411** Taking into account maximum parameters only, this would be a change of minor to moderate magnitude to a view of low to medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.

**1.412** Taking into account maximum parameters and the Design Guidelines, this would be a change of minor to moderate magnitude to a view of low to medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.

*Indicative Scheme commentary*

**1.413** The Indicative Scheme would consolidate the Isle of Dogs tall buildings cluster. There would be a varied skyline across the Site, and a distinct general stepping down in height towards the north and Poplar would be evident.

*View as proposed with cumulatives*

**1.414** The consented schemes at Hertsmere House and Riverside South would appear at a greater apparent height than the Proposed Development. The Proposed Development would continue to form a coherent part of the expanded cluster.

**1.415** Taking into account consented cumulative schemes, the Proposed Development (maximum parameters) would represent a change of minor to moderate magnitude to a view of low to medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.

**1.416** Taking into account consented cumulative schemes, the Proposed Development (maximum parameters and Design Guidelines scenario) would represent a change of minor to moderate magnitude to a view of low to medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.







## 18

## Southern end of Mile End Park



View Location



Camera Location



Existing View



Proposed View

*View as existing*

**1.417** This viewpoint is located towards the southern end of Mile End Park, within the Brickfield Gardens Conservation Area. It is likely that most people in this location would be local residents or other people visiting in their leisure time.

**1.418** The open space of the park occupies the foreground of the view. Three to four storey housing appears in the middle distance, along the southern side of the park, and leading south from the park along Copenhagen Place. A tall apartment block can be seen on Burdett Road, on the left side of this view in the winter image (albeit screened to a significant extent by trees), and the side of an eight storey post-war slab block appears at the extreme right edge of the image. The tall commercial buildings of Canary Wharf appear further in the distance, and the Newfoundland and Landmark Pinnacle towers appear to the west of them (right in this image), marking the ends of the Middle Dock and South Dock respectively.

**1.419** This is a view of **low to medium** sensitivity overall.

*View as proposed*

**1.420** The Proposed Development would appear in the background of the view. It would be distinct from the open space and buildings within the Conservation Area in the foreground and middle ground of the view, and its appearance would be consistent with the existing townscape context of the Conservation Area. It would form part of, and contribute coherently to, the overall Isle of Dogs tall buildings cluster.

**1.421** It can be seen that the tallest plot, NQ.A4, would be located on the southern half of the Site and towards Canary Wharf. It would have a slightly greater apparent height than One Canada Square in this view, which a viewer in this location could appreciate is due to it being located closer to the viewpoint. The other plots would appear at a considerably lower apparent height than One Canada Square, and there would be a clear general stepping down in height to the north within the Proposed Development. There would be a varied skyline composition across the Site as a whole.

**1.422** In the maximum parameters scenario, this would be a change of moderate magnitude to a view of low to medium sensitivity. The significance would be moderate (significant). The effect would be beneficial.

**1.423** In the maximum parameters and Design Guidelines scenario, this would be a change of moderate magnitude to a view of low to medium sensitivity. The significance would be moderate (significant). The effect would be beneficial.

*Indicative Scheme commentary*

**1.424** The Indicative Scheme would consolidate the pattern of development within the Isle of Dogs tall buildings cluster in a positive manner. The tallest building would appear elegantly proportioned, and the different heights and volumes of the buildings within the Indicative Scheme would ensure that it would appear as a varied group of buildings across the Site.

*View as proposed with cumulatives*

**1.425** The Isle of Dogs tall buildings cluster would be expanded to a considerable extent by the cumulative schemes. The consented Hertsmere House scheme would appear at a greater apparent height than the Proposed Development, which would continue to form a coherent part of the expanded cluster.

**1.426** Taking into account cumulative schemes, the Proposed Development (maximum parameters scenario) would represent a change of moderate magnitude to a view of low to medium sensitivity. The significance would be moderate (significant). The effect would be beneficial.

**1.427** Taking into account cumulative schemes, the Proposed Development (maximum parameters and Design Guidelines scenario) would represent a change of moderate magnitude to a view of low to medium sensitivity. The significance would be moderate (significant). The effect would be beneficial.







# 19

## Bartlett Park



View Location



Camera Location



Existing View



Proposed View

### View as existing

- 1.428** This viewpoint is located in Bartlett Park. It is likely that most people in this location would be local residents or other people visiting in their leisure time.
- 1.429** The foreground of the view is occupied by the open space of the park. Medium rise modern apartment blocks appear on the southern side of the park. A linear four storey post-war block along the southern side of the park, although at a lower apparent height, also provides some sense of enclosure to the view in this direction. Tall buildings in Canary Wharf, including One Canada Square and 8 Canada Square towards the centre of the image, are prominent in the background of the view. The Newfoundland and Landmark Pinnacle towers appear to the west of the central commercial towers (right in this image), marking the ends of the Middle Dock and South Dock respectively.

**1.430** This is a view of **low to medium** sensitivity overall.

### View as proposed

- 1.431** The Proposed Development would appear in the middle distance. It would form part of an existing background layer within the view, adding coherently to the Isle of Dogs tall buildings cluster. While elements of the Proposed Development (primarily NQ.A4) would have a slightly greater apparent height than existing buildings within the cluster, a viewer in this location would appreciate that this is due to the Proposed Development being located closer to the viewpoint.

**1.432** The different maximum parameter heights of the plots within the Proposed Development would ensure variety on the skyline. The lower height of NQ.A4 compared to NQ.A1 would ensure a logical increase in height towards the centre of the Canary Wharf cluster and stepping down in height towards Poplar. In the maximum parameter and Design Guidelines scenario, application of the Design Guidelines would result in further breaking up of the form of the Proposed Development.

**1.433** In the maximum parameters scenario, this would be a change of moderate to major magnitude to a view of low to medium sensitivity. The significance would be moderate (significant). The effect would be beneficial.

**1.434** In the maximum parameters and Design Guidelines scenario, this would be a change of moderate to major magnitude to a view of low to medium sensitivity. The significance would be moderate (significant). The effect would be beneficial.

### Indicative Scheme commentary

**1.435** The Indicative Scheme would show variety in the form, massing and heights of buildings across the Proposed Development. The towers within the Indicative Scheme would be well-proportioned. The sky gap formed by Poplar Plaza would help to signal the location of the route through the Site, connecting Poplar and Canary Wharf.

### View as proposed with cumulatives

**1.436** The Isle of Dogs cluster would be significantly expanded by cumulative developments. The consented Hertsmere House scheme would appear at a greater apparent height than the Proposed Development, to its west. The Proposed Development would continue to consolidate the cluster in a coherent manner.

**1.437** Taking into account cumulative schemes, the Proposed Development (maximum parameters scenario) would represent a change of moderate to major magnitude to a view of low to medium sensitivity. The significance would be moderate (significant). The effect would be beneficial.

**1.438** Taking into account cumulative schemes, the Proposed Development (maximum parameters and Design Guidelines scenario) would represent a change of moderate to major magnitude to a view of low to medium sensitivity. The significance would be moderate (significant). The effect would be beneficial.







# 20

## Commercial Rd/ West India Dock Rd/ East India Dock Rd



View Location



Camera Location



Existing View



Proposed View

### View as existing

- 1.439** This viewpoint is located on the northern side of Commercial Road, near the junction with West India Dock Road and East India Dock Road. It is located within the St. Anne's Conservation Area. It is likely that most people in this location would be local residents and workers.
- 1.440** The foreground of the view is dominated by Commercial Road (subject to roadworks at the time of this photograph) and the aforementioned junction, which is a notable point on journeys by road between central London and Canary Wharf. The buildings along Commercial Road and beyond vary considerably in their age, style and appearance. The towers of Canary Wharf appear prominently in the background of the view, including One Canada Square, 8 Canada Square and the Marriott West India Quay Tower.
- 1.441** The red brick and stone building visible on the southern side of Commercial Road (right in this image) is the grade II listed 680 Commercial Road, and some of the buildings on the northern side of Commercial Road (left of the image) are also grade II listed. These listed buildings are located in close proximity to post-war and more modern development (directly adjacent, in the case of 680 Commercial Road) and are seen in the wider context of the tall buildings of Canary Wharf.
- 1.442** This is a view of **low to medium** sensitivity overall.

### View as proposed

- 1.443** The Proposed Development would appear in the background of the view. It would recognisably form part of the Canary Wharf tall buildings cluster and, while having a slightly greater apparent height than existing buildings within the cluster, a viewer in this location could appreciate that this is due to the buildings being located closer to the viewpoint.
- 1.444** The tallest plot, NQ.A4, would be well proportioned and its position on the southern part of the Site would logically respond to the location of the centre of Canary Wharf and the new Crossrail Station. The Proposed Development would be seen to step down overall towards the north and Poplar, and there would be a varied skyline composition across the Site as a whole.
- 1.445** In the maximum parameters scenario, this would be a change of moderate magnitude to a view of low to medium sensitivity. The significance would be moderate (significant). The effect would be beneficial.
- 1.446** In the maximum parameters and Design Guidelines scenario, this would be a change of moderate magnitude to a view of low to medium sensitivity. The significance would be moderate (significant). The effect would be beneficial.

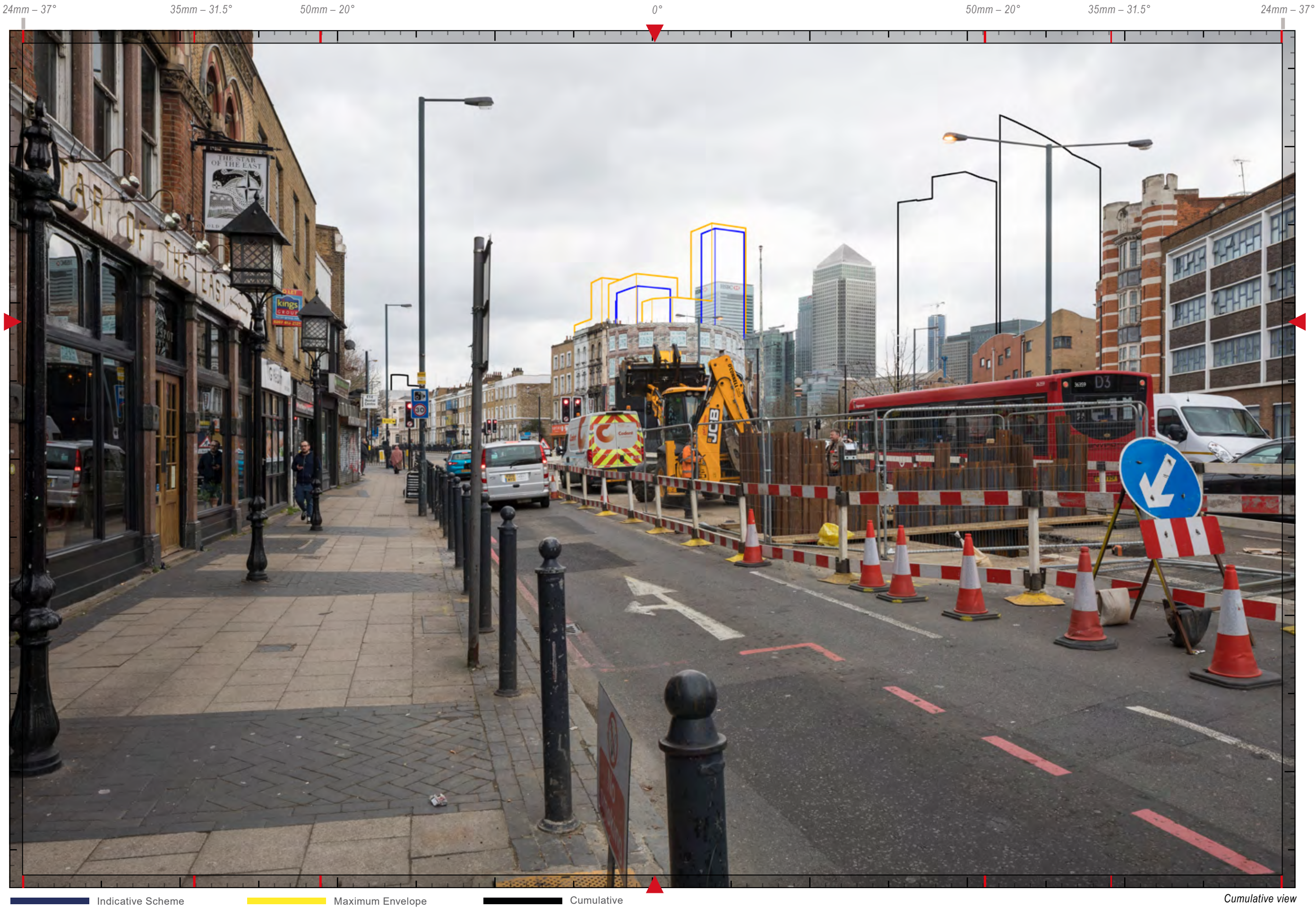
### Indicative Scheme commentary

- 1.447** The Indicative Scheme would have a positive effect in its consolidation of the group of tall buildings at Canary Wharf, and the tallest building within it would be elegantly proportioned.

### View as proposed with cumulatives

- 1.448** The consented Hertsmere House and 82 West India Dock Road schemes would both appear at a greater apparent height than the Proposed Development, to its west. The Proposed Development would continue to consolidate the cluster in a coherent manner.
- 1.449** Taking into account consented cumulative schemes, the Proposed Development (maximum parameters scenario) would represent a change of moderate magnitude to a view of low to medium sensitivity. The significance would be moderate (significant). The effect would be beneficial.
- 1.450** Taking into account consented cumulative schemes, the Proposed Development (maximum parameters and Design Guidelines scenario) would represent a change of moderate magnitude to a view of low to medium sensitivity. The significance would be moderate (significant). The effect would be beneficial.







# 21W

## Church of St. Matthias



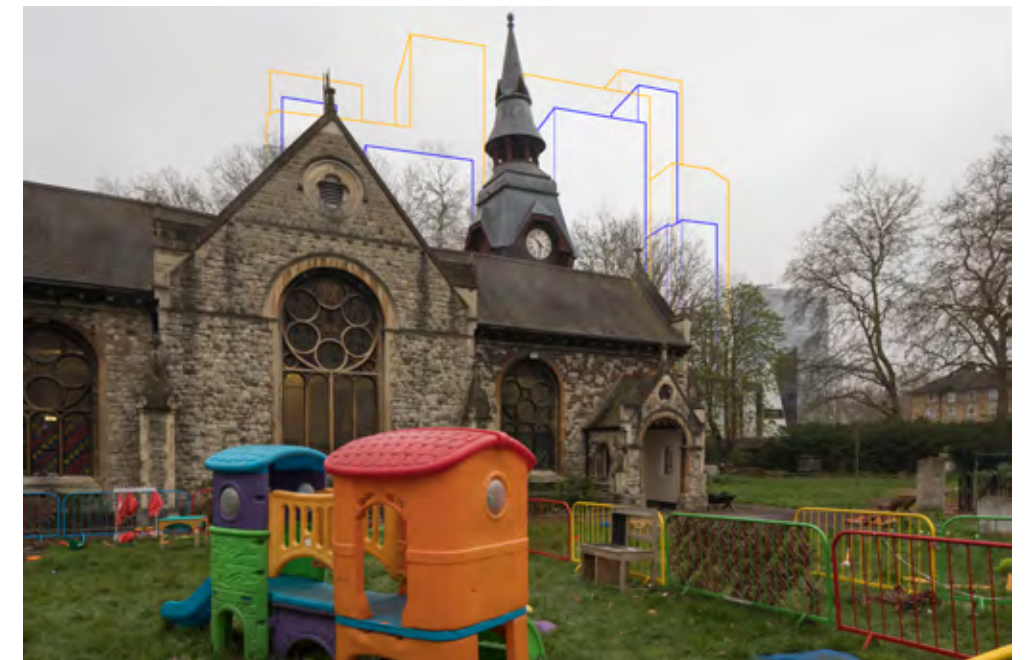
View Location



Camera Location



Existing View



Proposed View

### View as existing

**1.451** This viewpoint is located in St. Matthias Churchyard, to the north of the grade II\* St. Matthias Church (summer and winter images are provided). It is located within the St. Matthias Conservation Area. It is likely that most people in this location would be visiting in their leisure time.

**1.452** The Church can be seen to be located within an open churchyard which is relatively small in extent, with trees around it providing some screening of views beyond, even in the winter view. Nonetheless, buildings can be seen beyond (more so in winter), including the tall buildings in Canary Wharf; One Canada Square appears directly behind the cupola of the Church and part of 8 Canada Square is seen directly behind the nave (albeit the cloud coverage and light conditions on the days of the photographs are such that they are relatively faint in these images, and would be more clearly visible in other conditions). The Marriott West India Quay tower appears to the south-west of the Church. This viewpoint is not the optimum location from which to appreciate the Church; rather it has been chosen to represent the maximum likely impact of the Proposed Development. The Church is better appreciated in views from the south, along the principal approach from Poplar High Street, and in views looking directly east at its main western frontage, particularly at close range from its churchyard, in which the Church and tower are seen clear against the sky.

**1.453** This is a view of **medium** sensitivity overall.

### View as proposed

**1.454** The Proposed Development would appear behind St. Matthias Church, largely occluding the existing towers of Canary Wharf in the background of the view, although a sliver of 8 Canada Square and the Marriott West India Quay Tower would remain visible.

**1.455** The Proposed Development would have a somewhat greater apparent height than the existing Canary Wharf towers, which a viewer in this location could appreciate is due to the Proposed Development being located closer to the viewpoint. However, the Proposed Development's apparent height would remain below that of the cupola of St. Matthias. It would add to an existing distinct layer of townscape in the background of the view in a coherent manner.

**1.456** The plots NQ.B1 and NQ.D1 would sit to either side of the cupola of St. Matthias, providing a visual framing of it, although this relationship would change as a viewer moved around the area. The apparent heights of these plots would not visually compete with that of the cupola, and they would be understood to lie in the background of the view. The gap between these plots would help to signal the location of the route through the Site, connecting Poplar and Canary Wharf.

**1.457** Taking into account the effect of the maximum parameters, there would be variety in the massing and height of buildings on the different plots. Application of the Design Guidelines would result in further breaking up of the form and massing of the Proposed Development.

**1.458** The overall apparent scale of the Proposed Development in the background of the Church is considered to constitute a small negative effect; however, there are positive aspects to the appearance of the Proposed Development as set out above, and the scale of the Proposed Development represents a change of degree to an existing aspect of the character of the view, rather than introducing a wholly new aspect to it. On balance, the nature of the effect - which is the overall result of a 'net equation' taking account of both positive and negative effects set out above - is considered to be a small adverse effect overall.

**1.459** In the maximum parameters scenario, this would be a change of major magnitude (summer and winter) to a view of medium sensitivity. The significance would be moderate to major (significant). The effect would be adverse.

**1.460** In the maximum parameters and Design Guidelines scenario, this would be a change of major magnitude (summer and winter) to a view of medium sensitivity. The significance would be moderate to major (significant). The effect would be adverse.

### Indicative Scheme commentary

**1.461** The Indicative Scheme would show variety in the form, massing and heights of buildings across the Proposed Development. The towers within the Indicative Scheme would be well-proportioned. The buildings directly behind the Church and its cupola would be considerably lower than the height of the cupola and would not compete with it, and a general stepping down in the height of buildings towards Poplar would be evident.

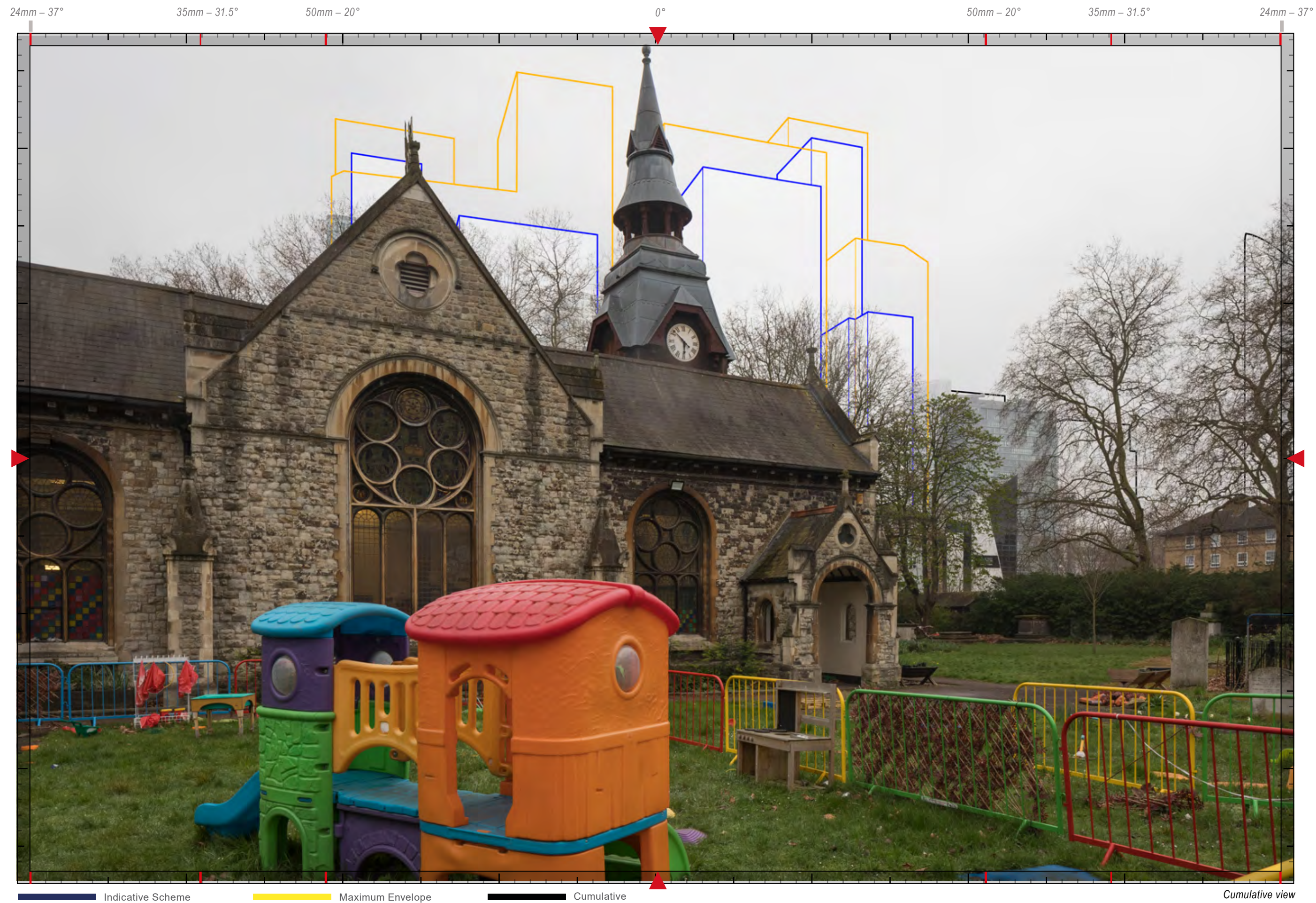
### View as proposed with cumulatives

**1.462** The consented scheme at Hertsmere House would appear further west of the Proposed Development. Other schemes, including the consented Riverside South scheme, would appear further south and in the distance. These consented schemes would further consolidate the appearance of tall buildings within Canary Wharf forming a distinct background layer of townscape within the view.

**1.463** Taking into account cumulative schemes, the Proposed Development (maximum parameters scenario) would represent a change of major magnitude (summer and winter) to a view of medium sensitivity. The significance would be moderate to major (significant). The effect would be adverse.

**1.464** Taking into account cumulative schemes, the Proposed Development (maximum parameters and Design Guidelines scenario) would represent a change of major magnitude (summer and winter) to a view of medium sensitivity. The significance would be moderate to major (significant). The effect would be adverse.







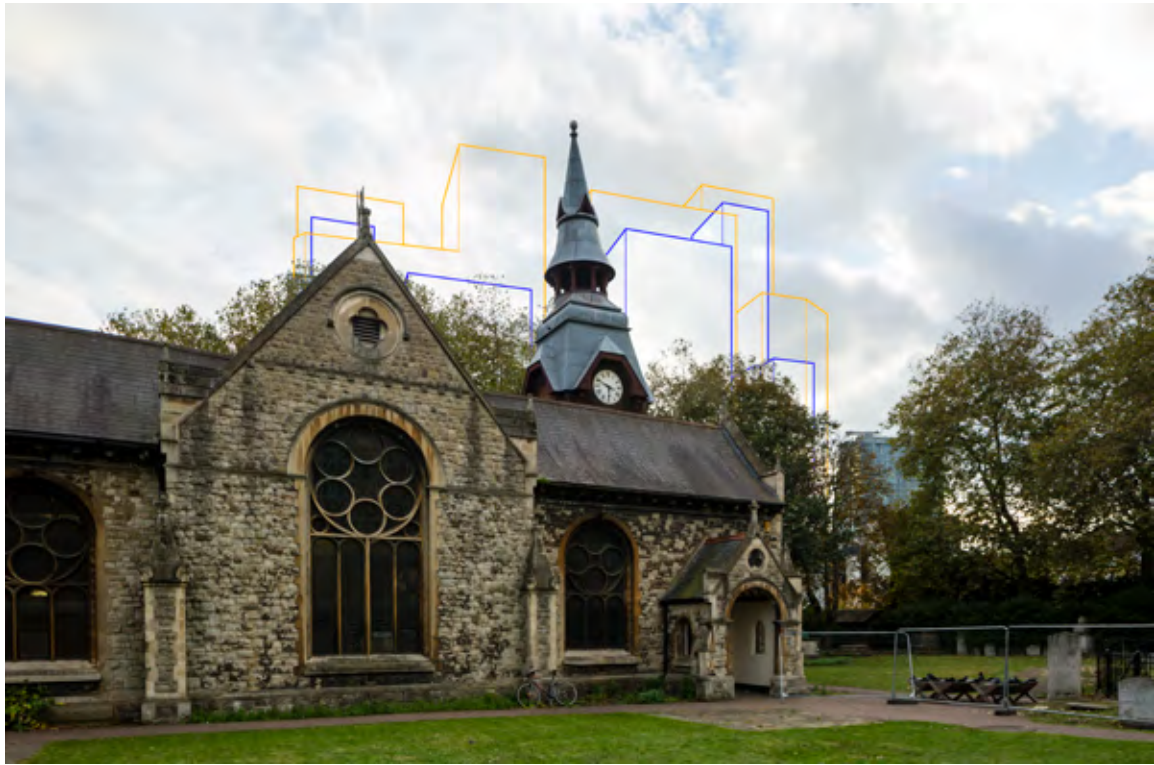


# 21S

## Church of St. Matthias



Existing View



Proposed View

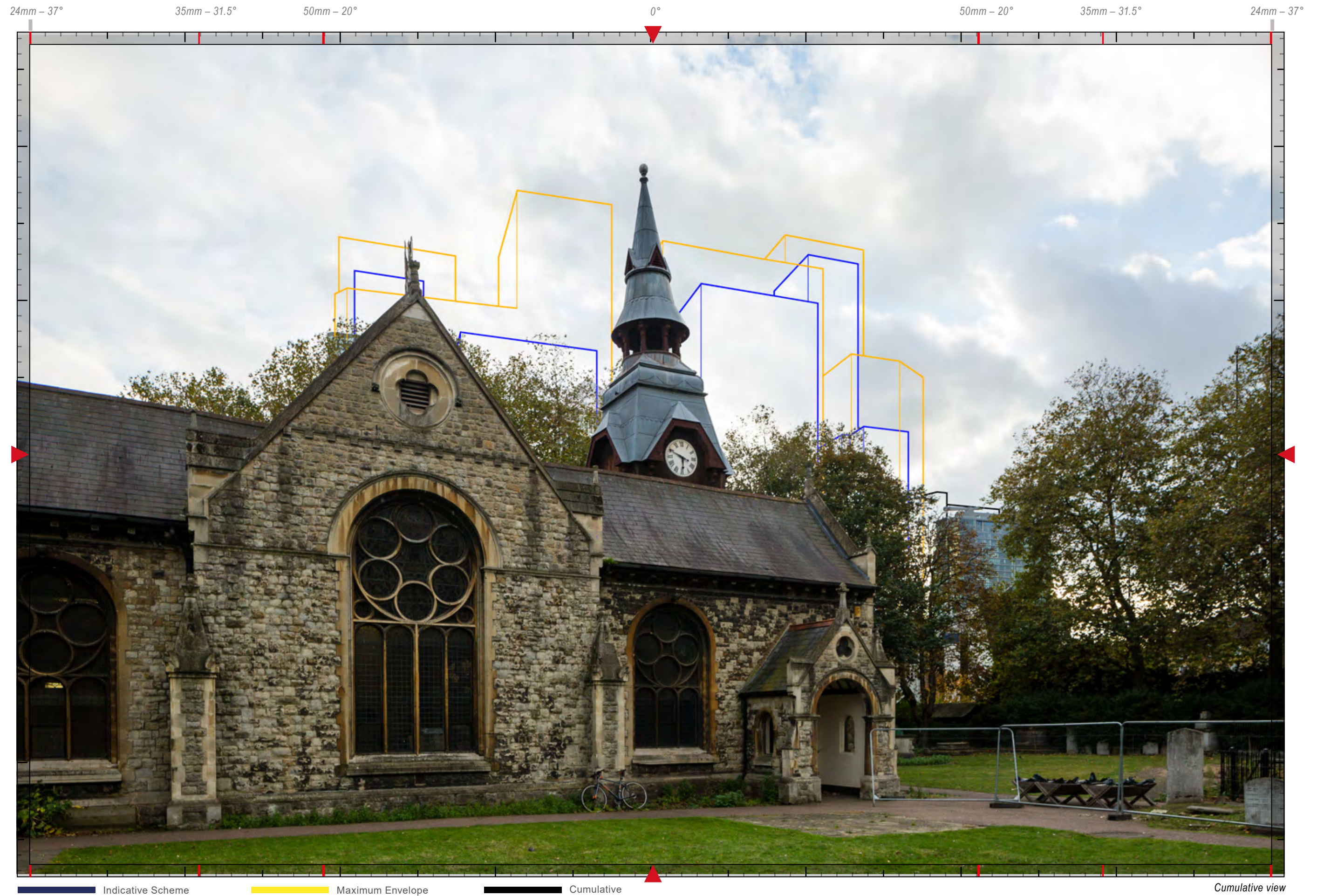


View Location



Camera Location







# 22W

## Poplar Recreation Ground



View Location



Camera Location



Existing View



Proposed View

### View as existing

- 1.465** This viewpoint is located in Poplar Recreation Ground, further north of view 21 (summer and winter images are provided). It is located within the St. Matthias Conservation Area. It is likely that most people in this location would be visiting in their leisure time.
- 1.466** The viewpoint is close to the northern entrance to the Recreation Ground, adjacent to a circular rose bed. A grade II listed memorial, comprising the figure of an angel on a white stone and marble base, appears to its south.
- 1.467** Trees and vegetation within the Recreation Ground screen views to a significant extent, such that the tall buildings of Canary Wharf including One Canada Square, while visible, are not clearly seen (even in the winter image). Post-war buildings along Hale Street, together with part of the grade II listed Pope John House, are visible on the western side of the park (right). The eastern end of the grade II\* listed Church of St. Matthias is visible, albeit not very clearly, on the left side of the view.
- 1.468** This is a view of **low to medium** sensitivity overall.

### View as proposed

- 1.469** The Proposed Development would appear in the background of the view. In the summer view, it would be almost completely obscured from sight by trees. It would be more visible in the winter view, although trees would screen it to a considerable extent.

**1.470** The Proposed Development would have a considerably greater apparent height than the existing Canary Wharf towers, which a viewer in this location could appreciate is due to the Proposed Development being located closer to the viewpoint. They would nonetheless appear as part of a distinct background layer of townscape within the view, contrasting clearly with the lower scale buildings of Poplar further in the foreground.

**1.471** The different heights and horizontal extents of the plots as set out in the maximum parameters would ensure that the Proposed Development would have a varied skyline and its overall form and massing would be broken up to some extent in this view, although it would represent a considerable intensification in scale. Application of the Design Guidelines would result in further breaking up of the form and massing of the Proposed Development.

**1.472** There would be a clear sky gap between plots NQ.B1 and NQ.D1; this gap would help to signal the location of the route through the Site, connecting Poplar and Canary Wharf.

**1.473** In the maximum parameters scenario, this would be a change of minor magnitude (summer) and major magnitude (winter) to a view of low to medium sensitivity overall. The significance would be minor to moderate (summer, not significant) and moderate (winter, significant). The effect would be neutral (summer) and adverse (winter).

**1.474** In the maximum parameters and Design Guidelines scenario, this would be a change of minor magnitude (summer) and major magnitude (winter) to a view of low to medium sensitivity overall. The significance would be minor to moderate (summer, not significant) and moderate (winter, significant). The effect would be neutral (summer) and beneficial (winter).

### Indicative Scheme commentary

**1.475** The Indicative Scheme would show variety in the form, massing and heights of buildings across the Proposed Development. The towers within the Indicative Scheme would be well-proportioned. An overall stepping down in the height of buildings towards Poplar would be evident.

### View as proposed with cumulatives

**1.476** A number of consented schemes, most prominently that at Hertsmere House, would appear further west and south of the Proposed Development, adding coherently to the background layer of townscape formed by tall buildings within the view.

**1.477** Taking into account cumulative schemes, the Proposed Development (maximum parameters scenario) would represent a change of minor magnitude (summer) and major magnitude (winter) to a view of low to medium sensitivity overall. The significance would be minor to moderate (summer, not significant) and moderate (winter, significant). The effect would be neutral (summer) and adverse (winter).

**1.478** Taking into account cumulative schemes, the Proposed Development (maximum parameters and Design Guidelines scenario) would represent a change of minor magnitude (summer) and major magnitude (winter) to a view of low to medium sensitivity overall. The significance would be minor to moderate (summer, not significant) and moderate (winter, significant). The effect would be neutral (summer) and beneficial (winter).







# 22S

## Poplar Recreation Ground



Existing View



Proposed View



View Location



Camera Location







# 23

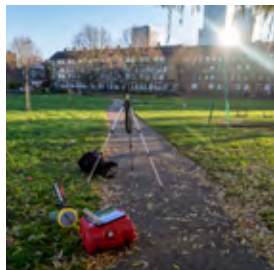
## Trinity Gardens



Existing View



View Location



Camera Location

### View as existing

- 1.479** This viewpoint is located in Trinity Gardens, to the north of East India Dock Road. It is located in the Lansbury Conservation Area. It is likely that most people in this location would be here in their leisure time. A panoramic view, composed of three individual images, has been provided to give a sense of the field of view open to a viewer in this location.
- 1.480** The grassed area of the park provides the foreground of the view with an open quality, with trees providing some screening around the edge of the space. A four storey post-war housing block on the southern side of East India Dock Road provides a strong sense of enclosure beyond. The tall buildings of Canary Wharf appear beyond this; they clearly appear as being in the middle distance and form a distinct background layer of townscape.
- 1.481** The grade II listed Trinity Methodist Church appears on the eastern side of the park, its distinctive tower seen clear against the sky from this position. Trees screen views to the south-west and west of the park, although post-war and modern blocks can be seen to some extent.
- 1.482** This is a view of **low to medium** sensitivity overall.

### View as proposed

- 1.483** The Proposed Development would appear in the background of the view, recognisably forming part of the group of tall buildings at Canary Wharf, and occluding the existing tall buildings in the background of the view to a large extent. While appearing at a greater apparent height than existing buildings within the cluster, a viewer in this location could appreciate that this is due to the plots being located closer to the viewpoint. They would appear well to one side of the Church, and in the middle distance, with no effect on the viewer's appreciation of the Church.
- 1.484** The different heights and horizontal extents of the plots as set out in the maximum parameters would result in some variety in the massing and height of different elements of the Proposed Development, albeit taken together the plots would form a considerable intensification of the scale of development within the view, and the gap formed by zone NQ.E would not be clearly apparent. Application of the Design Guidelines would introduce further variety in the form and articulation of buildings within the Proposed Development, such that it would have a varied skyline and its overall massing would be broken up.
- 1.485** In the maximum parameters scenario, this would be a change of major magnitude to a view of low to medium sensitivity. The significance would be moderate (significant). The effect would be adverse.
- 1.486** In the maximum parameters and Design Guidelines scenario, this would be a change of major magnitude to a view of low to medium sensitivity. The significance would be moderate (significant). The effect would be beneficial.

### Indicative Scheme commentary

- 1.487** The Indicative Scheme would show variety in the form, massing and heights of buildings across the Proposed Development, with the tallest element located towards Canary Wharf and a general stepping down in height towards Poplar apparent. The towers within the Indicative Scheme would be well-proportioned. A distinct gap between the buildings on plots NQ.B1 and NQ.D1 would indicate the location of Poplar Plaza and the route through the Site from Poplar to Canary Wharf.
- View as proposed with cumulatives**
- 1.488** The consented Hertsmere House scheme would appear to the west of the Proposed Development (right in this view) at a similar apparent height to that of the Proposed Development. Other proposed and consented schemes would appear south and west of the Proposed Development.
- 1.489** Taking into account cumulative schemes, the Proposed Development (maximum parameters scenario) would represent a change of major magnitude to a view of low to medium sensitivity. The significance would be moderate (significant). The effect would be adverse.
- 1.490** Taking into account cumulative schemes, the Proposed Development (maximum parameters and Design Guidelines scenario) would represent a change of major magnitude to a view of low to medium sensitivity. The significance would be moderate (significant). The effect would be beneficial.





Cumulative Model     
  Maximum Envelope     
  Cumulative

Indicative Scheme     
  Maximum Envelope     
  Cumulative



# 24

## All Saints Churchyard



View Location



Camera Location



Existing View



Proposed View

### View as existing

- 1.491** This view is taken from the churchyard of the grade II listed All Saints Church in Poplar, within the All Saints Conservation Area. It is likely that many people visiting this location would be doing so in their leisure time.
- 1.492** All Saints Church appears at the right edge of the image. The open churchyard occupies most of the foreground of the view, with post-war apartment blocks and a ten storey apartment block built recently on the Poplar Baths site providing a degree of containment in the middle distance. The tall buildings of Canary Wharf appear in the background of the view to the south-west of the churchyard (centre and left side of this image), forming a distinct background layer of townscape. They are obscured to a significant extent by tree foliage in the summer months (not illustrated).
- 1.493** This is a view of **low to medium** sensitivity overall.

### View as proposed

- 1.494** The Proposed Development would appear in the background of the view, recognisably forming part of the group of tall buildings at Canary Wharf, and distinct from the buildings and churchyard in the foreground. While elements of the Proposed Development would be at a slightly greater apparent height than existing buildings within the cluster, a viewer in this location could appreciate that this is due to the Proposed Development being located closer to the viewpoint.

- 1.495** The different heights and horizontal extents of the plots as set out in the maximum parameters would result in some variety in the massing and height of different elements of the Proposed Development, albeit taken together the plots would form a considerable intensification of the scale of development within the view, and the gap formed by zone NQ.E would not be clearly apparent. Application of the Design Guidelines would introduce further variety in the form and articulation of buildings within the Proposed Development, such that it would have a varied skyline and its overall massing would be broken up.
- 1.496** In the maximum parameters scenario, this would be a change of major magnitude to a view of low to medium sensitivity. The significance would be moderate (significant). The effect would be adverse.
- 1.497** In the maximum parameters and Design Guidelines scenario, this would be a change of major magnitude to a view of low to medium sensitivity. The significance would be moderate (significant). The effect would be beneficial.

### Indicative Scheme commentary

- 1.498** The Indicative Scheme would show variety in the form, massing and heights of buildings across the Proposed Development, with the tallest elements located towards Canary Wharf, and a distinct overall step down in height towards Poplar apparent. The towers within the Indicative Scheme would be well-proportioned. The gap between buildings formed by Poplar Plaza would be readily apparent, suggesting the location of the route linking Poplar and Canary Wharf.

### View as proposed with cumulatives

- 1.499** Other cumulative schemes, most notably the consented Hertsmere House, would appear in the background of the view, adding coherently to the background layer of townscape within the view.
- 1.500** Taking into account cumulative schemes, the Proposed Development (maximum parameters scenario) would represent a change of major magnitude to a view of low to medium sensitivity. The significance would be moderate (significant). The effect would be adverse.
- 1.501** Taking into account cumulative schemes, the Proposed Development (maximum parameters and Design Guidelines scenario) would represent a change of major magnitude to a view of low to medium sensitivity. The significance would be moderate (significant). The effect would be beneficial.







# 25

## Twelvvetrees Crescent



View Location



Camera Location



Existing View



Proposed View

### View as existing

- 1.502** This viewpoint is located on Twelvvetrees Crescent Bridge, located approximately 2km north of the Site. It is likely that people in this location would primarily be local residents and pupils at the nearby school (just out of shot beyond the right edge of this image).
- 1.503** Beyond the River Lea in the foreground, the centre of the view in the middle distance is dominated by a recently built red-brick development and a warehouse building beyond, which lie within the Limehouse Cut Conservation Area. The towers of Canary Wharf, including One Canada Square and 8 Canada Square, and of the wider Isle of Dogs tall buildings cluster appear in the background of the view.
- 1.504** This is a view of **low to medium** sensitivity overall.

### View as proposed

- 1.505** The Proposed Development would appear in the background of the view, recognisably forming part of the Isle of Dogs tall buildings cluster, and having a similar apparent height to existing buildings within the cluster. It would consolidate the cluster in a coherent manner.
- 1.506** The different heights and horizontal extents of the plots as set out in the maximum parameters would result in variety in the massing and height of different elements of the Proposed Development when seen from this location, such that it would have a varied skyline and its overall form and massing would be broken up.

- 1.507** The gap between plots NQ.B1 and NQ.D1 would help to signal the location of the route through the Site, connecting Poplar and Canary Wharf.
- 1.508** In the maximum parameters scenario, this would be a change of minor to moderate magnitude to a view of low to medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.
- 1.509** In the maximum parameters and Design Guidelines scenario, this would be a change of minor to moderate magnitude to a view of low to medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.

### Indicative Scheme commentary

- 1.510** The Indicative Scheme would show variety in the form, massing and heights of buildings across the Proposed Development, with the tallest elements located towards Canary Wharf, and a distinct overall step down in height towards Poplar apparent. The towers within the Indicative Scheme would be well-proportioned. One Canada Square would remain largely visible through the gap formed by Poplar Plaza.

### View as proposed with cumulatives

- 1.511** The Isle of Dogs tall buildings cluster would be expanded and consolidated to a significant extent by cumulative schemes. The Proposed Development would continue to form a coherent part of the expanded cluster.

- 1.512** Taking into account cumulative schemes, the Proposed Development (maximum parameters scenario) would represent a change of minor to moderate magnitude to a view of low to medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.
- 1.513** Taking into account cumulative schemes, the Proposed Development (maximum parameters and Design Guidelines scenario) would represent a change of minor to moderate magnitude to a view of low to medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.







# 26

## Greenwich Peninsula



View Location



Camera Location



Existing View



Proposed View

View as existing

View as proposed

View as proposed with cumulatives

- 1.514** This view is taken from the north-western tip of the Greenwich Peninsula, on the Thames Path. It is likely that many people visiting this location would be doing so in their leisure time.
- 1.515** The foreground is occupied by the expanse of the River Thames, such that it has an open character. The buildings along Coldharbour on the eastern edge of the Isle of Dogs, some of them listed and within the Coldharbour Conservation Area, line the shore to the left of centre in this view.
- 1.516** The dominant feature in the mid-distance is the cluster of commercial buildings centred around One Canada Square and the emerging residential towers of Wood Wharf and South Quay/ northern Millwall, extending south and east from central Canary Wharf (left in this view). The tower at 8 Canada Square, opposite the Site, is seen directly north of One Canada Square. Large scale development at Blackwall appears to the north-east of the Canary Wharf as a distinct satellite cluster, on the right side of this image.
- 1.517** This is a view of **low to medium** sensitivity overall.

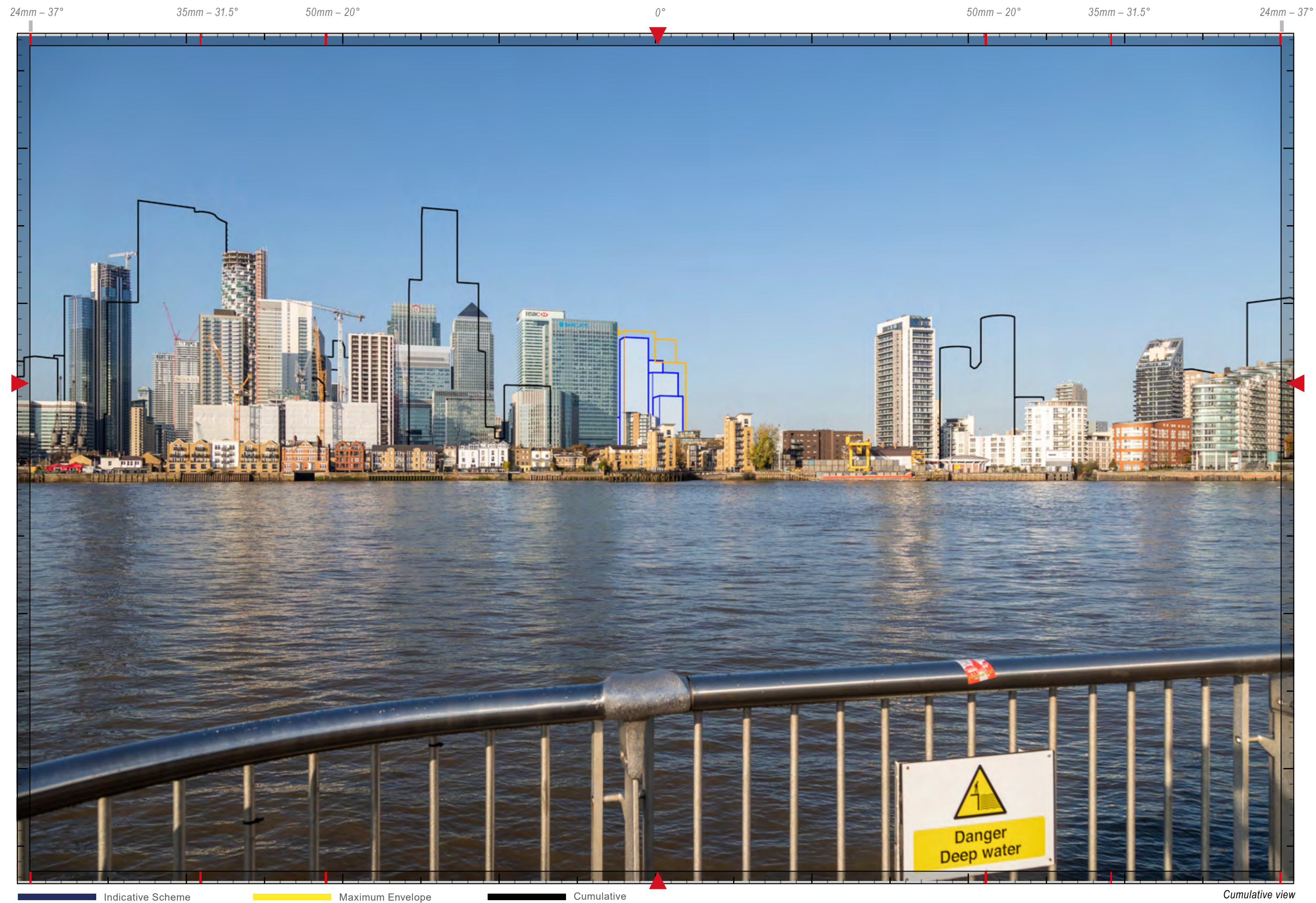
- 1.518** Part of the Proposed Development would appear to the north of One Canada Square and the towers immediately surrounding it (right in this view). The visible plots would have a slightly lower apparent height than the central commercial towers, would recognisably form part of the existing cluster, and would help to balance its overall composition, which currently includes relatively little development to the north of One Canada Square.
- 1.519** In the maximum parameters scenario, this would be a change of minor to moderate magnitude to a view of low to medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.
- 1.520** In the maximum parameters and Design Guidelines scenario, this would be a change of minor to moderate magnitude to a view of low to medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.

### Indicative Scheme commentary

- 1.521** The Indicative Scheme would show variety in the form, massing and heights of buildings across the Proposed Development, and a distinct overall step down in height towards the north and Poplar would be apparent. The towers within the Indicative Scheme would be well-proportioned.

- 1.522** The Isle of Dogs tall buildings cluster would be significantly expanded and consolidated by cumulative developments, particularly the consented scheme on the Wood Wharf site. The Proposed Development would continue to form a coherent part of the expanded cluster.
- 1.523** Taking into account consented cumulative schemes, the Proposed Development (maximum parameters scenario) would represent a change of minor to moderate magnitude to a view of low to medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.
- 1.524** Taking into account consented cumulative schemes, the Proposed Development (maximum parameters and Design Guidelines scenario) would represent a change of minor to moderate magnitude to a view of low to medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.







# 27

## Nelson Dock



View Location



Camera Location



Existing View



Proposed View

### View as existing

- 1.525** This view is taken near the grade II listed Nelson Dock, on the River Thames in Rotherhithe. It is likely that many people visiting this location would be doing so in their leisure time.
- 1.526** The River Thames occupies the foreground of the view, such that it has an open character. The under-construction Newfoundland and Landmark Pinnacle towers are prominent towards the western edge of the Isle of Dogs tall buildings cluster, marking the ends of the Middle Dock and South Dock respectively.
- 1.527** The central Canary Wharf group of commercial tall buildings is partly visible further in the background of the view, with One Canada Square at its centre and other large footprint commercial buildings surrounding it. The Marriott West India Quay tower appears to the north of One Canada Square; overall, there is considerably more tall development to the south of One Canada Square than to its north, and the composition of the cluster is somewhat unbalanced as a result.
- 1.528** This viewpoint is of some amenity value and is near a listed dock, but the view is dominated by large scale modern development.
- 1.529** This is a view of **low to medium** sensitivity overall.

### View as proposed

- 1.530** The Proposed Development would appear to the north of One Canada Square (left in this view). The plots within it would have a generally lower apparent height than the existing central commercial buildings at Canary Wharf. The Proposed Development would recognisably form part of the overall Isle of Dogs cluster and would help to balance the overall composition around One Canada Square. The tallest plot, NQ.A4, would be well proportioned.
- 1.531** In the maximum parameters scenario, this would be a change of moderate magnitude to a view of low to medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.
- 1.532** In the maximum parameters and Design Guidelines scenario, this would be a change of moderate magnitude to a view of low to medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.

### Indicative Scheme commentary

- 1.533** The Indicative Scheme would show variety in the form, massing and heights of buildings across the Site. The buildings would be well proportioned, with the tallest building particularly elegantly proportioned.

### View as proposed with cumulatives

- 1.534** The Isle of Dogs cluster would be expanded and consolidated to a considerable extent by cumulative schemes. The consented Riverside South scheme would obscure much of the Proposed Development from sight. A group of proposed residential-led schemes would appear to the south of Canary Wharf.
- 1.535** Taking into account cumulative schemes, the Proposed Development (maximum parameters scenario) would present a change of minor to moderate magnitude to a view of low to medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.
- 1.536** Taking into account cumulative schemes, the Proposed Development (maximum parameters and Design Guidelines scenario) would present a change of minor to moderate magnitude to a view of low to medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.







# 28W

## Garford Street



View Location



Camera Location



Existing View



Proposed View

### View as existing

**1.537** This viewpoint is located on the northern side of Garford Street, and the view is looking south-east in the direction of the Site (summer and winter images are provided). It is within the West India Docks Conservation Area to the north west of the Site. It is likely that many people in this location would be local residents.

**1.538** There are a number of listed stock brick houses along Garford Street, which can be seen towards the left side of this view. Modern houses and apartment blocks are located towards the western end of the street, in the centre and on the right side of this image. One Canada Square and One Cabot Square are seen in the background of the view and, in the winter image, 8 Canada Square and the Marriott West India Quay Tower appear directly behind the listed house closest to the viewpoint.

**1.539** This is a view of **low to medium** sensitivity overall.

### View as proposed

**1.540** The Proposed Development would appear in the middle distance, beyond the lower scale houses on Garford Street and the Marriott West India Quay Tower. They would be almost fully obscured by trees in the summer months, with only part of the western frontage of plot NQ.A4 visible to any noticeable extent. In winter, more of the Proposed Development would be visible, albeit screened by tree branches to a significant extent.

**1.541** The Proposed Development would recognisably form part of the existing group of tall buildings at Canary Wharf, forming part of a distinct background layer in the view. Although elements of the Proposed Development would have a greater apparent height than those existing tall buildings, a viewer in this location could appreciate that this is due to them being located closer to the viewpoint. The appearance of the Proposed Development in the background of the listed houses on Garford Street and West India Docks Conservation Area would be consistent with their existing townscape setting.

**1.542** The different heights and horizontal extents of the plots as set out in the maximum parameters would result in variety in the massing and height of different elements of the Proposed Development to some extent, and the most visible element would be plot NQ.A4, which is well proportioned. Application of the Design Guidelines would introduce further variety in the form and articulation of buildings within the Proposed Development, such that it would have a varied skyline and its overall massing would be broken up.

**1.543** In the maximum parameters scenario, this would be a change of minor magnitude (summer) and moderate to major magnitude (winter) to a view of low to medium sensitivity. The significance would be minor to moderate (summer, not significant) and moderate (winter, significant). The effect would be beneficial.

**1.544** In the maximum parameters and Design Guidelines scenario, this would be a change of minor magnitude (summer) and moderate to major magnitude (winter) to a view of low to medium sensitivity. The significance would be minor to moderate (summer, not significant) and moderate (winter, significant). The effect would be beneficial.

### Indicative Scheme commentary

**1.545** The tallest building within the Indicative Scheme would also be the most visible, and it would appear as an elegantly proportioned building. Overall, the Indicative Scheme would show variety in the form, massing and heights of buildings across the Site, and a distinct overall step down in height towards the north and Poplar would be apparent.

### View as proposed with cumulatives

**1.546** The consented scheme at Hertsmere House would appear prominently behind the lower scale buildings on Garford Street.

**1.547** Taking into account cumulative schemes, the Proposed Development (maximum parameters scenario) would represent a change of minor magnitude (summer) and moderate to major magnitude (winter) to a view of low to medium sensitivity. The significance would be minor to moderate (summer, not significant) and moderate (winter, significant). The effect would be beneficial

**1.548** Taking into account cumulative schemes, the Proposed Development (maximum parameters and Design Guidelines scenario) would represent a change of minor magnitude (summer) and moderate to major magnitude (winter) to a view of low to medium sensitivity. The significance would be minor to moderate (summer, not significant) and moderate (winter, significant). The effect would be beneficial.









# 28S

Garford Street



Existing View



Proposed View



View Location



Camera Location







## 29

## Hertsmere Road



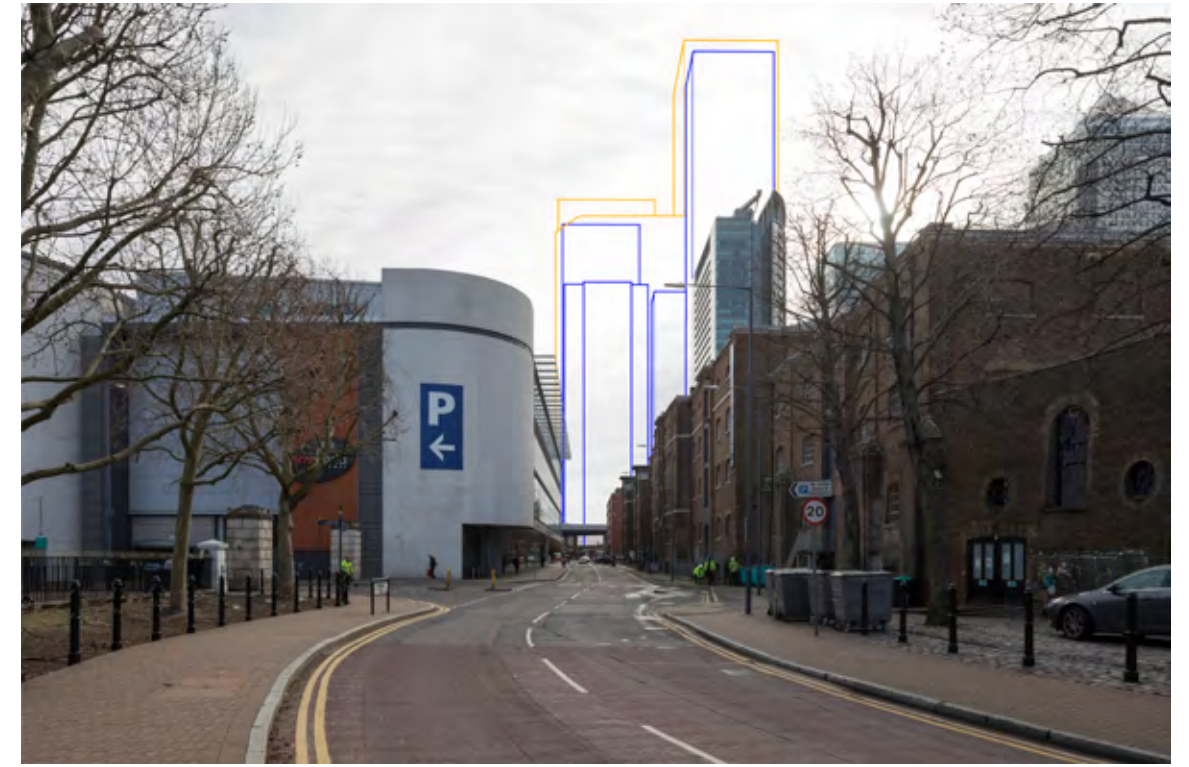
View Location



Camera Location



Existing View



Proposed View

*View as existing*

**1.549** This viewpoint is located at the western end of the stretch of Hertsmere Road which runs east-west (the road turns to run south at a point just behind a viewer in this location). It is located within the West India Dock Conservation Area. It is likely that people in this location would be local residents, workers and users of local businesses.

**1.550** The southern side of the road is lined by the rear of the grade I listed North Quay warehouses. These are robust brick buildings. The Marriott West India Quay Tower, 8 Canada Square and One Canada Square appear directly behind them, albeit screened by trees to some extent. A modern building incorporating a cinema appears on the northern side of Hertsmere Road.

**1.551** The Site lies in the middle distance, beyond a DLR viaduct, but the lack of permanent buildings on it is such that it has no visual impact.

**1.552** This is a view of **low to medium** sensitivity overall.

*View as proposed*

**1.553** The Proposed Development would appear in the middle distance, beyond the Marriott West India Quay Tower and the modern building on the northern side of Hertsmere Road, as well as the North Quay warehouses.

**1.554** The Proposed Development would recognisably form part of a background layer of townscape within the view, in common with the Marriott West India Quay Tower, One Canada Square and 8 Canada Square, and would appear distinct from the warehouses in the foreground. Although

the tallest plot, NQ.A4, would have a greater apparent height than One Canada Square, a viewer in this location could appreciate that this is due to it being located closer to the viewpoint, and overall the Proposed Development would appear consistent with the scale of existing development in Canary Wharf. Plot NQ.A4 would be well proportioned.

**1.555** The different heights and horizontal extents of the plots as set out in the maximum parameters would result in variety in the massing and height of different elements of the Proposed Development as seen from this location, although the plots would not have clear gaps between them from this location. The location of NQ.A4 on the southern half of the Site would ensure a logical increase in height towards Canary Wharf and a stepping down in height towards Poplar. Application of the Design Guidelines would introduce further variety in the form and articulation of buildings within the Proposed Development, such that it would have a varied skyline and its overall massing would be broken up.

**1.556** In the maximum parameters scenario, this would be a change of major magnitude to a view of low to medium sensitivity. The significance would be moderate (significant). The effect would be adverse.

**1.557** In the maximum parameters and Design Guidelines scenario, this would be a change of major magnitude to a view of low to medium sensitivity. The significance would be moderate (significant). The effect would be beneficial.

*Indicative Scheme commentary*

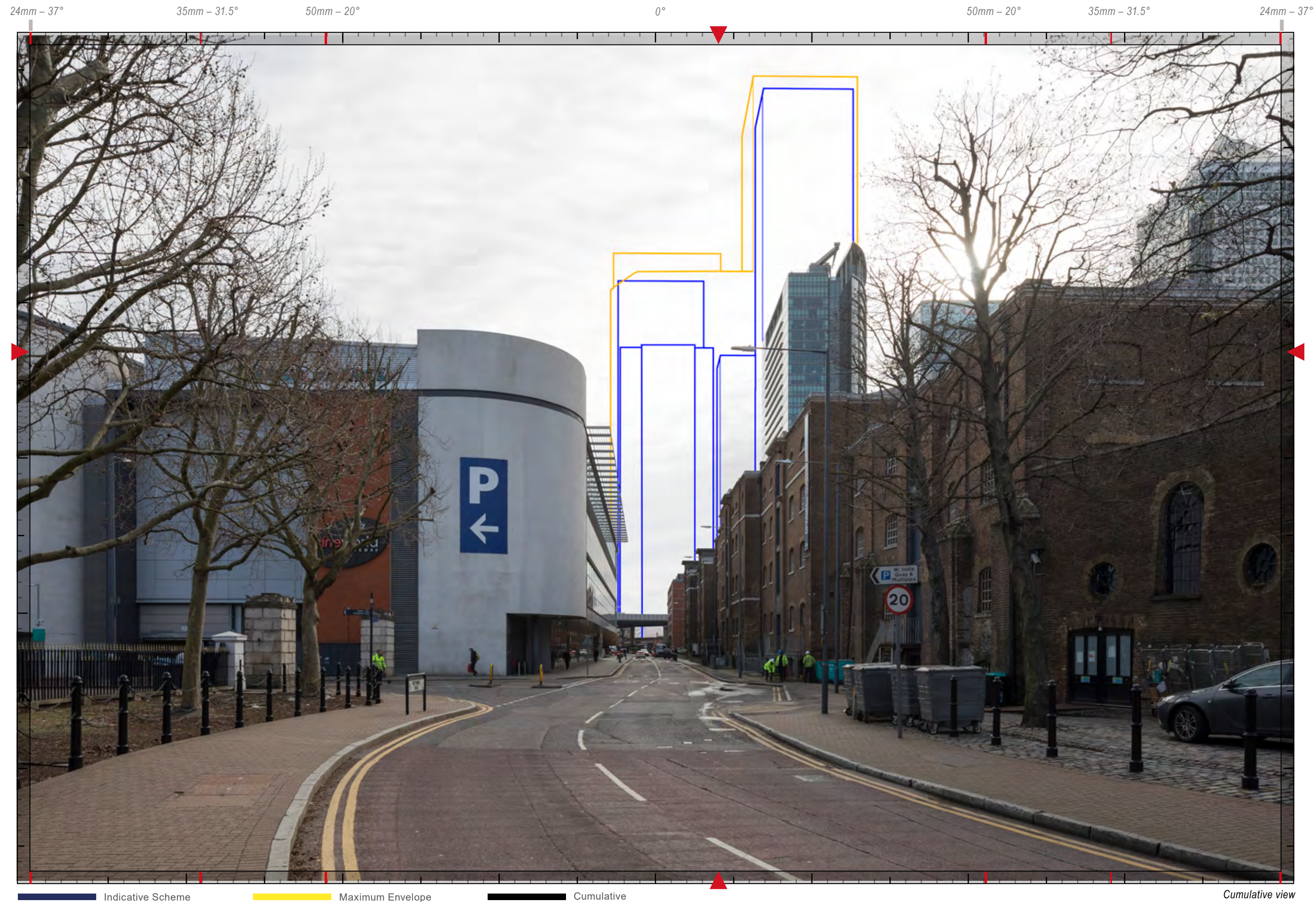
**1.558** The Indicative Scheme would show variety in the form, massing and heights of buildings across the Site, and a distinct overall step down in height towards the north and Poplar would be apparent. The gap between buildings on the northern and southern halves of the Site would indicate the location of a central east-west route through the Site. The tallest building within the Indicative Scheme would appear elegantly proportioned.

*View as proposed with cumulatives*

**1.559** There would be no cumulative schemes visible in this view. The effect of the Proposed Development (maximum parameters scenario) in the context of cumulative schemes would therefore be the same as the effect considered on its own i.e. a change of major magnitude to a view of low to medium sensitivity. The significance would be moderate (significant). The effect would be adverse.

**1.560** There would be no cumulative schemes visible in this view. The effect of the Proposed Development (maximum parameters and Design Guidelines scenario) in the context of cumulative schemes would therefore be the same as the effect considered on its own i.e. a change of major magnitude to a view of low to medium sensitivity. The significance would be moderate (significant). The effect would be beneficial.







# 30

## Cannon Workshops



View Location



Camera Location



Existing View



Proposed View

### View as existing

- 1.561** This viewpoint is located adjacent to the forecourt in front of the Cannon Workshops. It is located within the West India Dock Conservation Area. It is likely that people in this location would be local residents, workers and users of local businesses.
- 1.562** Beyond Hertsmere Road in the foreground, the grade I listed North Quay Warehouses and Dock Office, and particularly the western flank wall of the latter, appear on the northern side of North Quay. The Marriott West India Quay Tower appears directly behind the warehouses, its vertically emphasised proportions and glazed appearance forming a distinct and dramatic contrast with the horizontally emphasised brick warehouses.
- 1.563** The currently cleared site of the consented Hertsmere House scheme appears on the southern side of the route along North Quay. The large scale buildings of Canary Wharf appear beyond, including One Canada Square and 8 Canada Square, immediately opposite the Site.
- 1.564** This is a view of **low to medium** sensitivity overall.

### View as proposed

- 1.565** The Proposed Development would appear in the middle distance, beyond the Marriott West India Quay Tower and the North Quay warehouses. It would recognisably form part of the Canary Wharf cluster and would have a comparable apparent height overall to existing tall buildings in Canary Wharf. Although plot NQ.A4 would have a slightly greater apparent height than One Canada Square, a viewer in this location could appreciate that this is due to it being located closer to the viewpoint, and the Proposed Development would clearly step down in height towards the north, in the direction of Poplar.
- 1.566** The Proposed Development would form part of a distinct background layer of townscape, consistent with the existing townscape setting of the North Quay warehouses further in the foreground of the view. The vertically emphasised proportions of the plots would provide a dramatic contrast with the horizontally emphasised warehouses although the plots would not have clear gaps between them from this location. Application of the Design Guidelines would introduce further variety in the form and articulation of buildings within the Proposed Development, such that it would have a varied skyline and its overall massing would be broken up.
- 1.567** Taking into account the maximum parameters, this would be change of major magnitude to a view of low to medium sensitivity. The significance would be moderate to major (significant). The effect would be adverse.
- 1.568** In the maximum parameters and Design Guidelines scenario, this would be change of major magnitude to a view of low to medium sensitivity. The significance would be moderate to major (significant). The effect would be beneficial.

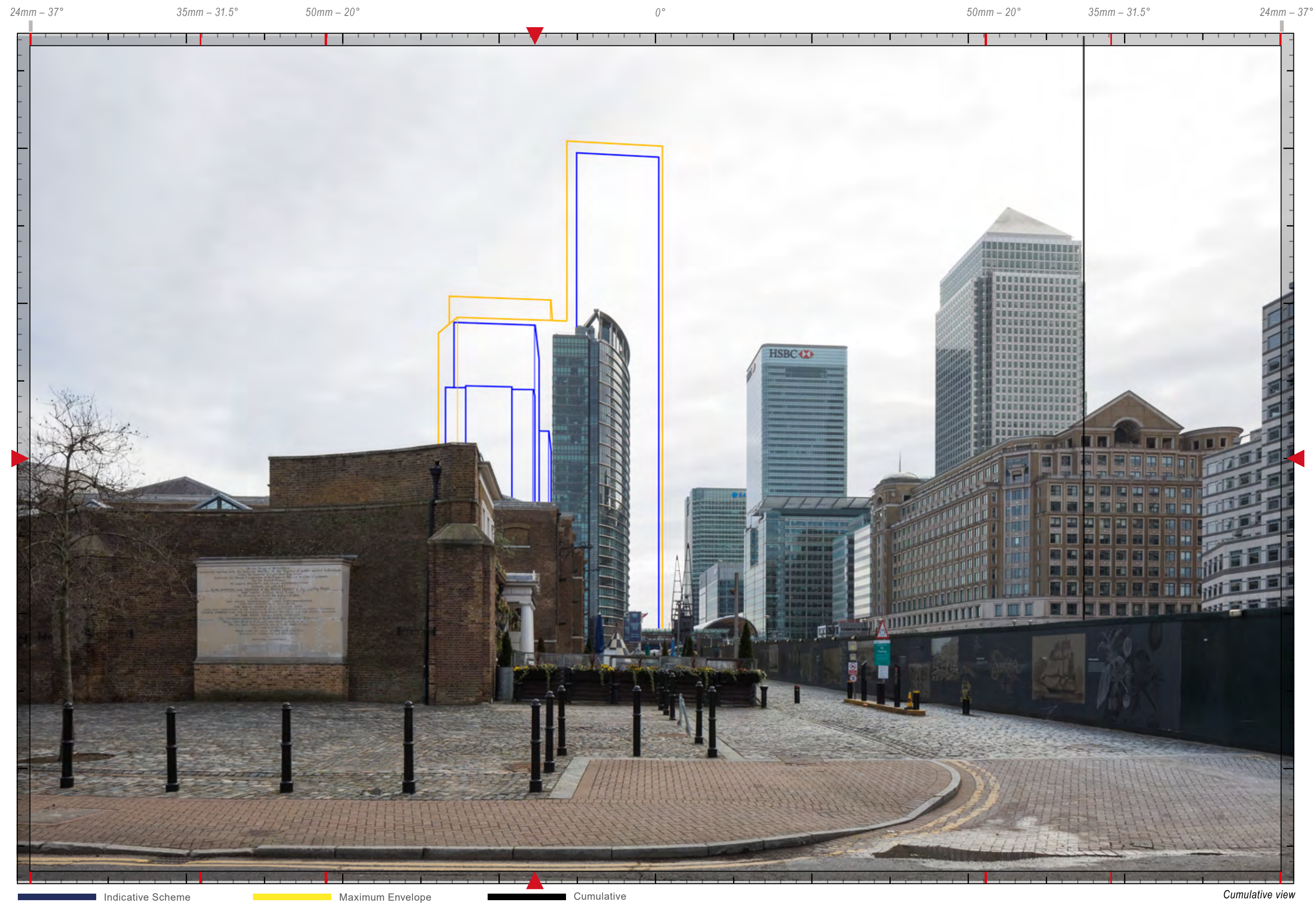
### Indicative Scheme commentary

- 1.569** The tallest building would appear as an elegantly proportioned building. The Indicative Scheme would show variety in the form, massing and heights of buildings across the Site, and a distinct overall step down in height towards the north and Poplar would be apparent.

### View as proposed with cumulatives

- 1.570** The consented Hertsmere House would appear at the western end of the North Dock (right edge of this view), reinforcing the existing character of the view.
- 1.571** Taking into account cumulative schemes, the Proposed Development (maximum parameters) would represent a change of major magnitude to a view of low to medium sensitivity. The significance would be moderate to major (significant). The effect would be adverse.
- 1.572** Taking into account cumulative schemes, the Proposed Development (maximum parameters and Design Guidelines scenario) would represent a change of major magnitude to a view of low to medium sensitivity. The significance would be moderate to major (significant). The effect would be beneficial.

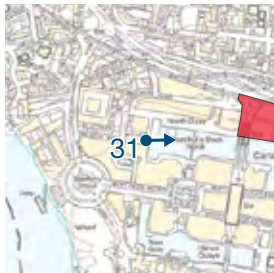




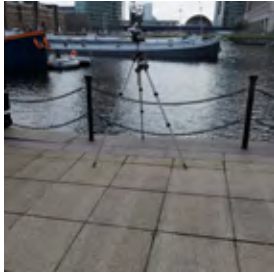


# 31

## North Quay, western end



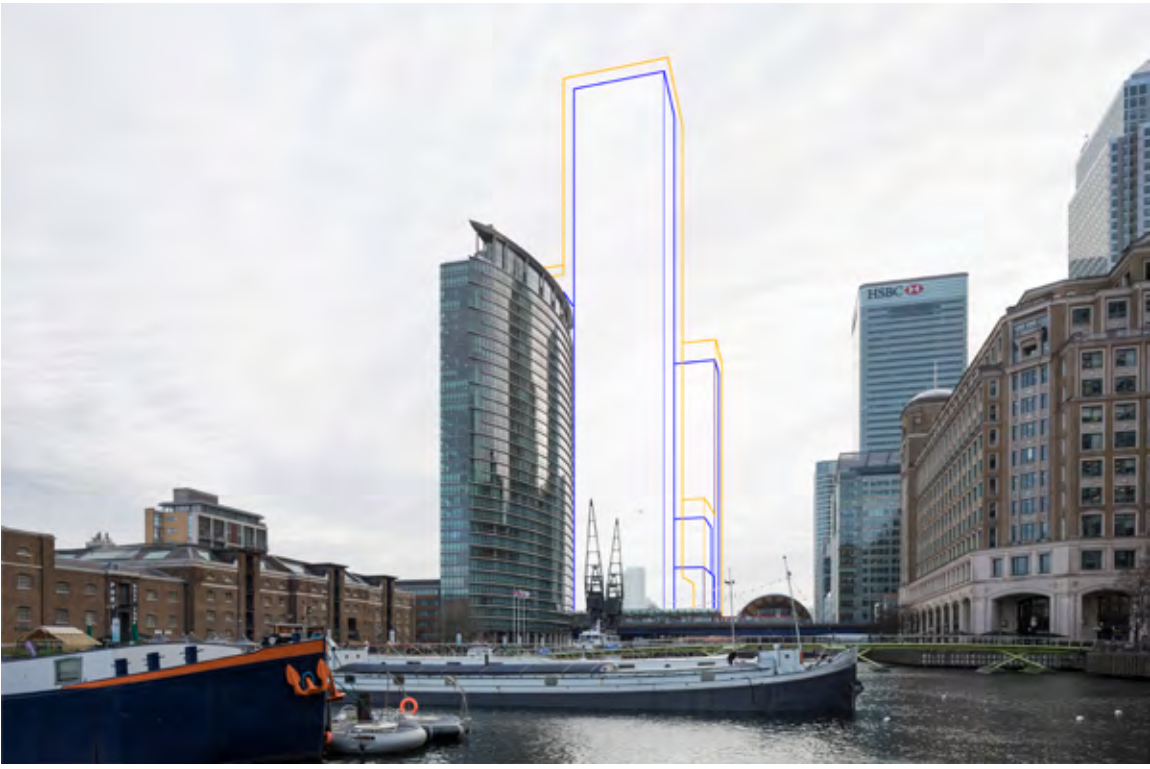
View Location



Camera Location



Existing View



Proposed View

### View as existing

- 1.573** This viewpoint is located at the western end of North Quay, adjacent to the North Dock (part of the grade I listed Import and Export Docks). It is likely that people in this location would be local residents, workers and users of local businesses.
- 1.574** The view is looking east along the length of the dock, although the presence of boats in the foreground largely obscures the water and dock walls from sight. The grade I listed North Quay Warehouses line the northern side of North Quay on the left side of this image. They are robust brick buildings with horizontally emphasised proportions. A relatively modern apartment block on Hertsmere Road appears directly behind them. The Marriott West India Quay tower appears to their east, at a considerably greater height, and forming a distinct and dramatic contrast with them.
- 1.575** Large scale and tall buildings within Canary Wharf appear to the south of the dock, including 8 Canada Square immediately opposite the Site, and One Canada Square. The top of Crossrail Place can be seen beyond the DLR bridge across the North Dock.
- 1.576** This is a view of **low to medium** sensitivity overall.

### View as proposed

- 1.577** The Proposed Development would appear in the middle distance, beyond the Marriott West India Quay Tower and West India Quay DLR Station. It would have a similar apparent height to existing tall buildings in Canary Wharf and would recognisably form part of the overall cluster. It would strongly define the northern side of the North Dock.
- 1.578** The appearance of the Proposed Development as part of a distinct townscape layer of tall buildings would be consistent with the existing townscape context of the North Quay warehouses, and the North Dock. The vertically emphasised proportions of most of the plots would provide a dramatic contrast with the horizontally emphasised warehouses further in the foreground of the view and the most visible element would be plot NQ.A4, which is well proportioned..
- 1.579** In the maximum parameters scenario, this would be a change of major magnitude to a view of low to medium sensitivity. The significance would be moderate to major (significant). The effect would be beneficial.
- 1.580** In the maximum parameters and Design Guidelines scenario, this would be a change of major magnitude to a view of low to medium sensitivity. The significance would be moderate to major (significant). The effect would be beneficial.

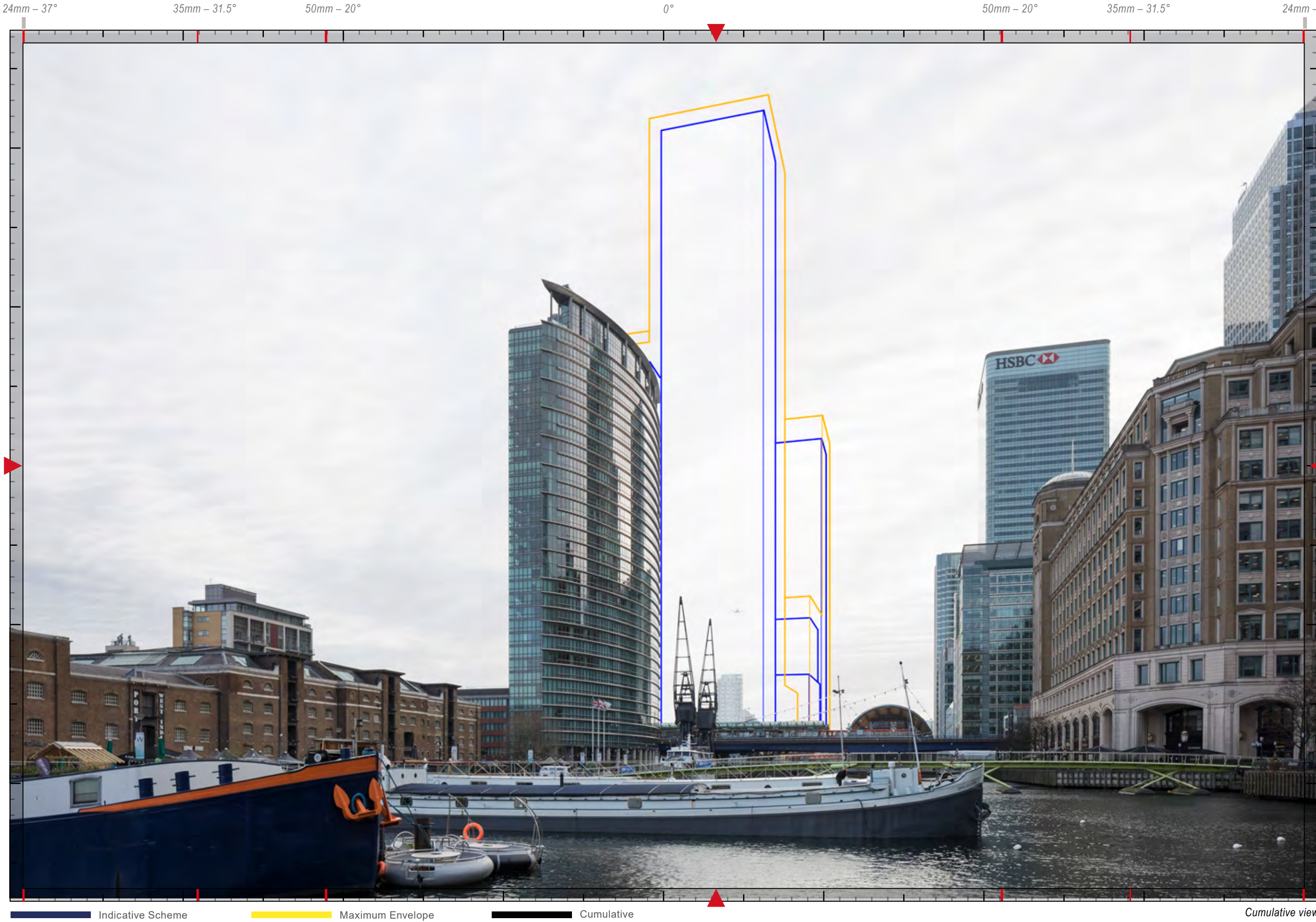
### Indicative Scheme commentary

- 1.581** The Indicative Scheme would show variety in the form, massing and heights of buildings across the Site. The tallest building within the Indicative Scheme would appear elegantly proportioned.

### View as proposed with cumulatives

- 1.582** There would be no cumulative schemes visible in this view. The effect of the Proposed Development (maximum parameters scenario) in the context of cumulative schemes would therefore be the same as the effect considered on its own, i.e. a change of major magnitude to a view of low to medium sensitivity. The significance would be moderate to major (significant). The effect would be beneficial.
- 1.583** There would be no cumulative schemes visible in this view. The effect of the Proposed Development (maximum parameters and Design Guidelines scenario) in the context of cumulative schemes would therefore be the same as the effect considered on its own, i.e. a change of major magnitude to a view of low to medium sensitivity. The significance would be moderate to major (significant). The effect would be beneficial.





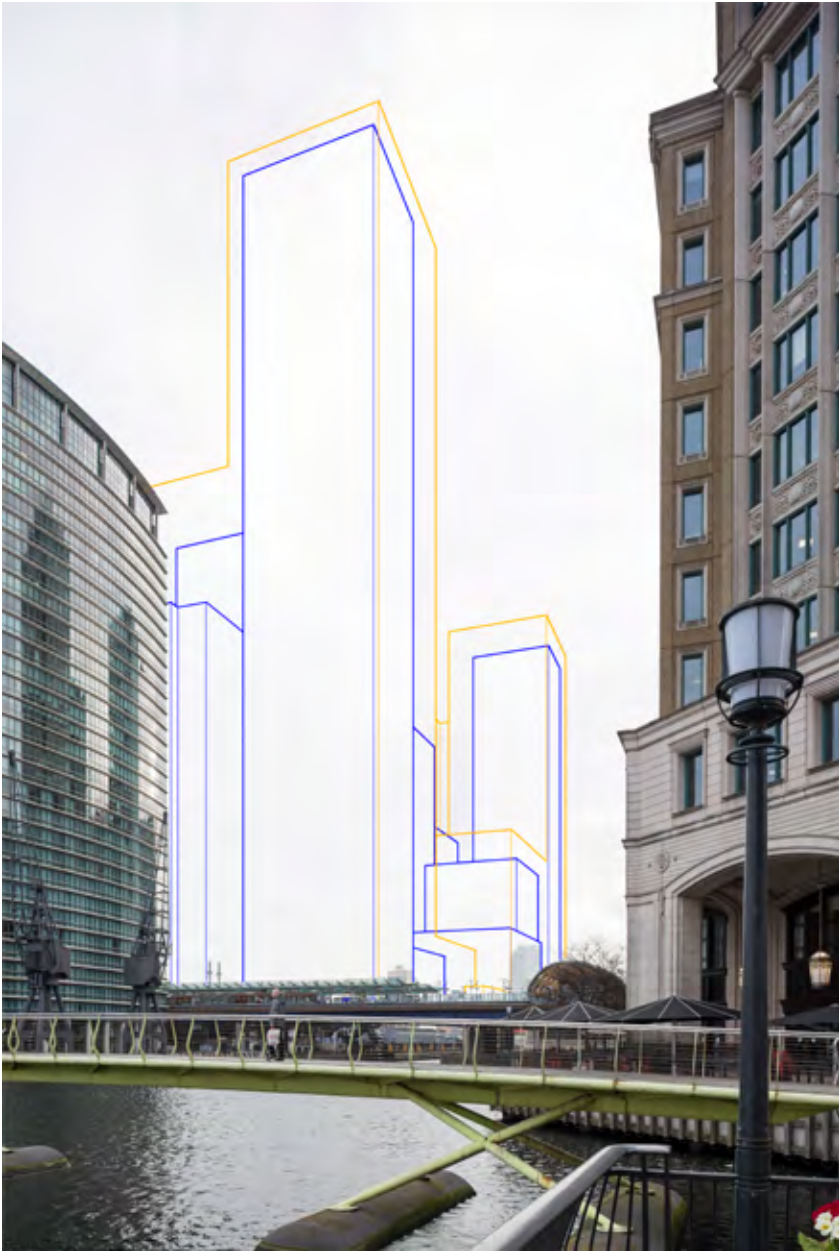


# 32

## North Quay, southern side



Existing View



Proposed View



View Location



Camera Location

### View as existing

- 1.584** This viewpoint is located on the southern side of North Quay, close to the floating bridge across the dock and adjacent to the North Dock (part of the grade I listed Import and Export Docks). It is likely that people in this location would be local residents, workers and users of local businesses. The photograph has been taken in portrait format to allow the full height of the Proposed Development to be seen.
- 1.585** The open water of the North Dock can be seen stretching east from the viewpoint, through the centre of the view. The Marriott West India Quay tower appears on the northern side of the dock, left in this image, and the building at 10 Cabot Square is

visible on the southern side of the dock, right in this image. The DLR bridge into West India Quay DLR is visible beyond the floating bridge, and Crossrail Place is visible to a small extent beyond this.

- 1.586** The Site in its existing state is visible to some extent underneath the DLR bridge, but contributes nothing positive to the view.
- 1.587** This is a view of **low to medium** sensitivity overall.

### View as proposed

- 1.588** The Proposed Development would appear in the middle distance, beyond the Marriott West India Quay Tower, West India Quay DLR Station and the DLR viaduct across the North Dock. It would provide strong definition of the northern side of North Dock. The public open space of the quayside area and central public space (Quay Square) would be visible beneath the level of the DLR viaduct.
- 1.589** The appearance of the Proposed Development as part of a distinct townscape layer of tall buildings would be consistent with the existing townscape context of the North Dock. The heights and horizontal extents of the plots as set out in the maximum parameters would be seen to vary considerably from this location and would result in variety in the massing and height of different elements of the Proposed Development, such that it would have a varied skyline and its overall form and massing would be broken up. The most visible element would be plot NQ.A4, which is well proportioned.
- 1.590** In the maximum parameters scenario, this would be a change of major magnitude to a view of low to medium sensitivity. The significance would be moderate to major (significant). The effect would be beneficial.
- 1.591** In the maximum parameters and Design Guidelines scenario, this would be a change of major magnitude to a view of low to medium sensitivity. The significance would be moderate to major (significant). The effect would be beneficial.

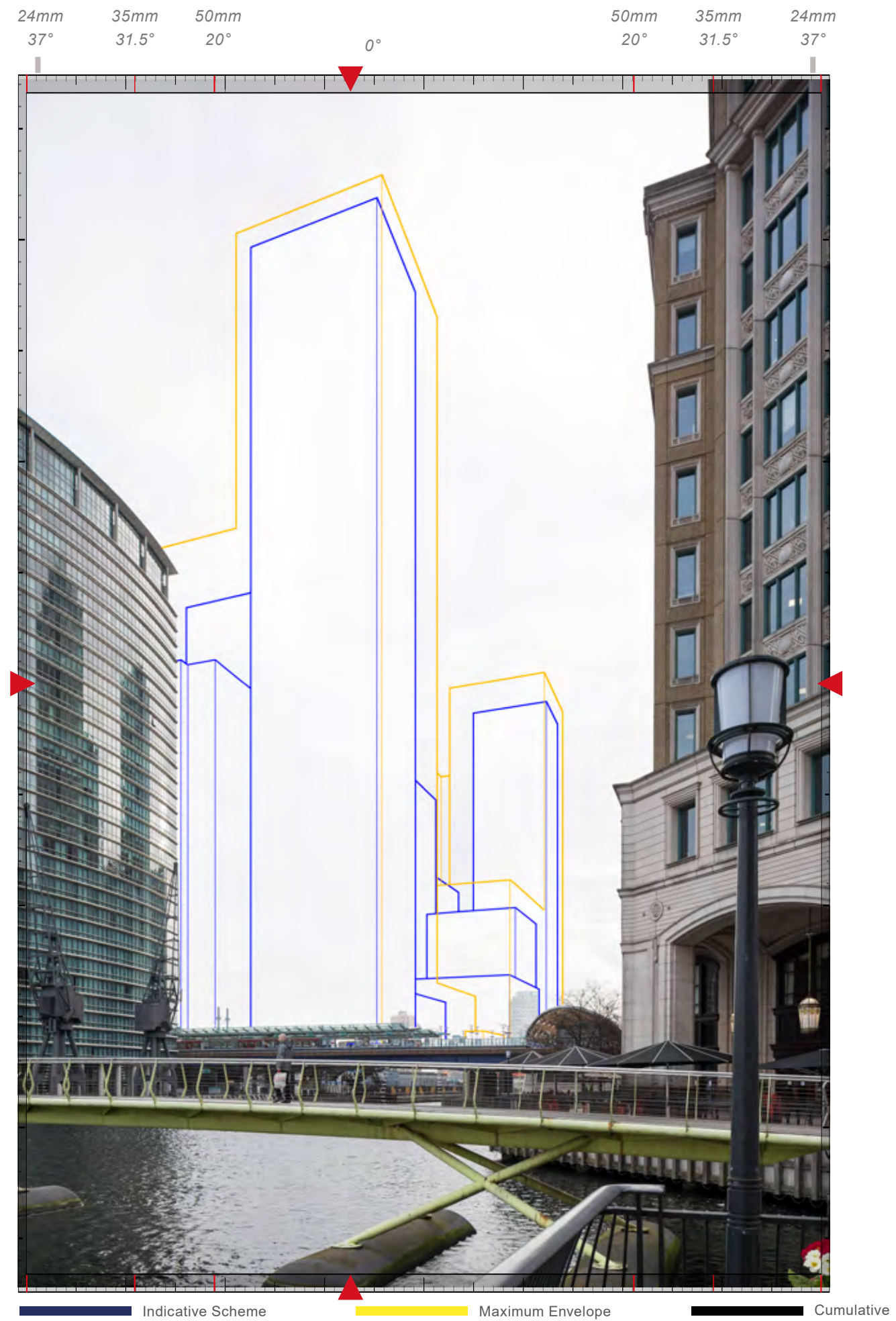
### Indicative Scheme commentary

- 1.592** The Indicative Scheme would show variety in the form, massing and heights of buildings across the Site. The tallest building within the Indicative Scheme, which would be located closest to the viewpoint in this view, would appear elegantly proportioned.

### View as proposed with cumulatives

- 1.593** There would be no cumulative schemes visible in this view. The effect of the Proposed Development (maximum parameters scenario) in the context of cumulative schemes would therefore be the same as the effect considered on its own i.e. a change of major magnitude to a view of low to medium sensitivity. The significance would be moderate to major (significant). The effect would be beneficial.
- 1.594** There would be no cumulative schemes visible in this view. The effect of the Proposed Development (maximum parameters and Design Guidelines scenario) in the context of cumulative schemes would therefore be the same as the effect considered on its own i.e. a change of major magnitude to a view of low to medium sensitivity. The significance would be moderate to major (significant). The effect would be beneficial.







# 33W

## Poplar High Street



View Location



Camera Location



Existing View



Proposed View

### View as existing

- 1.595** This viewpoint is located on Poplar High Street, adjacent to the western edge of the St. Matthias Conservation Area along Hale Street (summer and winter views are provided). It is likely that many people in this location would be local residents and commuters.
- 1.596** Part of the modern New City College building appears on the southern side of the road, with a small scale structure opposite it, and together these two buildings define a route leading south to the Poplar DLR Station and the Aspen Way Footbridge. The large scale and tall buildings of Canary Wharf, including One Canada Square and the Marriott West India Quay Tower, appear further in the distance (albeit obscured by trees to some extent, particularly in summer). These tall buildings form a distinct townscape layer within the background of the view. The Site, although directly within the line of sight from this point, does not contribute to the view in its existing state.

**1.597** This is a view of **low to medium** sensitivity overall.

### View as proposed

- 1.598** The Proposed Development would be visible in the middle distance. Although it would represent an increase in the apparent scale of the buildings seen to the south of Aspen Way, it would recognisably form part of the Canary Wharf cluster and contribute to a distinct townscape layer within the view. Its overall form and massing would be broken up to some extent as a result of the different heights and horizontal extents of the plots as set out in the maximum parameters. Application of

the Design Guidelines would introduce further variety in the form and articulation of buildings within the Proposed Development, such that it would have a varied skyline and its overall massing would be broken up.

- 1.599** There would be a sky gap between the NQ.B1 and NQ.D1 plots, suggesting the location of the proposed north-south route through the Site.
- 1.600** In the maximum parameters scenario, this would be a change of major magnitude (summer and winter) to a view of low to medium sensitivity. The significance would be moderate (significant). The effect would be adverse.
- 1.601** In the maximum parameters and Design Guidelines scenario, this would be a change of major magnitude (summer and winter) to a view of low to medium sensitivity. The significance would be moderate (significant). The effect would be beneficial.

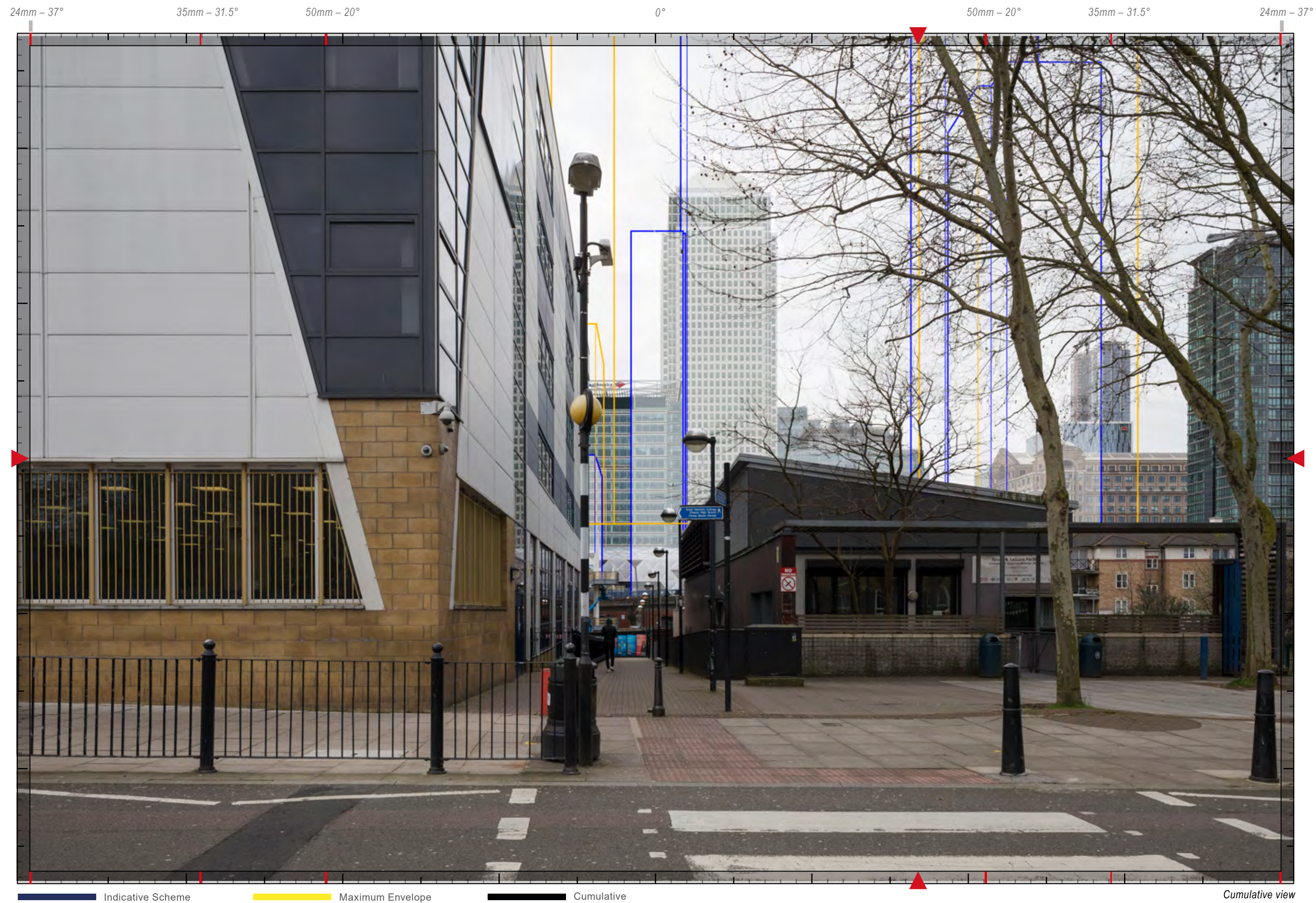
### Indicative Scheme commentary

- 1.602** The gap created by the presence of Poplar Plaza and suggesting the location of the route through the scheme would be readily apparent in the Indicative Scheme. The Indicative Scheme would appear as a coherent addition to the existing cluster of tall buildings to the south of Aspen Way, and the buildings would each have a different height and scale, with significant gaps between them, such that the overall mass of the Indicative Scheme would be broken up.

### View as proposed with cumulatives

- 1.603** There would be no cumulative schemes visible in this view. The effect of the Proposed Development (maximum parameters scenario) in the context of cumulative schemes would therefore be the same as the effect considered on its own, i.e. a change of major magnitude (summer and winter) to a view of low to medium sensitivity. The significance would be moderate (significant). The effect would be adverse.
- 1.604** There would be no cumulative schemes visible in this view. The effect of the Proposed Development (maximum parameters and Design Guidelines scenario) in the context of cumulative schemes would therefore be the same as the effect considered on its own, i.e. a change of major magnitude (summer and winter) to a view of low to medium sensitivity. The significance would be moderate (significant). The effect would be beneficial.









# 33s

Poplar High Street



Existing View



Proposed View

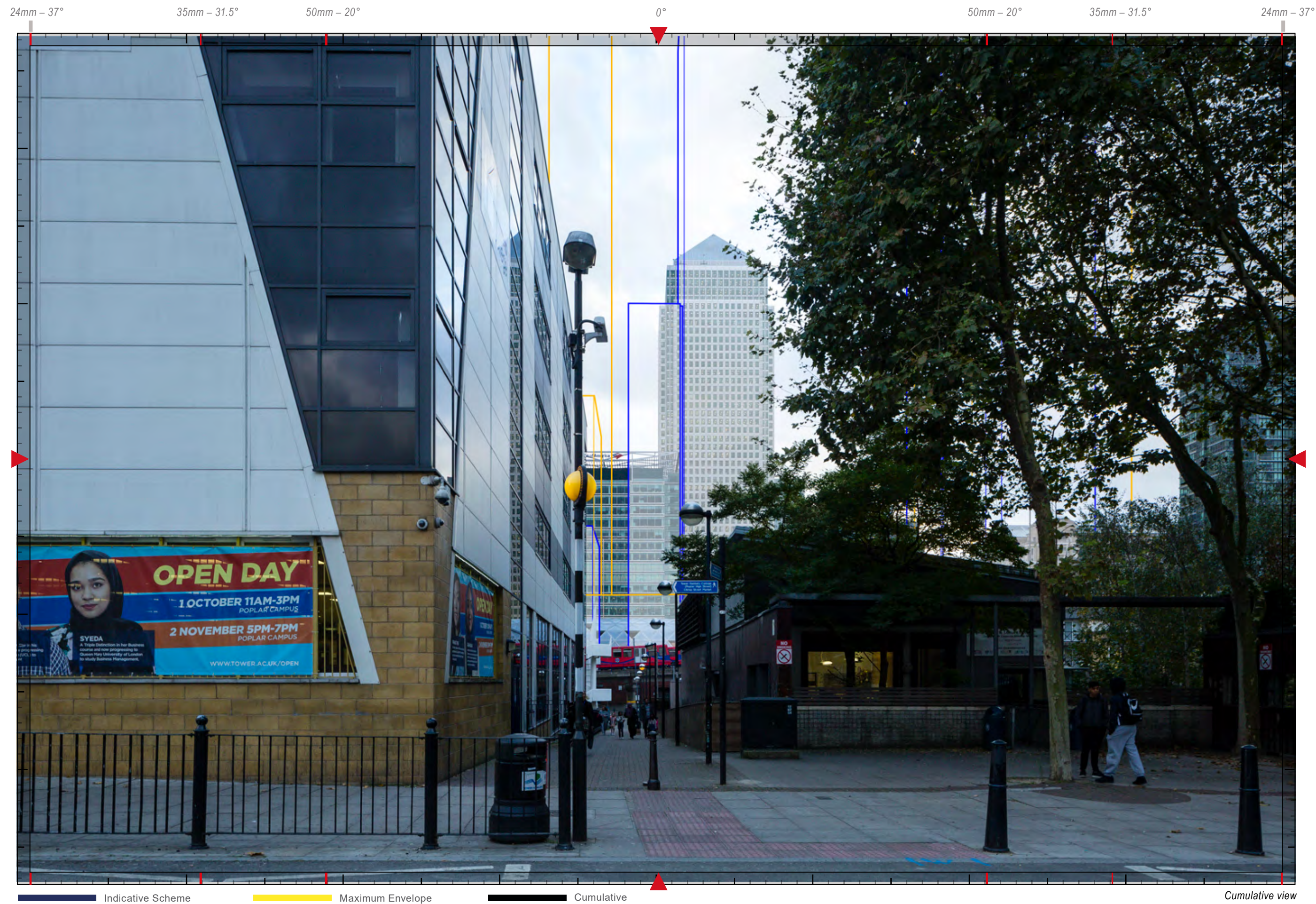


View Location



Camera Location







# 34

## Poplar Dock



View Location



Camera Location



Existing View



Proposed View

### View as existing

- 1.605** This viewpoint is located on the eastern side of the grade II listed Poplar Dock. It is likely that most people in this location would be local residents and people here in their leisure time.
- 1.606** The foreground of the view is occupied by the water of the dock and boats within it. Medium scale modern apartment blocks lie on the western side of the dock. The tall buildings of Canary Wharf appear further west and south, on the left side of this image, including One Churchill Place (Barclays building) and 8 Canada Square (HSBC). Tall buildings on the Poplar Business park site appear further west and north, on the right side of this image.
- 1.607** This is a view of **low to medium** sensitivity overall.

### View as proposed

- 1.608** The Proposed Development would appear in the middle distance, behind modern housing on the western side of Poplar Dock. It would be consistent with the existing townscape context of Poplar Dock and would recognisably form part of the existing group of tall buildings at Canary Wharf. The location of the Proposed Development, in combination with One Churchill Place and 8 Canada Square, would suggest the location and alignment of the North Dock.
- 1.609** The Proposed Development would have a lower apparent height than existing tall buildings in Canary Wharf, and the plots within it would be

generally lower in height towards the north, such that it would be seen to contribute to an overall mediation in scale between the central Canary Wharf towers and Poplar.

- 1.610** In the maximum parameters scenario, this would be a change of moderate magnitude to a view of low to medium sensitivity. The significance would be moderate (significant). The effect would be beneficial.
- 1.611** In the maximum parameters and Design Guidelines scenario, this would be a change of moderate magnitude to a view of low to medium sensitivity. The significance would be moderate (significant). The effect would be beneficial.

### Indicative Scheme commentary

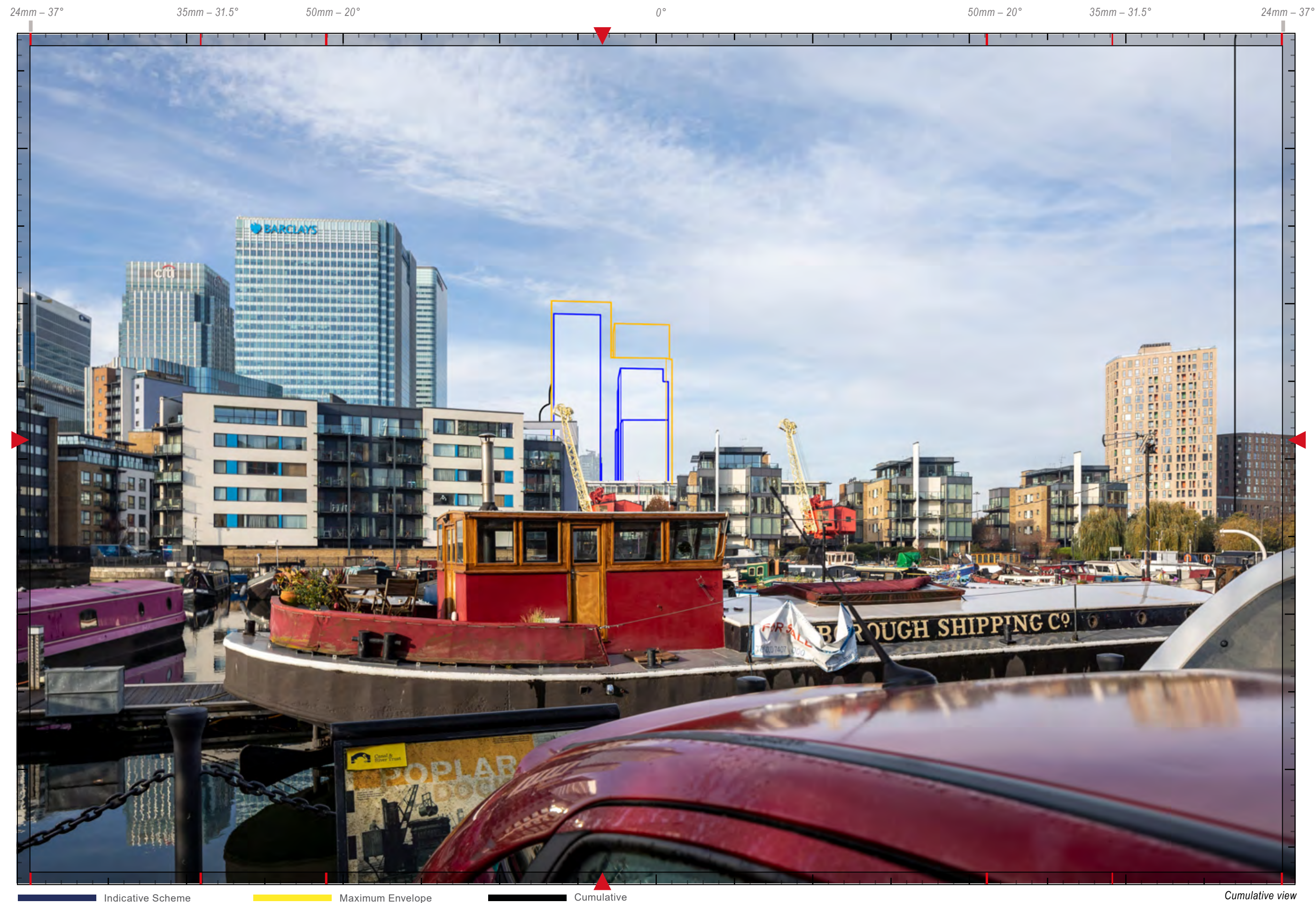
- 1.612** The buildings within the Indicative Scheme would be well proportioned and there would be variety in the form, height and overall scale of the buildings across the Site. A distinct overall step down in height towards the north and Poplar would be apparent. A clear sky gap between buildings would signal the location of the central east-west route through the Site.

### View as proposed with cumulatives

- 1.613** The consented Hertsmere House scheme would appear further in the distance beyond the Proposed Development, further consolidating the Canary Wharf cluster. The 2 Trafalgar Way scheme would appear further north, right in this image.

- 1.614** Taking into account cumulative schemes, the Proposed Development (maximum parameters scenario) would represent a change of moderate magnitude to a view of low to medium sensitivity. The significance would be moderate (significant). The effect would be beneficial.
- 1.615** Taking into account cumulative schemes, the Proposed Development (maximum parameters and Design Guidelines scenario) would represent a change of moderate magnitude to a view of low to medium sensitivity. The significance would be moderate (significant). The effect would be beneficial.







# 35

## Blackwall Basin



View Location



Camera Location



Existing View



Proposed View

### View as existing

- 1.616** This viewpoint is located on the eastern side of the grade I listed Blackwall Basin. It is likely that most people in this location would be local residents and people here in their leisure time.
- 1.617** The foreground of the view is occupied by the open water of the basin, such that it has an open character. Medium to large scale modern apartment blocks lie on the northern side of the basin, right in this image, and the tall buildings of Canary Wharf are seen in the middle distance, to the west of the basin.
- 1.618** This is a view of **low to medium** sensitivity overall.

### View as proposed

- 1.619** The Proposed Development would be visible in the sky gap between the Barclays tower and a residential block on Blackwall Basin, in the middle distance. It would be consistent with the existing townscape context of Blackwall Basin and would coherently consolidate the existing group of tall buildings at Canary Wharf. It would appear lower than the central commercial towers within Canary Wharf from this viewpoint and would incorporate a general stepping down in height towards the north across the Site.

- 1.620** In the maximum parameters scenario, this would be a change of moderate magnitude to a view of low to medium sensitivity overall. The significance would be minor to moderate (not significant). The effect would be beneficial.
- 1.621** In the maximum parameters and Design Guidelines scenario, this would be a change of moderate magnitude to a view of low to medium sensitivity overall. The significance would be minor to moderate (not significant). The effect would be beneficial.

### Indicative Scheme commentary

- 1.622** The buildings within the Indicative Scheme would be well proportioned and there would be variety in the form, massing and heights of the buildings across the Site. A distinct overall step down in height towards the north and Poplar would be apparent.

### View as proposed with cumulatives

- 1.623** Consented tall buildings within the Wood Wharf development would appear to the west of Blackwall Basin, further reinforcing the existing character of the view.
- 1.624** Taking into account cumulative schemes, the Proposed Development (maximum parameters scenario) would represent a change of moderate magnitude to a view of low to medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.
- 1.625** Taking into account cumulative schemes, the Proposed Development (maximum parameters and Design Guidelines scenario) would represent a change of moderate magnitude to a view of low to medium sensitivity. The significance would be minor to moderate (not significant). The effect would be beneficial.



