



CANARY WHARF
GROUP PLC

NQ.PA.08 VOL 1

North Quay Environmental Statement Volume 1

Main Report

Trium
July 2020

Table of Contents

Volume 1: Environmental Statement Main Report

Chapter 1: Introduction

Chapter 2: EIA Methodology

Chapter 3: Alternatives and Design Evolution

Chapter 4: Proposed Development

Chapter 5: Enabling and Construction Works

Chapter 6: Socio-Economics

Chapter 7: Transport and Accessibility

Chapter 8: Noise and Vibration

Chapter 9: Air Quality

Chapter 10: Greenhouse Gas Emissions

Chapter 11: Daylight, Sunlight, Overshadowing, Solar Glare and Light Pollution

Chapter 12: Wind Microclimate

Chapter 13: Water Resources and Flood Risk

Chapter 14: Effect Interactions

Chapter 15: Likely Significant Effects and Conclusions

Chapter 16: Mitigation and Monitoring Schedule

Glossary of Terms and Abbreviations

Volume 2: Townscape, Visual Impact and Heritage Assessment (TVIHA)

Part 1: Townscape and Visual Impact Assessment

Part 2: Built Heritage Assessment

Volume 3: Technical Appendices

Appendix: Introduction and EIA Methodology

Annex 1: Competent Experts and Relevant Experience

Annex 2: EIA Scoping Report

Annex 3: EIA Scoping Opinion

Annex 4: Applicant’s Response to LBTH EIA Scoping Opinion

Annex 5: Cumulative Schemes

Annex 6: Climate Change Note

Appendix: Enabling and Construction Works

Annex 1: Estimated Number of Deliveries

Appendix: Socio-Economics and Health

Annex 1: Planning Policy

Annex 2: Health Impact Assessment

Annex 3: Socio-Economic Housing Mix

Appendix: Transport and Accessibility

Annex 1: Legislation, Planning Policy and Other Relevant Standards and Guidance

Appendix: Noise and Vibration

Annex 1: Glossary

Annex 2: Legislative, Planning Policy Context and Other Relevant Standard and Guidance

Annex 3: Environmental Noise Report

Annex 4: Vibration Survey Report

Annex 5: Construction Plant Assumptions

Annex 6: Detailed Construction Noise Predictions

Annex 7: Traffic Flow Data

Annex 8: Model images

Appendix: Air Quality

Annex 1: Glossary

Annex 2: Legislative and Planning Policy Context

Annex 3: Construction Dust Assessment Procedure

Annex 4: EPUK & IAQM Planning for Air Quality Guidance

Annex 5: Professional Experience

Annex 6: Modelling Methodology

Annex 7: London Vehicle Fleet Projections

Annex 8: Air Quality Neutral Assessment

Annex 9: Construction Mitigation

Appendix: Greenhouse Gas Emissions

Annex 1: GHG Policy and Guidance

Annex 2: London Travel Demand Survey 2019

Annex 3: Extract from London Atmospheric Emissions Inventory

Annex 4: Extract from Sustainability and Energy Statement

Appendix: Daylight, Sunlight, Overshadowing, Solar Glare and Light Pollution

Annex 1: Legislation, Planning Policy and Other Relevant Standards and Guidance

Annex 2: Methodology and Baseline

Annex 3: Daylight and Sunlight Assessment

Annex 4: Overshadowing Assessment

Appendix: Wind Microclimate

Annex 1: Legislative and Planning Context

Annex 2: Pedestrian Level Wind Microclimate Assessment

Appendix: Water Resources and Flood Risk

Annex 1: Legislation and Policy

Annex 2: TWUL Sewer Impact Study (2017) and TWUL Potable Water Supply Impact Study (2015)

Chapter 1: Introduction

INTRODUCTION

- 1.1** This Environmental Statement ('ES') has been prepared on behalf of Canary Wharf (North Quay) Ltd (part of Canary Wharf Group and hereinafter referred to as 'the Applicant') in accordance with the statutory procedures set out in The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended)¹ ('the EIA Regulations').
- 1.2** The Applicant is submitting applications for Outline Planning Permission ('OPP') and Listed Building Consent ('LBC') to enable the redevelopment of the North Quay site, Aspen Way ('the Site'), within the London Borough of Tower Hamlets ('the LBTH').
- 1.3** The two separate applications that are being submitted are as follows:
- Application NQ.1: Outline Planning Application ('OPA') (all matters reserved) - Application for the mixed-use redevelopment of the Site comprising demolition of existing buildings and structures and the erection of buildings comprising business floorspace, hotel/serviced apartments, residential, co-living, student housing, retail, community and leisure and sui generis uses with associated infrastructure, parking and servicing space, public realm, highways and access works; ('Application NQ.1'); and
 - Application NQ.2: Listed Building Consent ('LBC') - Application to stabilise listed quay wall and any associated/remedial works as well as demolition/removal of the false quay in connection with the erection of mixed-use development - Application NQ.1 ('Application NQ.2').
- 1.4** This ES relates to both Application NQ.1 and Application NQ.2. Together Applications NQ.1 and NQ.2 are referred to as the 'Proposed Development'.
- 1.5** The OPA includes three Control Documents which define the Specified Parameters for the Proposed Development. These Control Documents are – (1) the Development Specification (Application Reference: NQ.PA.05); (2) the Parameter Plans (Application Reference: NQ.PA.03); and (3) the Design Guidelines (Application Reference: NQ.PA.04).
- 1.6** These are documents and plans which describe the principal components of the Proposed Development, provide parameters that guide future Reserved Matters Applications ('RMAs'), and act as controls to limit development within the parameters set. These documents set out the information required to allow the impacts of the Proposed Development to be identified and assessed with sufficient certainty. Further details of the Control Documents are provided within **ES Volume 1, Chapter 2: EIA Methodology** and **ES Volume 1, Chapter 4: Proposed Development**.
- 1.7** This ES describes and reports on the likely significant environmental and socio-economic effects of the Proposed Development during construction and on subsequent completion and occupation.

SITE INFORMATION

Site Location

- 1.8** The Site is located in the Isle of Dogs at National Grid Reference: Easting 537632, Northing 180540 and falls

within the administrative boundary of the LBTH. The location of the Site is shown in Figure 1.1.

- 1.9** The Site is bounded by Canary Wharf Crossrail Station and Crossrail Place to the south, Aspen Way (A1261) to the north, Hertsmere Road to the west and Billingsgate Market to the east. The West India Quay Docklands Light Railway (DLR) station and Delta Junction are located on the western side of the Site, and the Site also incorporates parts of North Dock, Upper Bank Street and Aspen Way.

Site Description

- 1.10** The Site is broadly rectangular in shape and covers a total area of 3.28 hectares (ha). The Site comprises mostly cleared land, being previously used as a construction laydown site for the adjacent Canary Wharf Crossrail Station. There are some temporary uses currently on site, including the Tower Hamlets Employment and Training Services, WorkPath and advertising structures (photographs of the Site are shown in Figure 1.3). It is likely that some utilities are present below ground level. The southern most area of the Site extends into part of the North Dock.
- 1.11** A Grade I Listed brick dock wall exists below the surface of part of the Site, which originally formed the dockside until it was extended over to the south.
- 1.12** An existing false quay is also located at the south of the Site. It is a reinforced concrete structure supported on marine piles within the North Dock. The structure was constructed in the 1930's and is in poor condition and cannot be incorporated into the Proposed Development.
- 1.13** The OPA redline boundary is shown in Figure 1.2.
- 1.14** The prevailing character of the immediate surrounding areas comprises the following:
- To the north of the Site on the other side of Aspen Way are the New City College and The Workhouse leisure facility. They comprise part of a Site Allocation (4.1: Aspen Way) for redevelopment in the LBTH's Local Plan². There are also lower rise residential properties (some with retail uses beneath them) in the surrounding area, as well as the Poplar Recreation Ground. Limehouse Link Tunnel lies approximately 200 meters (m) to the north west;
 - Billingsgate Market is located to the east of the Site, on the opposite side of Upper Bank Street. Billingsgate Market is identified as a Site Allocation (4.2: Billingsgate Market) for redevelopment in the LBTH's Local Plan;
 - Beyond the Crossrail station and Crossrail Place to the south of the Site is the Canary Wharf commercial area, with the buildings closest to the Proposed Development including HSBC (at a maximum height of approximately 200m above ordnance datum (AOD)), Bank of America and One Canada Square buildings (at a maximum height of 235m AOD); and
 - 1 West India Quay (The Marriot Hotel (at a maximum height of approximately 107m AOD)) and a residential building (approximately 41m AOD) are located to the west, adjacent to the DLR tracks. Beyond these, along Hertsmere Road is a cinema, museum, shops, restaurants and other leisure facilities, forming part of the West India Quay.

¹ The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and The Town and Country Planning and Infrastructure Planning (Environmental Impact Assessment) (Amendment) Regulations 2018

² London Borough of Tower Hamlets. 2020. Tower Hamlets Local Plan 2031: Managing Growth and Sharing Benefits, LBTH.

Figure 1.1 Site Location

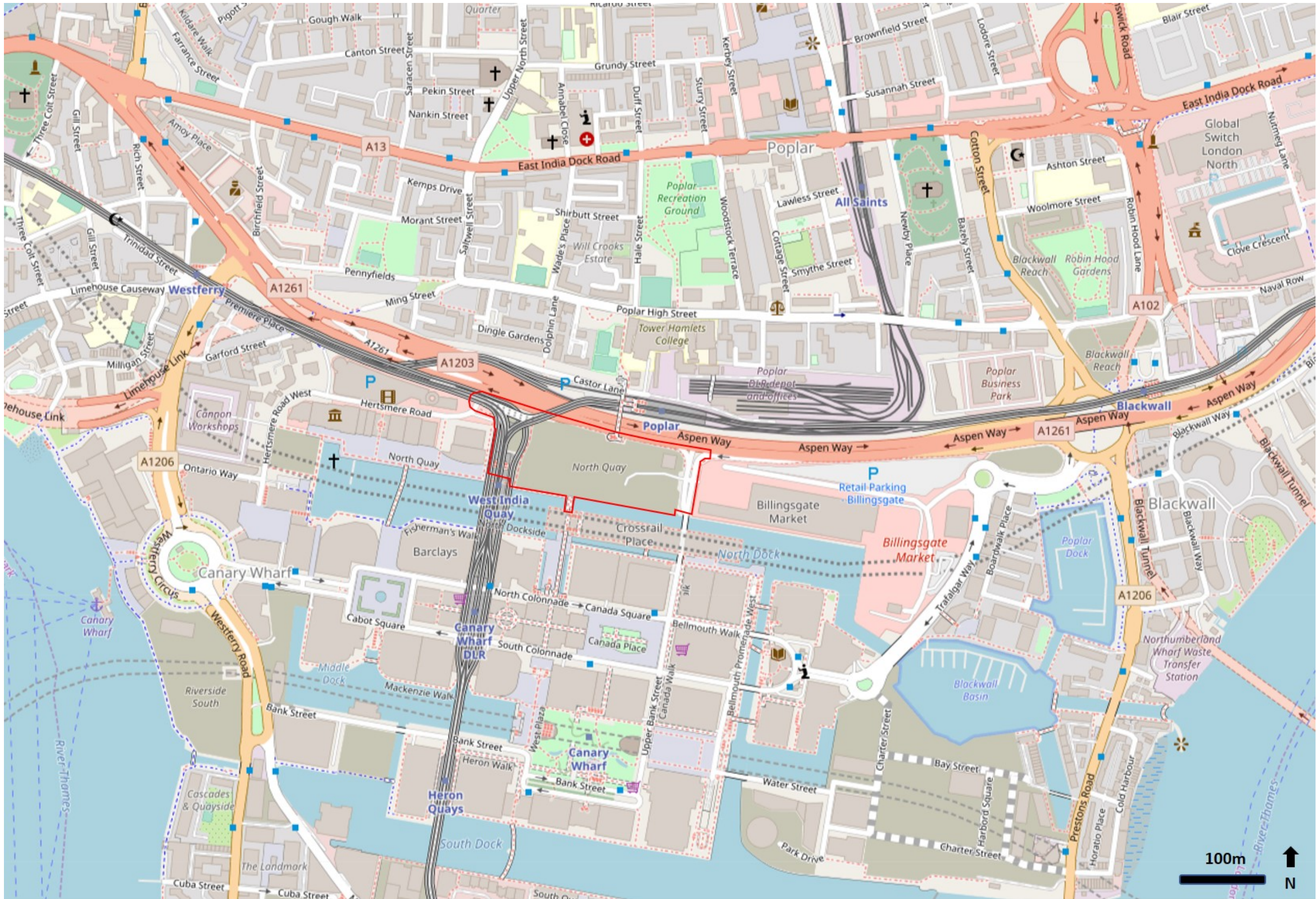
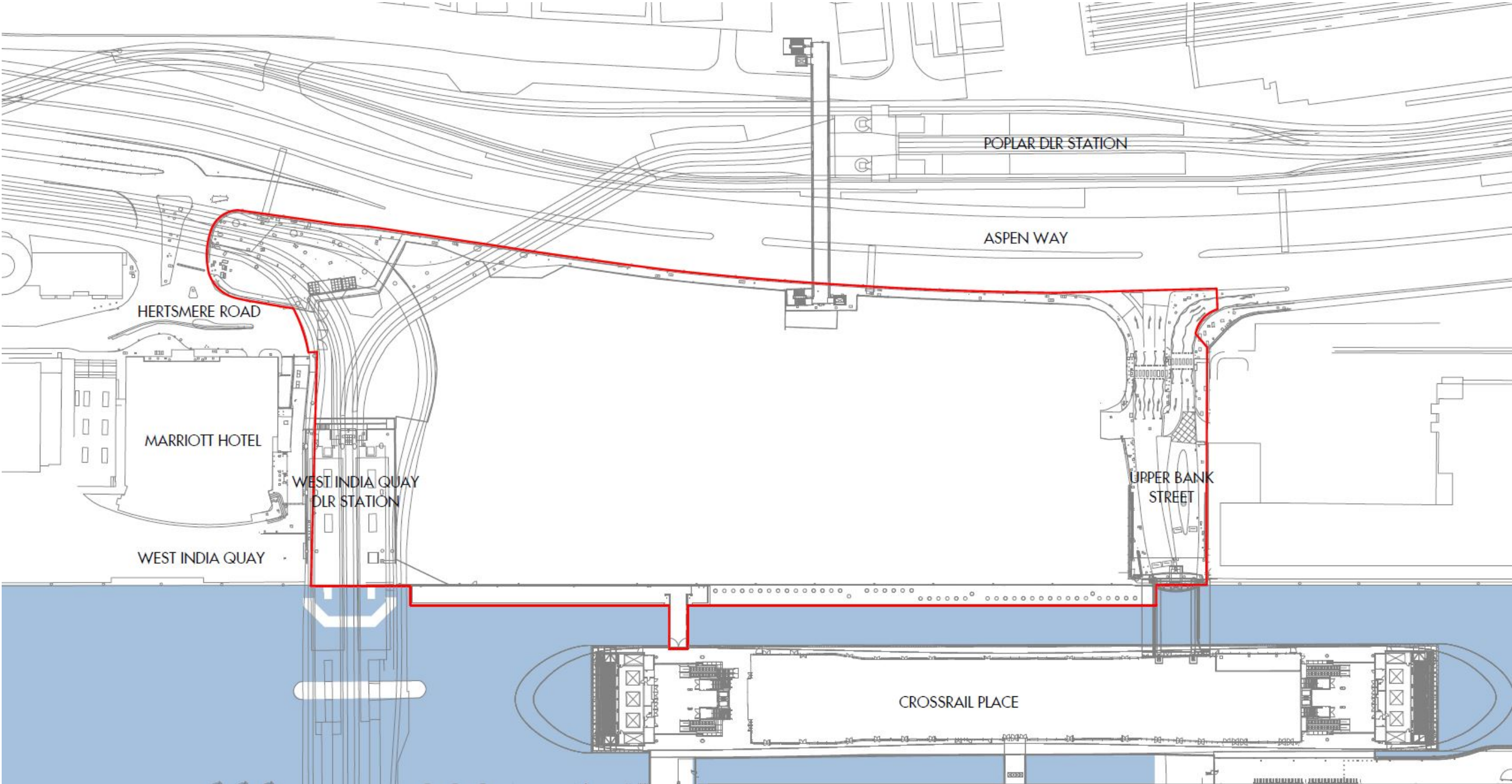


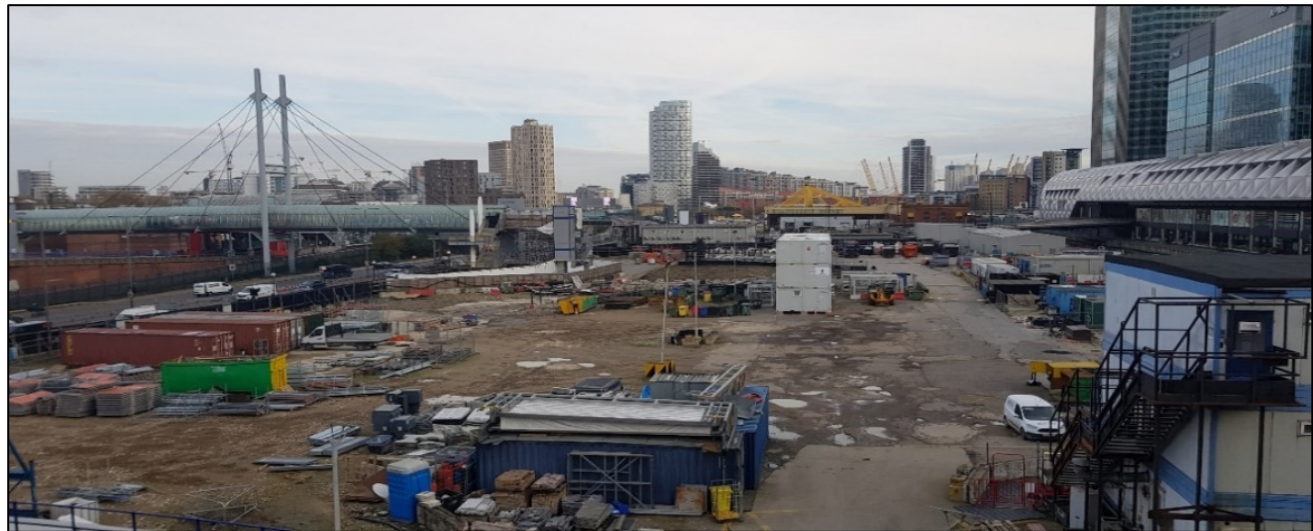
Figure 1.2 Red Line Planning Application Boundary



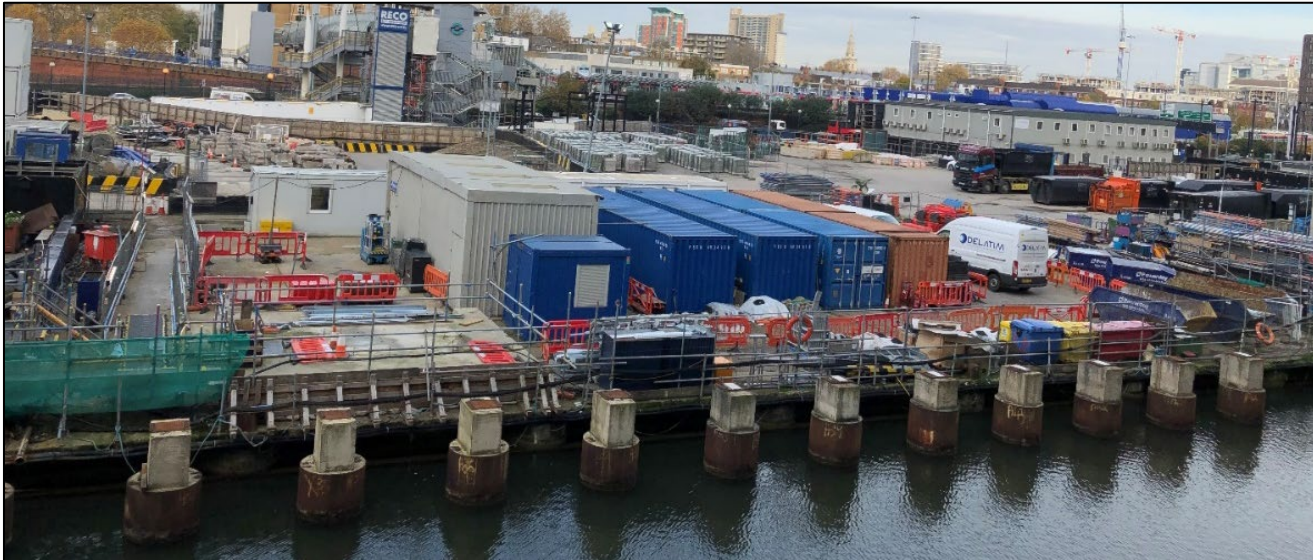
KEY

— Planning Application Boundary

Figure 1.3 Photographs of the Site (Current Condition November 2019)



View Looking East across the Site



View looking North across the Site



View looking West across the Site

SUMMARY OF THE PROPOSED DEVELOPMENT

1.15 The Applicant is seeking OPP (all matters reserved) for the redevelopment of the Site for mixed-use comprising:

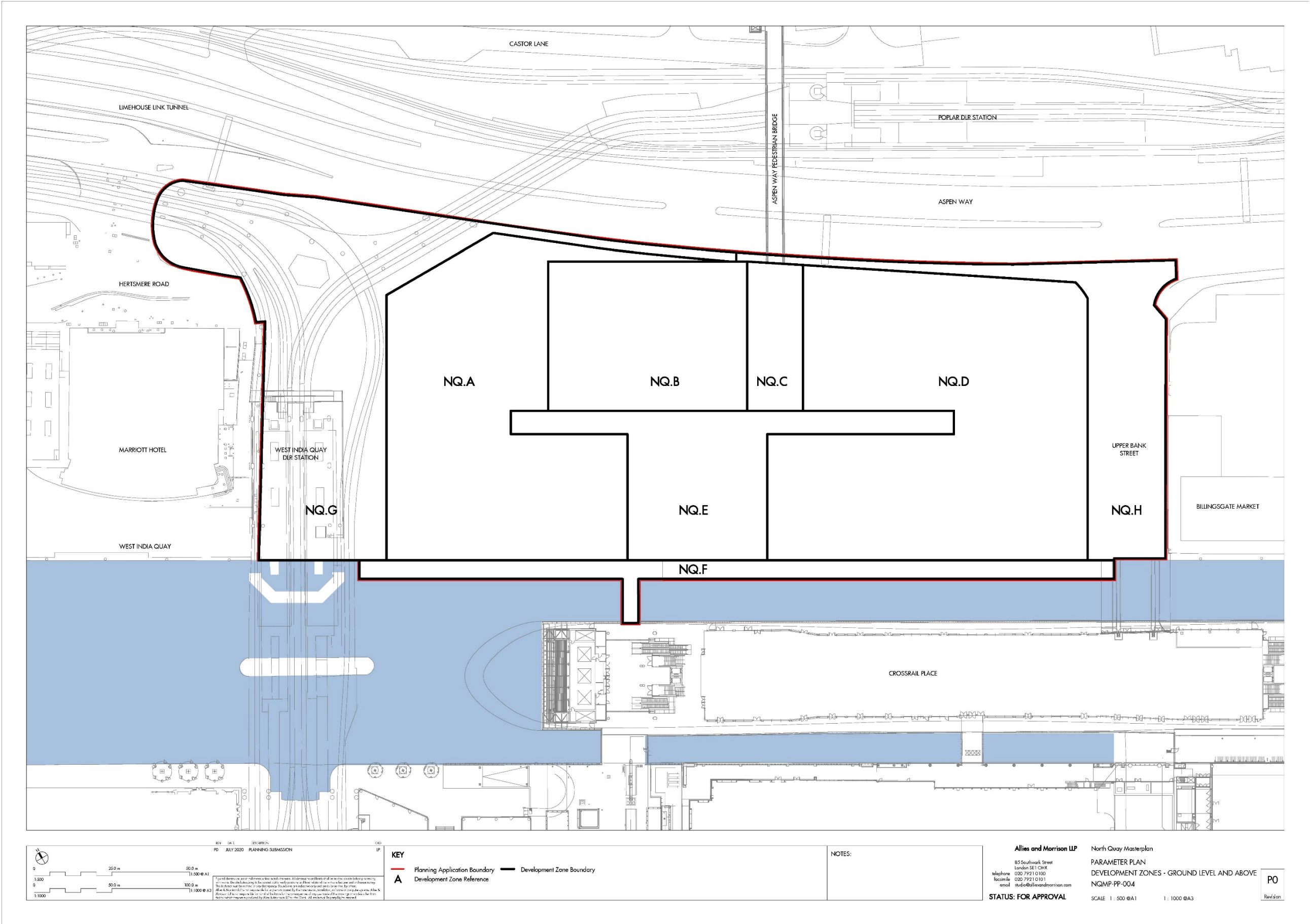
- “Demolition of existing buildings and structures;
- Erection of buildings and construction of basements;
- The following uses:
 - Business floorspace (B1)
 - Hotel/Serviced Apartments (C1)
 - Residential (C3)
 - Co-Living (C4/Sui Generis)
 - Student Housing (Sui Generis)
 - Retail (A1-A5)
 - Community and Leisure (D1 and D2)
 - Other Sui Generis Uses
- Associated infrastructure, including a new deck over part of the existing dock;
- Creation of streets, open spaces, hard and soft landscaping and public realm;
- Creation of new vehicular accesses and associated works to Aspen Way, Upper Bank Street, Hertsmere Road and underneath Delta Junction;
- Connections to Aspen Way Footbridge and Crossrail Place (Canary Wharf Crossrail Station);
- Car, motorcycle, bicycle parking spaces, servicing;
- Utilities including energy centres and electricity substation(s); and
- Other minor works incidental to the Proposed Development”.

1.16 The maximum amount of floorspace being sought for approval across the Site and across a range of land uses is 355,000m² gross internal area (GIA). At the time of making the OPA, the Applicant is unable to determine exactly how much of the Proposed Development is likely to come forward within which land use, and for this reason the Development Specification sets out the ranges of floorspace within each proposed land use category.

1.17 The Proposed Development will reach a maximum height of 225m AOD with the height of the proposed buildings ranging between 1 and approximately 65 storeys. The maximum number of residential units is 1,264 across a range of sizes and tenures.

1.18 The Site is split into eight (8) Development Zones (NQ.A - NQ.H) in which the Proposed Development described above will come forward. These Development Zones are shown below in Figure 1.4. Further details of the Development Zones, what uses could come forward in each zone, and the Proposed Development is presented within **ES Volume 1, Chapter 4: Proposed Development** of this ES.

Figure 1.4 Development Zones



PLANNING CONTEXT

Planning History

- 1.19** On the 12 January 2007 planning permission (LPA ref. PA/03/00379) ('2007 Consent') was granted for the:
- “Erection of two towers of 43 storeys (221 metres) and 37 storeys (209 metres) with a 23 storey central link building (125 metres) to provide 372,660 sq.m of offices, 5,324 sq. m of Class A1, A2, A3, A4, or A5 of which no more than 2,499 sq.m shall be Class A1, together with an area of public realm, a pedestrian bridge across West India Dock North, a dockside walkway, access roads, parking and servicing areas.”*
- 1.20** The 2007 Consent comprised two office towers with a link building between them. The scheme also included 3 lower levels to provide a retail mall leading out to promenade level on and over the dockside with two levels of car parking and servicing below. New access roads were proposed into the Site from Aspen Way on the east side of the Site and Hertsmere Road on the west side of the Site.
- 1.21** The 2007 Consent included public space at podium level beneath the central link building. This would provide an area of public realm and form the hub of a pedestrian bridge proposed to the south across North Dock. The result would be a direct access into the Canary Wharf Estate from Poplar. A lower promenade level would provide a dockside pedestrian walkway.
- 1.22** An associated listed building consent (LPA ref. PA/03/00380) was granted (on 28 March 2007) ("2007 LBC") for:
- “Stabilisation of listed quay wall and demolition of the false quay in connection with the erection of office towers with retail uses. (PA/03/379)”*
- 1.23** This would facilitate the extension of the dockside over the dock basin to provide the proposed walkway. On 26 October 2015 a S96A non-material amendment application (LPA ref. PA/15/02758) was granted to allow amendments to the wording of conditions 9 and 20 of the 2007 Consent to enable commencement of the development.
- 1.24** A Certificate of Lawful Development confirming the implementation of the development authorised by planning permission PA/03/00379 was issued on 12 January 2017 (PA/16/03765). In March 2017 demolition works were undertaken to the false quay to implement the Listed Building Consent (PA/03/00380).
- 1.25** In April 2017 a planning application was submitted for a mixed-use development including offices (B1), residential (C3), serviced apartments (C1), retail (A1-A5), cultural/leisure (D1/D2). Alongside this application, an application for listed building consent for stabilisation of the listed quay wall and associated works was also submitted. The April 2017 applications were withdrawn in December 2017 before a decision was made on them by the LBTH and is hereinafter referred to as the 'withdrawn 2017 planning application'.

³ Department for Communities and Local Government. 2019. *The National Planning Policy Framework*. HMSO.

⁴ Department for Communities and Local Government (Live Document) *Planning Practice Guidance* [online] Available: <http://planningguidance.communities.gov.uk/>

Planning Policy

- 1.26** The Proposed Development has been designed in accordance with relevant policies and guidance at national, regional and local levels. This ES takes into consideration the National Planning Policy Framework (NPPF) (2019)³. The policies contained within the NPPF articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations. This ES also takes into consideration the national Planning Practice Guidance (PPG)⁴.
- 1.27** The majority of regional level planning policy is contained within The London Plan (2016)⁵ and its relevant Supplementary Planning Guidance and Documents (SPGs and SPDs). A Draft new London Plan was published for public consultation in 2017. Following an Examination in Public in 2019 and the receipt of the official Panel Report, the Mayor issued an Intend to Publish London Plan in December 2019⁶. In March 2020 the Secretary of State (SoS) for Housing, Communities & Local Government issued Holding Directions on the publication of the Draft London Plan. The Mayor is currently reviewing the Draft London Plan text with the SoS and intends to publish a final London Plan later in 2020.
- 1.28** Together with the current London Plan and the Draft London Plan, the GLA's Isle of Dogs and South Poplar Opportunity Area Framework⁷ and the LBTH Local Plan 2031: Managing Growth and Sharing Benefits² (adopted in January 2020) make up the key planning policy documents for the Site.
- 1.29** Relevant planning policy context is addressed in each individual technical chapter of this ES (**Volume 1, ES Chapters: 6 – 13**) and a full planning policy analysis is contained in the Planning Statement which accompanies the OPA. Further details on planning policy and guidance used within the ES is also outlined in **ES Volume 1, Chapter 2: EIA Methodology**.

STRUCTURE OF THE ENVIRONMENTAL STATEMENT

- 1.30** This volume (**ES Volume 1: ES Main Report**) is the main body of the ES and is divided into a number of introductory, technical and concluding chapters supported with figures and tabular information for clarity of reading. A complete set of appendices is provided for reference and are contained within **ES Volume 3, Technical Appendices**. These comprise background data, tables, and surveys to support the chapters of the Main ES Report.
- 1.31** The ES comprises three volumes:
- Volume 1: ES Main Report, comprising the following chapters:
 - Chapter 1: Introduction
 - Chapter 2: EIA Methodology
 - Chapter 3: Alternatives and Design Evolution
 - Chapter 4: Proposed Development
 - Chapter 5: Enabling and Construction Works
 - Chapter 6: Socio-Economics

⁵ Greater London Authority. 2016. *The London Plan: The Spatial Development Strategy for London Consolidated with Alterations since 2011*, 2016. GLA.

⁶ Greater London Authority. 2019. *Draft London Plan, Intend to Publish*. December 2019. GLA.

⁷ Greater London Authority. 2019. *Isle of Dogs and South Poplar Opportunity Area Framework*. GLA.

- Chapter 7: Transport and Accessibility
- Chapter 8: Noise and Vibration
- Chapter 9: Air Quality
- Chapter 10: Greenhouse Gas Emissions
- Chapter 11: Daylight, Sunlight, Overshadowing, Solar Glare and Light Pollution
- Chapter 12: Wind Microclimate
- Chapter 13: Water Resources and Flood Risk
- Chapter 14: Effect Interactions
- Chapter 15: Likely Significant Effects and Conclusions
- Chapter 16: Mitigation and Monitoring Schedule
- Glossary and Abbreviations
- Volume 2: Townscape, Visual Impact and Heritage Assessment
- Volume 3: Technical Appendices:
 - Appendix Introduction and EIA Methodology:
 - Annex 1: Competent Experts and Relevant Experience
 - Annex 2: EIA Scoping Report
 - Annex 3: EIA Scoping Opinion
 - Annex 4: Applicant's Response to LBTH EIA Scoping Opinion
 - Annex 5: Cumulative Schemes
 - Annex 6: Climate Change Note
 - Appendix Enabling and Construction Works:
 - Annex 1: Estimated Number of Deliveries
 - Appendix Socio-Economics and Health:
 - Annex 1: Planning Policy
 - Annex 2: Health Impact Assessment
 - Annex 3: Socio-Economic Housing Mix
 - Appendix Transport and Accessibility:
 - Annex 1: Legislation and Policy Context
 - Appendix Noise and Vibration:
 - Annex 1: Glossary
 - Annex 2: Legislative, Planning Policy Context and Other Relevant Standard and Guidance
 - Annex 3: Environmental Noise Report
 - Annex 4: Vibration Survey Report
 - Annex 5: Construction Plant Assumptions
 - Annex 6: Detailed Construction Noise Predictions
 - Annex 7: Traffic Flow Data
 - Annex 8: Model Images
 - Appendix Air Quality:
 - Annex 1: Glossary
 - Annex 2: Legislative and Planning Policy Context
 - Annex 3: Construction Dust Assessment Procedure
 - Annex 4: EPUK & IAQM Planning for Air Quality Guidance
 - Annex 5: Professional Experience
 - Annex 6: Modelling Methodology
 - Annex 7: London Vehicle Fleet Projections
 - Annex 8: Air Quality Neutral Assessment
 - Annex 9: Construction Mitigation
 - Appendix Greenhouse Gas Emissions
 - Annex 1: GHG Policy and Guidance
 - Annex 2: London Travel Demand Survey 2019
 - Annex 3: Extract from London Atmospheric Emissions Inventory
 - Annex 4: Extract from Sustainability and Energy Statement
 - Appendix Daylight, Sunlight, Overshadowing, Solar Glare and Light Pollution:
 - Annex 1: Legislation, Planning Policy and Other Relevant Standards and Guidance
 - Annex 2: Methodology and Baseline
 - Annex 3: Daylight and Sunlight Assessment
 - Annex 4: Overshadowing Assessment
 - Appendix Wind Microclimate:
 - Annex 1: Legislation and Planning Context
 - Annex 2: Pedestrian Level Wind Microclimate Assessment
 - Appendix Water Resources and Flood Risk:
 - Annex 1: Legislation and Policy
 - Annex 2: TWUL Sewer Impact Study (2017) and TWUL Potable Water Supply Impact Study (2015)
- A Non-Technical Summary ('NTS') - A separate document that comprises part of the ES and which provides a concise summary of the ES written in non-technical language. The NTS provides a description of the Proposed Development and existing environment, the main alternatives considered, the methodologies used to assess effects, the potential environmental and socio-economic effects and any identified mitigation measures and the resultant likely significant effects of the Proposed Development.

COMPETENT EXPERT AND RELEVANT EXPERTISE

- 1.32** Regulation 18(5) of the EIA Regulations require that to ensure the completeness and quality of the ES: '*(a) the developer must ensure that the environmental statement is prepared by competent experts*' and '*(b) the environmental statement must be accompanied by a statement from the developer outlining the relevant*

expertise or qualifications of such experts.'

- 1.33** This EIA has been carried out by Trium Environmental Consulting LLP ('Trium') and technical specialists.
- 1.34** Trium is an environmental consultancy specialising in urban regeneration and property development projects in the United Kingdom (UK), with a specific focus in London. Trium's Partners and Employees have extensive experience in managing the environmental and socio-economic issues and impacts surrounding large scale, high profile urban regeneration development projects. The Partners and Employees of Trium have, over the course of their careers to date (including with former employers), project directed, managed or contributed to over 450 EIAs within the commercial, retail, residential, leisure, cultural, infrastructure and industrial sectors. Trium's lead EIA practitioner for this project has over 14 years EIA experience of managing EIA complex projects within London.
- 1.35** The technical specialists are identified within the introductory table of each of the technical chapters of this ES (**ES Volume 1, Chapters 6 to 13 and ES Volume 2, Townscape, Visual Impact and Heritage Assessment**). The relevant expertise and experience of each technical specialist which provides further detail on of those preparing the ES is provided in **ES Volume 3, Appendix Introduction and EIA Methodology – Annex 1**.

ES AVAILABILITY AND COMMENTS

- 1.36** The ES is available for viewing on the LBTH's Planning Portal by using the following link:
<https://development.towerhamlets.gov.uk/online-applications/>
- 1.37** A paper copy of the ES will not currently be available for viewing by the public at the LBTH's Planning Department due to Covid-19 in line with temporary guidance issued by the Ministry of Housing, Communities & Local Government⁸. A paper copy may be made available in due course when Covid-19 restrictions are lifted. Comments on the Planning Application should be forwarded to the LBTH at the following address:
- London Borough of Tower Hamlets
Tower Hamlets Council
Town Hall
Mulberry Place
5 Clove Crescent
E14 2BG
- 1.38** Electronic Copies of the NTS are available free of charge. To request a copy please contact:
- hello@triumenv.co.uk
- 1.39** Printed and electronic copies of the ES can also be purchased from Trium Environmental Consulting LLP; for further details contact hello@triumenv.co.uk or Tel: +44 (0) 203 887 7118.

⁸ <https://www.gov.uk/guidance/consultation-and-pre-decision-matters#eia>