



CANARY WHARF
GROUP PLC

NQ.PA.15
NQ.LBC.03

North Quay Heritage Assessment

Peter Stewart Consultancy
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Executive Summary

This Heritage Assessment has been prepared in support of the application proposals for the Site, which is located in Canary Wharf, in the London Borough of Tower Hamlets ("LBTH").

The assessment considers the effect of the Proposed Development in the context of heritage legislation and policy on a number of designated heritage assets, all of which are less than 500m from the boundary of the Site. These designated heritage assets have been identified as those which could be potentially affected, in terms of their 'significance' as defined in the NPPF, as a result of development on the Site. It should be read in conjunction with the Built Heritage Assessment ("BHA"), which assesses the effect of the Proposed Development on the setting of heritage assets in the wider area, and the Townscape and visual impact assessment ("TVIA"), both within the Environmental Statement Volume II (ref NQ.PA.08 Vol. 2), also prepared by Peter Stewart Consultancy.

A section of the grade I listed Dock wall runs below ground through the Site. This aspect of the project is assessed in detail in the *Archaeological Desk Based Assessment* accompanying the outline planning application and LBC (ref. NQ.PA.26/ NQ.LBC.07) and the *Outline Sequence of Works for Banana Wall Listed Building Consent* report (ref. NQ.LBC.06) accompanying the Listed Building Consent application. The end condition of development would remain as found today - the wall would lie in situ below ground. There would be no harm to the listed wall through any direct effects.

In terms of setting, the Proposed Development will have the greatest effect on the heritage assets located closest to the Site. They are considered in this assessment as two groups, each focused on one of the two closest conservation areas to the Site:

- West India Docks; and,
- St Matthias Church, Poplar.

The Proposed Development, located on a site within the Canary Wharf Tall Building Zone as identified in the Local Plan, would be of a form and scale consistent with that already existing in Canary Wharf. It would not harm the setting of any nearby heritage assets. The Proposed Development and public realm enhancements would enhance the setting of listed buildings immediately adjoining or opposite the Site, and of the West India Dock Conservation Area.

1. Introduction

Overview

- 1.1 Canary Wharf (North Quay) Ltd ('the Applicant') are submitting applications for Outline Planning Permission ("OPP") and Listed Building Consent ("LBC") to enable the redevelopment of the North Quay site, Aspen Way, London ('the Site').
- 1.2 Two separate applications are being submitted as follows:
 - Application NQ.1: Outline Planning Application (all matters reserved) ("OPA") – 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; and
 - Application NQ.2: Listed Building Consent ("LBCA") – Application to stabilise listed quay wall and any associated/ necessary remedial works as well as demolition of the false quay in connection with Application NQ.1.
- 1.3 Together the development proposed under Applications NQ.1 and NQ.2 are referred to as the "Proposed Development".
- 1.4 At the time of making the OPA, the Applicant is unable to determine exactly how much of the Proposed Development is likely to come forward in which land use. For this reason, the description of development provides the Applicant with flexibility as to the uses that could be undertaken on the Site.
- 1.5 However, in order to ensure that the level of flexibility is appropriately restricted, the OPA seeks approval for three Control Documents which describe the principal components of the Proposed Development, define the parameters for the Proposed Development (the "Specified Parameters") and control how the Proposed Development will come forward in future. They provide the parameters, design principles and controls that will guide future reserved matters applications ("RMAs"). These Control Documents are – (1) the Development Specification; (2) the Parameter Plans; and (3) the Design Guidelines:
 - The Development Specification sets out the type and quantity of development that could be provided across the Site (including setting a maximum floorspace across the Site);

- The Parameters Plans set the parameters associated with the scale, layout, access and circulation and distribution of uses, classes and public space for the Proposed Development. They also establish the Development Zones and Development Plots across the Site; and
- The Design Guidelines set the design principles and controls for future development.

1.6 Together, these documents set out the information required to allow the impacts of the Proposed Development to be identified with sufficient certainty as future RMAs will be required to demonstrate compliance with the Specified Parameters and controls in these Control Documents.

Heritage Assessment

1.7 This Heritage Assessment has been prepared in support of the application proposals for the Site, which is located in Canary Wharf, in the London Borough of Tower Hamlets ("LBTH").

1.8 The purpose of this assessment is to consider the effect of the proposed development of the Site (the "Proposed Development") on the significance of heritage assets on and in the area close to the Site, in light of heritage legislation, national and local heritage policy and guidance. It should be read in conjunction with the Built Heritage Assessment ("BHA"), which assesses the effect of the Proposed Development on the setting of heritage assets in the wider area, and the Townscape and visual impact assessment ("TVIA"), both within the Environmental Statement Volume II (ref NQ.PA.08 Vol. 2), also prepared by Peter Stewart Consultancy.

1.9 The report sets out the following:

- Relevant statutory duties and national and local policy and guidance;
- A description of the Site and its heritage context, including statements of significance of heritage assets in the area around the Site;
- An assessment of the effect of the Proposed Development on heritage significance in light of the statutory duties of the Planning (Listed Buildings and Conservation Areas) Act 1990 and national and local policy and guidance context, and;
- Conclusions.

1.10 The main heritage assets considered comprise:

- The quay walls, copings and buttresses to the Import Dock and Export Dock – grade I
- The warehouses and general offices at the western end of North Quay – grade I
- Church of St Matthias – grade II*

- The grade II buildings in the West India Docks Conservation Area
- The grade II buildings in the St Matthias Church Poplar Conservation Area
- The West India Conservation Area
- The St Matthias Church, Poplar Conservation Area

- 1.11 Matters relating to the section of the grade I listed 'The quay walls, copings and buttresses to the Import Dock and Export Dock' on Site (which lies below the existing concrete slab on Site) are dealt with in detail in the Archaeological Desk Based Assessment supporting the outline planning application and LBC (ref NQ.PA.26/ NQ.LBC.07) and the Outline Sequence of Works Report for Banana Wall Listed Building Consent supporting the LBC (NQ.LBC.06). Listed Building Consent ('LBC') was granted for the necessary stabilisation works to protect the wall and demolition of the false quay (application ref: PA/03/00380). In March 2017, demolition works were undertaken to the false quay to implement the LBC. Planning permission exists for the redevelopment of the Site above the wall (application ref: PA/03/00379). This planning permission was implemented in November 2016. In summary, the LBC application accompanying this application is for the same stabilisation and demolition works. The Proposed Development will have no direct effect on the wall through the construction of the new buildings. The listed wall will be made good if and as required following the removal of the existing false quay slab, as secured by condition through an archaeology watching brief.
- 1.12 This report should be read in conjunction with the Application Drawings (ref: NQ.PA.03) the Design and Access Statement ('DAS') (ref: NQ.PA.07), and the ES Volume II Townscape, Visual Impact and Heritage Assessment (ref NQ.PA.08 Vol 2), submitted with this OPA.

Relationship with Environmental Statement Volume II, Townscape, Visual Impact and Heritage Assessment (ref NQ.PA.08 Vol 2)

- 1.13 The BHA within Volume II of the ES considers the effects of the Proposed Development, including identifying 'significant' effects for EIA purposes, on all designated heritage assets within a baseline area set at a 1km radius from the boundary of the Site, and non-designated heritage assets (LBTH locally listed buildings) within a 500m radius of the boundary of the Site. A small number of heritage assets beyond the 1km radius, primarily the Maritime Greenwich World Heritage Site and the Tower of London World Heritage Site, are also considered in the BHA.
- 1.14 This Heritage Assessment considers the effect of the Proposed Development in the context of heritage legislation and policy on a smaller number of designated heritage assets, all of which are less than 500m from the boundary of the Site. These designated heritage assets have been identified as those which could be potentially affected, in terms of their 'significance' as defined in the NPPF, as a result of development on the Site. It allows for more detailed consideration of the effects on heritage assets in respect of the NPPF policies and tests than is required or

appropriate for the ES chapter. Not all heritage assets within 500m of the boundary of the Site are considered in this Heritage Assessment; there are some heritage assets towards the edge of the 500m radius (either within it or just beyond it) that have been excluded as it is clear there will be no significant effect from the Proposed Development on their setting. As noted above, however, these heritage assets are considered in the BHA.

- 1.15 The only potential non-designated heritage asset close to the Site is the Garford Street road surface. It 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. For these reasons, it is not considered in this Heritage Assessment but, for completeness, it is considered within the BHA.
- 1.16 Both a 500m radius and 1km radius from the boundary of the Site are shown on the plan at Figure 1, and the heritage assets considered in this Heritage Assessment are shown in Figure 2.

2. Heritage planning policy and guidance

- 2.1 This section contains an overview of aspects of the relevant statutory duties and national, London-wide and local planning policies and guidance that are relevant to the consideration of heritage matters.

National legislation, policy and guidance

The Planning (Listed Buildings and Conservation Areas) Act 1990

Listed Buildings

- 2.2 Section 66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (the 1990 Act) states that, when considering applications for planning permission which affects a listed building or its setting, local authorities should have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Conservation Areas

- 2.3 Section 72 of the 1990 Act requires that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of a conservation area.

The National Planning Policy Framework (2019)

- 2.4 The Government issued the latest version of the National Planning Policy Framework (NPPF) in February 2019 (with correction added in June 2019). The NPPF sets out planning policies for England and how these are expected to be applied.
- 2.5 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 16: Conserving and enhancing the historic environment

- 2.6 Section 16 of the NPPF deals with conserving and enhancing the historic environment. It applies to plan-making, decision-taking and the heritage-related consent regimes under the 1990 Act.

- 2.7 Heritage assets are defined in Annex 2 of the NPPF as a *'building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).'*
- 2.8 The NPPF notes, at paragraph 184, that heritage assets *'should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.'*
- 2.9 The NPPF requires an applicant to describe the heritage significance of any heritage assets affected by a proposal, including any contribution made by their setting (paragraph 189). It goes on to say that *'the level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.'*
- 2.10 The NPPF identifies three key factors local authorities should take into account in determining applications:
- *'The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
 - *The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
 - *The desirability of new development making a positive contribution to local character and distinctiveness.'*
- 2.11 Paragraph 193 states that in assessing impact, the more important the asset, the greater the weight should be given to its conservation. Paragraph 194 notes that heritage significance can be harmed or lost through alteration or destruction of the heritage asset or from development within its setting.
- 2.12 The setting of a heritage asset is defined in Annex 2 as *'the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.'*
- 2.13 The NPPF states, at paragraph 195, that where a proposed development would lead to *'substantial harm'* or total loss of heritage significance of a designated heritage asset, consent should be refused, *'...unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss'*, or all of a number of specified criteria apply, including that the nature of the heritage asset prevents all reasonable uses of the site.

- 2.14 Where a development proposal will lead to *'less than substantial'* harm to the heritage significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use (paragraph 196).
- 2.15 Paragraph 197 states the effect of an application on the significance of a non-designated heritage asset requires a balanced judgement having regard to the scale of any harm or loss and the heritage significance of the heritage asset.
- 2.16 The NPPF requires local planning authorities to look for opportunities for new development within conservation areas and World Heritage Sites (WHSs) and within the setting of heritage assets to enhance or better reveal their heritage significance. Paragraph 200 goes on to say *'Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably'*.
- 2.17 Paragraph 201 states *'Not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance.'*

Planning Practice Guidance (2014 - ongoing)

- 2.18 The national Planning Practice Guidance (PPG) provides a web-based resource in support of the NPPF. The PPG is updated on an ongoing basis; the parts cited below are current at the time of writing.
- 2.19 The PPG includes a section called 'Historic environment'. This considers the factors that should inform decision taking about developments that would affect heritage assets. It notes that *'Heritage assets may be affected by direct physical change or by change in their setting. Being able to properly assess the nature, extent and importance of the significance of a heritage asset, and the contribution of its setting, is very important to understanding the potential impact and acceptability of development proposals...'* The PPG notes that setting is defined in the NPPF and *'...all heritage assets have a setting, irrespective of the form in which they survive and whether they are designated or not.'*
- 2.20 The PPG states that applicants should include, in respect of any heritage assets affected, *'...analysis of the significance of the asset and its setting, and where relevant, how this has informed the development of the proposals. The level of detail should be proportionate to the asset's importance and no more than is sufficient to understand the potential impact of the proposal on its significance.'* It notes that, where potential harm to designated heritage assets is identified, *'...it needs to be categorised as either less than substantial harm or substantial harm (which includes total loss) in order to identify which policies in the National Planning Policy Framework (paragraphs 194-196) apply.'* It further states that within each category of harm *'...the extent of the harm may vary and should be clearly articulated.'*

Regional and local planning policy and guidance

The London Plan - Spatial Development Strategy for Greater London (2016)

- 2.21 The London Plan 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 the historic environment are contained in Chapter Seven *'London's Living Places and Spaces'*.
- 2.22 Policy 7.7, 'Location and design of tall buildings' states that particular consideration should be given to tall building proposals in sensitive locations, including *'conservation areas, listed buildings and their settings, ...'*
- 2.23 Policy 7.8 'Heritage Assets and Archaeology' states that *'Development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural details.'*
- 2.24 Policy 7.10 relates to development in WHS and their settings and states it should, *'conserve, promote, make sustainable use of and enhance their authenticity, integrity and significance and Outstanding Universal Value.'* It also refers to the Mayor's Supplementary Planning Guidance on London's World Heritage Sites – Guidance on Settings (see below).

The London Plan – Intend to Publish version (December 2019)

- 2.25 The Mayor of London is currently preparing a new London Plan which when adopted will replace the current London Plan. Its aim is to *'provide a vision for how London should sustainably grow and develop in the future'*.
- 2.26 In December 2019 the Mayor issued a draft version of the London Plan with consolidated suggested changes, following an Examination in Public of the draft Plan and a subsequent report and recommendations from the Panel of Inspectors. 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 the Mayor was considering the Secretary of State's response.
- 2.27 The policies most relevant to heritage considerations are found in Chapter 7, *'Heritage and Culture.'* This chapter contains draft policies that are broadly similar to those in Chapter 7, *'London's Living Places and Spaces'*, in the current London Plan.

- 2.28 Draft Policy HC1 on *'heritage conservation and growth'* aims to highlight the importance of London's historic environment when proposing new development. It states that *'boroughs should, in consultation with Historic England, local communities and other statutory and relevant organisations, develop evidence that demonstrates a clear understanding of London's historic environment.'* This policy also emphasises that *'development plans and strategies should demonstrate a clear understanding of the historic environment and the heritage values of sites or areas and their relationship with their surroundings,'* and that *'development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings'.*
- 2.29 Policy HC2, on 'World Heritage Sites, states that *'boroughs with World Heritage Sites, and those that are neighbours to authorities with World Heritage Sites, should include policies in their Development Plans that conserve, promote, actively protect and interpret the Outstanding Universal Value of World Heritage Sites, which includes the authenticity and integrity of their attributes and management.'* It goes on to state that development proposals in World Heritage Sites or their settings should *'...conserve, promote and enhance their Outstanding Universal Value...'*

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

- 2.30 The Local Plan 2031 was adopted by LBTH in January 2020. 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.
- 2.31 Policy S.DH3: 'Heritage and the historic environment' states that proposals *'...must preserve or, where appropriate, enhance the borough's designated and non-designated heritage assets in a manner appropriate to their significance...'* and proposals that would alter or affect the setting of a heritage asset will only be permitted where, inter alia, *'they safeguard the significance of the heritage asset, including its setting, character, fabric or identity',* where *'they are appropriate in terms of design, height, scale, form, detailing and materials in their local context'* and *'they enhance or better reveal the significance of assets or their settings'.*
- 2.32 Policy S.DH3 goes on to state that development in the vicinity of listed buildings will be expected to have *'no adverse impact on those elements which contribute to their special architectural or historic interest, including their settings',* and that *'significant weight'* will be given to the *'protection and enhancement'* of the borough's conservation areas, including their setting.

- 2.33 Policy S.DH5, *‘World Heritage Sites’*, states that *‘Development is required to ensure it safeguards and does not have a detrimental impact upon the outstanding universal value of the UNESCO world heritage sites: the Tower of London and Maritime Greenwich, including their settings and buffer zones...’*.

Other guidance

West India Docks Conservation Area Character Appraisal and Management Plan

- 2.34 The West India Docks Conservation Area Character Appraisal and Management Plan was adopted on 7th March 2007. This document describes the character, appearance and significance of the conservation area. This guidance sets out what the Council consider to be the significance of the conservation area. It identifies local views and other townscape characteristics. Reference is made to this document where relevant in section 3.

St Matthias Church Poplar Conservation Area Character Appraisal and Management Plan

- 2.35 The St Matthias Church Poplar Conservation Area Character Appraisal and Management Plan was adopted on 5th March 2008. This document describes the character, appearance and significance of the conservation area. This guidance sets out what the Council consider to be the significance of the conservation area. It identifies local views and other townscape characteristics. Reference is made to this document where relevant in section 3.

Historic Environment Good Practice Advice in Planning Note 2: Managing Significance in Decision Taking in the Historic Environment (2015).

- 2.36 The purpose of this document is stated to be to *‘...provide information to assist local authorities, planning and other consultants, owners, applicants and other interested parties in implementing historic environment policy in the National Planning Policy Framework (NPPF) and the related guidance given in the Planning Practice Guidance (PPG).’* It notes that it does not *‘...seek to prescribe a single methodology or particular data sources.’*
- 2.37 The advice goes on to set out stages in the process of managing significance which comprise –
- *‘Understand the significance of the affected assets*
 - *Understand the impact of the proposal on that significance*
 - *Avoid, minimise and mitigate impact in a way that meets the objectives of the NPPF*
 - *Look for opportunities to better reveal or enhance significance*

- *Justify any harmful impacts in terms of the sustainable development objective of conserving significance and the need for change*
- *Offset negative impacts on aspects of significance by enhancing others through recording, disseminating and archiving archaeological and historical interest of the important elements of the heritage assets affected.'*

Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets (Second edition, 2017).

- 2.38 This guidance provides “*information on good practice to assist local authorities, planning and other consultants, owners, applicants and other interested parties*” and states that “*alternative approaches may be equally acceptable, provided they are demonstrably compliant with legislation, national policies and objectives.*”
- 2.39 At paragraph 2, it states that ‘*The advice in this document, in accordance with the NPPF emphasises that the information required in support of applications for planning permission and listed building consent should be no more than is necessary to reach an informed decision...At the same time, those taking decisions need enough information to understand the issues.*’
- 2.40 At para 9 it states that, “*Setting is not a heritage asset, nor a heritage designation, though land within a setting may itself be designated Its importance lies in what it contributes to the significance of the heritage asset. This depends on a wide range of physical elements within, as well as perceptual and associational attributes pertaining to, the heritage asset’s surroundings* “
- 2.41 At para. 11 the guidance states that the “*protection of the setting of heritage assets need not prevent change; indeed change may be positive, for instance where the setting has been compromised by poor development.*” It goes on to say that “*many places are within the setting of a heritage asset and are subject to some degree of change over time*”.
- 2.42 The guidance proposes a five stage programme of assessment: (1) identifying the assets affected, (2) assessing the contribution setting makes to heritage significance, (3) assessing the effect of the proposed development, (4) maximising enhancement and minimising harm, (5) making and monitoring the decision and outcomes.

Historic England Advice Note 4 - Tall Buildings (2015)

- 2.43 This document sets out guidance on dealing with tall buildings in the planning process. 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.’ 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.

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

2.44 This draft updated version of the advice note issued in 2015 had been issued for public consultation at the time of writing (April 2020), with comments invited until 28 May 2020. 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.

Historic England Advice Note 12 - Statements of Heritage Significance: Analysing Significance in Heritage Assets (2019)

2.45 The purpose of this note is to provide guidance on analysing the significance of heritage assets. It elaborates on the policy, guidance and advice set out in the NPPF and national PPG.

3. The Site and its heritage context

The Site

- 3.1 The North Quay site (“the Site”) is located in the north of the Isle of Dogs, within the administrative boundary of the LBTH, at Canary Wharf. It is bounded by Canary Wharf Crossrail Station to the south, Aspen Way (A1261) to the north, Hertsmere Road to the west and Billingsgate Market to the east. The West India Quay Docklands Light Railway (DLR) station and Delta Junction are located on the western side of the Site and the Site also incorporates parts of North Dock, Upper Bank Street and Aspen Way.
- 3.2 The Site is 3.28 hectares (ha) in area and comprises mostly cleared land, having been previously used as a construction laydown site for the Canary Wharf Crossrail Station. There are some temporary uses currently on site, including the Tower Hamlets Employment and Training Services, WorkPath and advertising structures. Part of the grade I listed brick dock wall (The quay walls, copings and buttresses to the Import Dock and Export Dock, also known as the Banana Wall) exists below the surface of part of the Site, which originally formed the dockside until it was extended over to the south.

The Site's immediate setting

- 3.3 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 Site formed of six lanes of traffic. DLR lines and Poplar DLR Station lie to the north of this. There is a pedestrian bridge over Aspen Way (“Aspen Way Footbridge”) and the DLR lines are accessed via a set of stairs and lift entrance on the southern side of Aspen Way and on Castor Lane, to the north of Aspen Way. This route provides one of the main pedestrian connections between Canary Wharf and Poplar.
- 3.4 The West India Dock North 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 West India Dock North, opposite the Site. A number of large scale and tall commercial buildings within Canary Wharf lie on the southern side of West India Dock North including, immediately opposite the Site, the 42 storey 8 Canada Square (HSBC building), and two 16 storey buildings at 5 Canada Square and 25 North Colonnade.
- 3.5 Upper Bank Street, at the eastern edge of the Site, is a main access route to and from Canary Wharf. The other side of the part of Upper Bank Street within the Site is occupied by Billingsgate fish market.

- 3.6 Elevated DLR structures lie to the west and partially on 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 DLR Station, on the north-west part of the Site. The 35 storey 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.

History of the development of the local area

- 3.7 A detailed description of the docks and wider area is included in the Survey of London Volume for Poplar, Blackwall and the Isle of Dogs, of which much of the following is a summary.
- 3.8 The Site is located at the northern edge of Canary Wharf, on the Isle of Dogs, on the border with Poplar. 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, which marked the culmination of a campaign which had begun in the early 1790s.
- 3.9 Maps from the second half of the 19th 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.
- 3.10 The western two thirds of the Export Dock north quay (1,608ft) were improved as part of the Port of London Authority's (PLA's) first programme of works. A 20ft wide Hennebique reinforced concrete 'false' quay (designed by Frederick Palmer) was built in 1912 to 1914 and there was an associated programme of dredging and impounding to deepen the dock to 28ft.
- 3.11 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).
- 3.12 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.

Wider Area

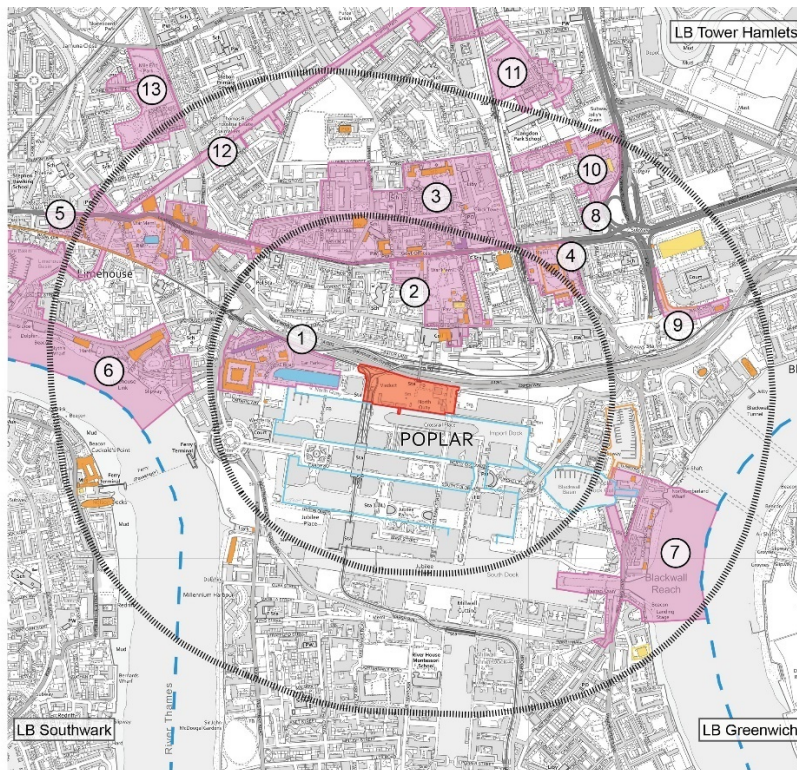
- 3.13 The townscape and urban grain in the wider area around the Site is varied and rapidly changing. There are areas of relatively coherent development, and areas with a mix of buildings that vary considerably in type, form and scale. It is a densely developed area including post-war and modern large scale developments, including the tall buildings of the Isle of Dogs.
- 3.14 Poplar is dominated by post-war estates, interspersed with relatively recent large scale developments, open spaces and historic buildings, some of the latter forming groups with each other. Views from Poplar generally include the Canary Wharf cluster as a background layer, beyond lower scale development in the foreground.
- 3.15 Further away from the Site, the Limehouse area 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 is dominated by a number of tall buildings, including the 43 storey Providence Tower. Coldharbour is a small and relatively self-contained area of generally small scale modern and historic buildings.
- 3.16 The townscape character of the wider area is described in full in Volume II of the ES (ref: NQ.PA.08 Vol 2).

Heritage Assets

- 3.17 This section includes statements of significance for a number of heritage assets near the Site, all of which lie within a 500m radius of the centre of the Site (as explained in para. 1.7). The map at figure 1 shows all the heritage assets within 500m and 1km radii of the Site. The map at figure 2 is a close up of the 500m radius area identifying the heritage assets considered in this assessment. Those areas within this radius which have been shaded are excluded from the assessment, as it is considered clear that the Proposed Development would not have a significant effect on their heritage significance (they are, however, considered in the BHA within the ES).
- 3.18 The NPPF defines heritage significance at 'Annex 2: Glossary' as:

"The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting."

- 3.19 Listed buildings generally hold special architectural or historic interest. The following assessments are based on on-site visual inspection, the list descriptions and online and archive research including historic drainage plans and planning records.
- 3.20 The following assessments of significance are proportionate both to the importance of the assets and to the nature and extent of the application proposals. They are sufficient to understand the potential impact of the proposals on heritage interest.
- 3.21 There will be no direct effect on any above ground heritage asset. Matters relating to the section of the listed dock wall running through the Site (below ground) are dealt with in detail in the *Archaeological Desk Based Assessment* supporting the OPA and LBC (ref NQ.PA.26/NQ.LBC.07) and the *Outline Sequence of Works Report for Banana Wall Listed Building Consent* supporting the LBC. This assessment deals with them in terms of the NPPF as required in relation to the LBC application.



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Approximate site boundary is marked in red for indicative purposes only. An approximate 500m and 1km radii is marked on the map. Heritage assets within this radius are identified, locally listed buildings are identified within 500m.

Conservation areas are marked in pink and identified below.

Borough boundaries are marked with a blue dotted line.

Listed buildings:

- Grade I listed building
- Grade II* listed building
- Grade II listed building

Conservation areas

- ① West India Dock Conservation Area
- ② St Matthias Church Poplar Conservation Area
- ③ Lansbury Conservation Area
- ④ All Saints Church Poplar Ground Conservation
- ⑤ St Anne's Church Conservation Area
- ⑥ Narrow Street Conservation Area
- ⑦ Coldharbour Conservation Area
- ⑧ St Frideswides Conservation Area
- ⑨ Naval Row Conservation Area
- ⑩ Balfron Tower Conservation Area
- ⑪ Langdon Park Conservation Area
- ⑫ Limehouse Cut Conservation Area
- ⑬ Brickfield Gardens Conservation Area

Locally listed building

Figure 1 – map of all designated heritage assets within 500m and 1km of the Site boundary

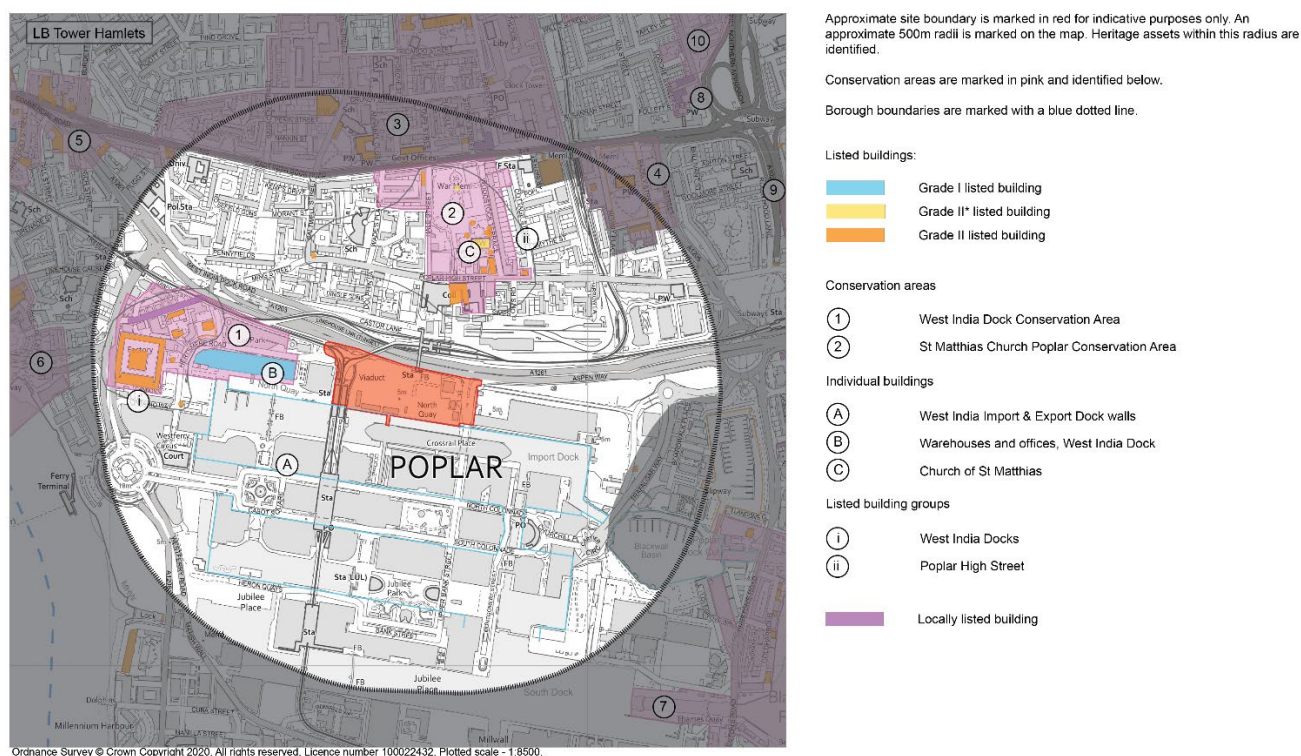


Figure 2 – heritage assets considered in this assessment. Areas not covered in the assessment are shaded grey.

Listed Buildings

The quay walls, copings and buttresses to the Import Dock and Export Dock

3.22 The quay walls, copings and buttresses to the Import Dock and Export Docks ('Docks') are listed grade I (this includes the Middle Dock which is the former Export Dock). They were listed on 1 July 1983. The list description on the Historic England website states:

'Following the Act of 1799, the West India Docks were opened in 1802, the first and greatest of the enclosed security commercial docks, a pioneering civil engineering design by William Jessop with Ralph Walker, that created the modern Port of London after 1000¹ and set the precedent for commercial dock design. The Import Dock is the earliest, 1800-02, followed to south by the Export Lock of 1803-06. Totalling 54 acres and 2,600 ft long with an original impounded south [depth] of 23 ft, the quay wall[s] are of sophisticated brickwork having a profile and counterfort buttresses, on a gravel bed. The ashlar granite copings have largely been renewed or concealed by jetties. The locks to the Blackwall Basin were enlarged later in the C19 but see West Ferry Road for the Limehouse Entrance lock to the former City Canal subsequently in the 1860s enlarged as the present South Dock. Expenditure on works from 1800 to 1806 amounted to the vast sum of [1].1

¹ Sic – correct date 1800.

million. These docks with Nos 1 and 2 warehouses (qv) are now the only surviving examples of the first intensive period of London dock construction: 1800-10.'

3.23 The following is an extract from the Survey of London which sets out the history of the dock:

"The Import Dock is the northern most rectangular wet dock across the Isle of Dogs. The hub of the original dock system, it was built in 1800-2 for the unloading of West India shipping.

The Import Dock was fully excavated by the end of 1801. Its walls were completed after the winter break, but the coping was unfinished when water was introduced into the dock on 23 August 1802.

From the mid 19th century onwards the usefulness of the Import Dock gradually declined. The curved walls prevented steamships of deep draught from mooring alongside, and the dock fell into disuse in the late nineteenth century. Better use of the Import Dock was an early priority of the London and India Docks Joint Committee, and in 1892 improvement of the north quay, with timber wharfing projecting into the dock, was proposed, in conjunction with the rebuilding of the Blackwall locks and the introduction of an impounding system to increase the depth of water....

The north quay was rebuilt again in 1912-15 as part of the PLA's first programme of improvements. Frederick Palmer replaced the 1890s structure with a Hennebique reinforced-concrete 'false' quay, 55ft 6in. wide and 2,456ft long, in part to support new transit sheds ...

The quay, which survives, was novel in form, paralleled by contemporary work at the London Docks. It has three rows of 5ft diameter cylinders, each encasing three 14in.-square piles and linked by precast braces. On the beam-and-slab decking there are contemporary cast-iron bollards. The quay was strengthened by John Mowlem & Company in 1953 with additional 16in.-square concrete piles, two per bay, and precast-concrete beams.

The Import Dock ceased to be used for shipping in 1976, and infilling was considered before the dock was listed Grade I in 1983. Stabilizing fill was deposited against the 'banana' walls on the south side of the Import Dock in 1986-7 prior to the construction of large decks out over the dock for the Canary Wharf development.'

3.24 The dock walls are of interest as surviving fabric from the early 19th century. They form a robust and utilitarian structure most of which is hidden below the water level. The length of dock wall that runs through the Site is entirely covered by the concrete slab and hard standing on North Quay (see also the Archaeological Desk Based Assessment accompanying the planning application and LBC (ref NQ.PA.26/ NQ.LBC.07) and the Outline Sequence of Works Report for Banana Wall Listed Building Consent supporting the application for LBC.

- 3.25 The West India Dock derives its significance as an integral part of a major infrastructure project from the early years of the 19th century, which was pivotal in the history and success of the docks and London. In more recent years it is of historic interest as an example of the role of heritage assets in the regeneration of former industrial areas, and its role in the success of the Canary Wharf development.
- 3.26 In summary, the principal significance of the dock wall derives from its archaeological value and historic association with the development and success of London's docklands in the 19th and early 20th centuries. The West India Docks have become integrated as the focal point of the major regeneration of the docklands area as an important commercial centre for London (the development of which continues today).

Warehouses and general offices at western end of North Quay (No.1 Warehouse and No.2 Warehouse)

- 3.27 The warehouses and general offices on North Quay (No.1 Warehouse and No.2 Warehouse, and adjoining Dock Office, the 'Warehouses') are listed grade I. They 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 (No.2 Warehouse between 1800 and 1802, and No.1 Warehouse between 1802 and 1804). Gwilt & Sons were architects for the West India Dock Company. The scheme was originally drawn up by George Dance, Clerk of City Works, for the Isle of Dogs redevelopment (1797) based on a scheme devised for Wapping by Ralph Walker. The Dock (General) Office is a one to two storey stock brick building with Doric portico, built against and incorporating, at its western end, the boundary wall of the West India Import Dock. The Dock (General) Office was built in 1803-4 and remodelled in 1827 by Rennie.
- 3.28 The Survey of London notes in relation to the former warehouse complex:

'The principal buildings erected at the West India Docks were those designed for the storage and handling of goods. London's need for secure, convenient and regularly disposed dockside warehouses within high walls was widely recognized by the late eighteenth century. Such an arrangement was anticipated with enthusiasm during the planning of the West India Docks. William Daniell depicted the mercantile vision of an orderly dock system surrounded by uniform warehouses, architecturally restrained, but highly expressive of well-regulated, rationally conducted and, above all, secure commerce (Plate 148a). Initially, fewer warehouses were built at the West India Docks than had been projected, and, inevitably, there were variations and compromises in the execution of the plans. None the less, the nine sugar warehouses and linking blocks built on the north quay of the Import Dock in 1800-3 formed a stately and imposing row. These were London's first dockside warehouses, and one of the great monuments of European

commercial power at the beginning of the nineteenth century (Plates 46a, 47a). Nowhere else was there warehousing of comparable scale or coherence. The buildings were largely destroyed in 1940, but 50 years later, when virtually all trace of London's first generation of dock buildings has gone, part of the group still survives (Nos 1 and 2 Warehouses and link blocks).'

- 3.29 The Warehouses are robust brick structures which hold their own visually in an area dominated by modern development. They have been converted to accommodate a number of uses, including the Museum of London Docklands, residential apartments, and restaurant and retail uses at ground floor level which contribute an important mix of uses to the area. Today they are experienced in the context of large scale and tall modern development in the Canary Wharf area, including the Marriott West India Quay Tower immediately to the east (between this listed building and the Site), and the buildings of Canary Wharf to the south.
- 3.30 In summary, the significance of the Warehouses lies in their association with the first intensive period of dock construction in London in the early 19th century and their architectural interest with an industrial aesthetic. The list description, in the reasons for designation, further notes that No. 2 Warehouse is the earliest remaining multi-storey warehouse in the Port of London; they have group value with other structures built as part of the West India Import Dock; and additional historical interest is provided by the links the buildings had to the slave trade.

Church of St Matthias

- 3.31 The Church of St Matthias, Woodstock Terrace is listed grade II*. It is located approximately 325m to the north of the Site, within the St Matthias Conservation Area. This is the only church remaining in London that was built and consecrated during the Commonwealth.
- 3.32 The list description, which notes it is included for 'historical associations and interior', reads as follows, *'Built about 1650-54 on land given by East India Company and largely rebuilt by them in 1776. Nave arcades formed with timber posts. Interesting monuments in church and churchyard. Altered and enlarged in 1875 by Teulon when the exterior was clad with Kentish ragstone. Wooden cupola'*.
- 3.33 The Survey of London states:
- 'The Church of St Matthias was built in 1652-4 as a chapel for the hamlet of Poplar and Blackwall and is the only church from the Interregnum still standing in London. It was erected in the grounds of the East India Company's almshouse, which had been founded in 1628 in Poplar High Street. Poplar Chapel, as it was known, was closely modelled on the Broadway Chapel, Westminster (1635-8), mixing an exceptionally pure Palladian interior with an exterior which combined Gothic and Classical elements. Control of Poplar Chapel eventually passed from the hamlet to the East*

India Company. The almshouse was rebuilt in 1798-1806 as separate groups of buildings. In 1866-7, following the winding up of the company, the almshouses were demolished and the church was transferred to the Ecclesiastical Commissioners, consecrated as St Matthias and given its own district within the parish of All Saints. An extensive programme of restoration followed. The church closed in 1976 and remained unused until 1993, when it was converted for use as a community centre.'

- 3.34 The LBTH St Matthias Church Poplar Conservation Area Character Appraisal and Management Plan sets out the following history for the church:

'Built on the site of the East India Company's almshouse (which had been founded in 1628 on Poplar High Street), the foundation of Poplar Chapel was laid out in 1639, but was not constructed until 1652-54, for the hamlet of Poplar and Blackwall. Known as Poplar Chapel, it was closely modelled on the Broadway Chapel, Westminster (1635- 8) which combined Gothic and Classical elements on its exterior.

In 1866, eight years after the transfer of East India Company's property to the crown, the almshouses were demolished and Poplar Church was consecrated as St Matthias, with its own district within the parish of All Saints being established. The site then became the grounds for the Poplar Recreation Ground in 1866-7. Extensive restoration of the church followed, with external and internal changes undertaken.

St Matthias Church survived the Blitz of the Second World War, with only minor damages. In 1976, the church finally closed its doors due to the declining number of worshippers. The church endured vandalism where monuments were stolen as architectural salvage and the stained glass windows were smashed. The church remained derelict and unused until it was converted into a community centre in 1993. Its restoration programme was conducted and funded by English Heritage and the London Dockland Development Corporation in 1990-1 and is now maintained by the St Matthias Conservation Trust.'

- 3.35 The Church of St. Matthias is significant for its historic interest. Its long history is not apparent from its exterior which has the appearance of a Victorian Church, particularly in respect of the design and regular pattern of the windows. Its current appearance reflects works undertaken by William Milford Teulon during the Victorian period. The Pevsner volume describes the 19th century shell as *'an uncompromising eccentricity more usually associated with his older brother Samuel Sanders Teulon. It was given a bell-turret of unprecedented Victorian shape.'*

- 3.36 This modest but robust and powerful building is best appreciated from nearby (as reflected in the boundary of the St Matthias Conservation Area designated to protect its setting, see below), in views from the round. It is screened to a large degree in views from Poplar High Street by the

rectory and former town hall, as well as the Poplar Play Centre and surrounding mature trees. There is a pleasant glimpsed view of the church and its cupola along the gated pedestrian route between the Rectory and Play Centre; the view of the church opens out as you progress north along this route.

- 3.37 There is an interesting juxtaposition between the scale of the church and the former Town Hall, the latter taller, more elaborately decorated and with a prominent corner tower along Poplar High Street. The bold return elevation along Woodstock Terrace is also more prominent in views than the set back and lower church building (see below).
- 3.38 The cluster of large scale buildings at Canary Wharf and the Wharfside Point South tall building in Poplar are prominent in many views towards the church and in views out of the churchyard and Poplar Recreation Ground surrounding it. In views from the recreation ground to the north and west (the site of former Almshouses associated with the early church) the church is screened to a large degree by the mature trees (even when not in leaf). The skyline of tall buildings at Canary Wharf forms part of the backdrop today, as acknowledged in the St Matthias Church Poplar Conservation Area Character Appraisal and Management Plan, see below.
- 3.39 In summary, this is a robust building, despite its modest size, which is best appreciated in views from nearby. The cupola, whilst quite prominent from the churchyard, is not very visible from elsewhere, and the nearby corner tower of the former Poplar Town Hall and LBTH Offices are more prominent within the local townscape. It is of significance for its historic interest and interior, as an example of a church in London from the Interregnum.

West India Docks Group (group (i) in the ES Volume II ref NQ.PA.08 Vol 2)

- 3.40 The buildings in this group are all listed grade II and sit to the north-west of West India Dock North; all but one are located within the West India Dock Conservation Area. These buildings and structures are of significance due to their association with the development of the docks and the community that grew up around them. They are all located within a wider context that includes the tall and large scale modern buildings of Canary Wharf and the Isle of Dogs more generally. They sit to the west of the Site, beyond the imposing run of surviving grade I listed Warehouses (see above) which are the principal heritage assets of note in this location.

Quadrangle Stores at West India Dock (Cannon Workshops)

- 3.41 The Quadrangle Stores at West India Dock (Cannon Workshops) are a group of single storey buildings constructed in 1824-5 to the designs of Sir John Rennie. This set of historic workshops has a coeprage at the centre, and are built of stock brick with Portland stone dressings, with shallow hipped slate roofs with overhanging eaves. They became the Port of London's Central Stores Depot in 1923, and were converted into small business units in the early 1980s.

West India Dock Former Guard House

3.42 The West India Dock Former Guard House is a one storey, small circular building, built c. 1803 to the designs of George Gwilt. It originally formed one of a pair built as a lock-up and armoury.

Former Excise Office

3.43 The Former Excise Office is a two storey stock brick building with stucco dressings and hipped slate roofs, built to the designs of Thomas Morris in 1807. It is also known as the Dockmaster's House.

Salvation Army Hostel

3.44 Salvation Army Hostel was built in 1905 in a neo-Georgian style to the designs of Niven and Wigglesworth and is two storeys tall with dormer windows. 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 to 18 Garford Street even

3.45 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. These houses were built as cottages for the constable and sergeant who supervised the Docks.

Other structures

3.46 There are a number of gates and other utilitarian structures as follows:

- The Entrance Gates to West India Docks 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 are early 19th century railings on a dwarf stone wall.
- The Railings and Gatepiers to the Former Excise Office comprise iron railings with six rusticated stucco gate piers from 1807. The stucco decoration was elaborated in the mid-19th century.
- The Former west entrance lock to the South Dock was built between 1803-5 to the designs of William Jessop and consists of ashlar walls and modern concrete doorcases.

- The Former West Entrance Gate to West India Docks with curved walling and bollards is the only one in this group not in the West India Docks Conservation Area. It 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. It is located next to the site of the consented Hertsmere House scheme and a car park, and there is a plaque on the gate, which notes that it has been moved from an original position 150m south.

St Matthias Church and Poplar High Street Group (group (ii) in the ES Volume II ref: NQ.PA.08 Vol 2)

- 3.47 This group of listed buildings, all listed grade II, forms a cluster along Poplar High Street, north of the Site. They are of significance for their association with the historical development of Poplar and form a group of mostly municipal buildings and monuments (St Matthias Church is considered separately above). The buildings front and sit on or close to the street edge, at the back of footway, while the monuments lie within the recreation ground.
- 3.48 The busy Aspen Way and DLR raised tracks lie between them and the Site. This group has a wider setting of post-war development today, which is generally fragmented, and they are best appreciated close up. The tall buildings at Canary Wharf appear in the distance and form an established part of the background of views from or towards them.

Tower Hamlets College

- 3.49 Tower Hamlets College is a two storeys high building dating from 1906, built to the designs of W E Riley and the London County Council architects department. The list description notes:

'1906, by W E Riley and the LCC architects department. An interesting Portland stone faced elevation, as built of 6 bays only, the 3 to east an addition of 1931. Restrained use of Classical-Renaissance orders and ornament to dress the principal openings which functionally express the interior, resulting in a classical design that is Norman Shaw inspired but owes more to Lethaby or Beresford Pite. Two storeys, basement, and dormered slate mansard roof. The originally central group of first floor almost semi-circular windows have finely dressed voussoir arches and are articulated by coupled engagelboric columns rising from sill course. A similar but unframed arched window is pierced to the left of this group, formerly set over the left hand entrance of the original east end bay, now a window. Plain ground floor windows. The right hand bay has a flat arched first floor window with cornice on consoles and below the main entrance: rosette studded gadrooned architrave with overdoor light framed by well carved putti standing on dolphins, shallow cornice hood overall. The 3 bay east extension is in a plain matching style, windows the same as in original ground floor. Square section cast iron area railings designed in panels with

crows bracing and urn finials and articulated by Portland stone dies. The college was purpose built and had a merchant navy cadet training emphasis, hence the maritime putti of the overdoor.'

- 3.50 This building has a large modern extension to the west and is best appreciated in close proximity from Poplar High Street. In summary, it is its historic links with the area and its original street façade that are of most significance.

St Matthias's Vicarage

- 3.51 St Matthias's Vicarage (no. 115 Poplar High Street) is an early 19th century two storey house built of yellow stock brick. The list description reads, '*Early C19, by S P Cocknell. Yellow stock brick, roof not visible. Central stone pediment with sculptured coat of arms of the East India Company. 2 storeys, 3 windows, sashes with glazing bars and painted reveals. Projecting porch to street with arched door and fanlight.'*

- 3.52 In summary, this is a pleasant building of a domestic character reminiscent of the development that was common in the area. The principal views of it are looking north from directly in front where the small pediment detail can be best appreciated. Its siting is such that it screens views of the St Matthias Church from Poplar High Street.

- 3.53 There are a number of tombs in the churchyard of St Matthias Church, north of the Vicarage, all listed grade II and all with very limited settings. They are located in the churchyard of St. Matthias / Poplar Recreation Ground, date from the 18th and 19th centuries, and are largely built of stone:

- Tomb of Hugh McIntosh - Chest tomb on cambered base c1840
- Tomb of Captain Samuel Jones and Family - Pedestal tomb on stepped base c1734
- Tomb of John Smart - Chest Tomb c1777
- Tomb of Solomen Baker - Chest tomb c1756
- Tomb of Samuel Coppendale - Pedestal and obelisk monument c1722
- Unidentified body stone tomb west of south east gate

Old Poplar Town Hall and Council Offices

- 3.54 The Old Poplar Town Hall and Council Offices was constructed to the designs of Hills and Fletcher with A. and C. Harston in an Italian Gothic style. It is largely built of stock brick with tile decoration and Portland stone trimmings. The list description notes:

'Dated 1870, built on a corner site with octagonal tower capped by finialed copper dome holding the corner. Stock brick with Portland stone dressings and some polychromy in a High Victorian free Gothic with some Venetian detailing. Two storey wings abutt the corner tower, that to north

along Woodstock Terrace taller and of more Venetian inspiration with coupled and quadrupled groups of tall narrow windows divided by granite foliate copped shafts, to the piano mobile and with deep stone bracketed eaves cornice to steep hipped slate roof. The west wing has a steep gable end slate roof with gabled dormers and stone coped gables. The corner tower has more ornate detailing with bracket cornice and pierced work parapet over first floor; dog toothed eaves cornice to dome and with gablets to alternate narrower faces. Shafted portal with carved archivolt and spandrels. Vermiculated dwarf walls support cast iron area railings terminating in pedestals, those flanking doorway surmounted by Gothic shaft cast iron lamp standards.'

3.55 This building has a prominent position at the junction of Poplar High street and Woodstock Terrace, marked with a corner tower topped with a dome; its street presence remains appreciable as built. The Pevsner volume refers to the '*Eye catching octagonal corner tower with spired dome, standing almost detached. The elaborate east wing has granite columns; they mark the first floor board room.*' (page 646). The latter screens views of the St Matthias Church. The Old Town Hall building is best appreciated in nearby views looking east and west along Poplar High Street, and north up Woodstock Grove (i.e. away from the Site).

3.56 In summary this listed building is of significance for its historic association with the area, its architectural design, and local street presence.

The Coroner's Court

3.57 The Coroner's Court (no. 127 Poplar High Street and the three piers immediately in front) dates from c.1910. It is built in red brick with stone dressings. The list description reads, '*Red brick with stone dressings and stucco covered eaves. Tiled roof with coped gable ends and gable at western end of facade. 2 gabled dormers. 2 storeys and attics. Mullioned windows, upper storey has 3, in addition to 3 light window under gable. Ground floor has Tudor arched doorway and window at eastern side of this. Steps. 3 short piers with caps immediately in front of building.*' There is a mortuary building to the rear.

3.58 In summary, this building, characteristic of other such courts built in London in the late 1890s-1900s, is modest in scale and detail. It is best appreciated from nearby on Poplar High Street, in views looking north (away from the Site), where it is seen against a backdrop of almost exclusively post-war development.

Pope John House

3.59 Pope John House, East India Dock Road, is a 19th century red brick building with stone dressings, in a Victorian Tudor style. The list description reads, '*Red brick, stone dressings and slate roof. Corner tower coped gables and parapet. 2 storeys and basement, 2 windows, to road facade,*

with mullions and transoms and leaded lights. Good elevation viewed from adjoining recreation ground. Later end chapel.'

- 3.60 The front is to the north to East India Dock Road and it is included in this group as it lies within the St Matthias Conservation Area. This listed building has a long return elevation along Hale Street, opposite Poplar Recreation Ground.
- 3.61 In summary it is of historic interest for its connection with the local area and its architectural interest. It is best appreciated in close up views, particularly from Poplar Recreation Ground to the east.

Memorial in Poplar Recreation Ground

- 3.62 The Memorial in Poplar Recreation Ground is constructed of white stone and marble and is surmounted by the figure of an angel. It dates from the early 20th century. This memorial commemorates the 18 children killed in a Poplar School by a German bomb in 1917.

Sign on forecourt of White Horse Public House

- 3.63 The Sign on forecourt of White Horse Public House is an 18th century wooden carving of a white horse on a post, located on the corner of Saltwell Street and Poplar High Street. It is a small scale structure, best appreciated in short range views. This is located away from the group to the north-west and has a very limited setting.

The West India Dock Conservation Area

- 3.64 The West India Dock Conservation Area was designated in November 1982. It is located at the north-west corner of the former West India Docks, one of London's finest historic secure dock systems. The Warehouses on North Quay (listed grade I, see above) are the main focus of the area, and together with the historic buildings located around the main dock entrance (most listed grade II) are the only significant concentration of West India Dock buildings to have survived the Blitz.
- 3.65 The West India Docks were the first cargo docks to be built in the Port of London. The West India Dock Act (1799) initiated the construction of the two large rectangular docks for the West India Company in 1802 (see above). They were lined by operationally efficient, six storeys tall warehouses and enclosed within high perimeter walls for security. Constructed between 1800-3, these nine warehouses (of which only two remain) once formed a continuous line for over half a mile along the north quay of the Import Dock, forming an impressive composition.

- 3.66 The West India Docks reached their last incarnation in the 1920s, having been heavily remodelled to accommodate larger ships following the first world war. They continued to flourish, along with the Millwall Docks, until the Second World War bombings destroyed significant areas.
- 3.67 A post-war recovery saw London's five docks handling a third of Britain's seaborne trade; however, changes in cargo-handling practices finally rendered the East End's docks uneconomical. Port facilities were relocated to container ports in Tilbury. The closure of the docks resulted in significant job losses for the local community and left many acres of derelict land. The regeneration of London's Docklands was entrusted to the LDDC in 1981, and responsibility for the Isle of Dogs area was handed back to LBTH by the LDDC in 1998.
- 3.68 The LBTH's West India Dock Conservation Area Character Appraisal and Management Plan ('Statement') notes the success of leisure uses in the converted historic buildings and waterside open space in the conservation area, and describes the character of the conservation area as follows:

'The West India Dock & Millwall Basins survive as reminders of the most dominant elements of London's great enclosed docks, defining the landscape of the Isle of Dogs. Despite being dwarfed by the recent commercial development at Canary Wharf, the Import Dock provides an impressive forecourt to the surviving Grade I listed Gwilt Warehouses, which represent the last of the multi-storey dock warehouses of the late Georgian period in London. The Dock buildings themselves are the most significant in the Conservation Area, and are characterized by their use of stock brick and stone dressings in a restrained, austere classical style.'

- 3.69 The Statement notes in relation to views that:

'Views across the West India Dock towards the warehouse buildings at the north-west of the dock are some of the most important in the area, as they preserve the sense of scale of the historic dock development. Views in and out of the former Cannon Workshops are important as its architecture and proportions retain much of the original character of the area.'

- 3.70 The Statement provides a summary which notes in relation to the significance of the conservation area *'This is an area of particular special architectural and historic interest, illustrated by its rich history and significant architecture, dating from the 18th century'*.

St Matthias Church, Poplar Conservation Area

- 3.71 The St Matthias Church, Poplar Conservation Area was designated in February 1986. It is bounded by East India Dock Road to the north, the terrace group at Woodstock Terrace to the

east, Tower Hamlets College along Poplar High Street to the south and Hale Street and Wade's Place to the west.

3.72 The LBTH's St Matthias Church Poplar Conservation Area Character Appraisal and Management Plan (LBTH's 'Statement') notes *"The Conservation Area has as its centrepiece, the historic St Matthias Church and churchyard. The purpose of the designation was to safeguard the visual setting of the Grade II* listed St Matthias Church, the oldest church in Poplar."*; and goes on to say, *'The prevailing character of the St Matthias Church Conservation Area is defined by its group of miscellaneous public buildings and a residential townscape, complementing the St Matthias Church and the Poplar Recreation Ground surrounding it.'*

3.73 South of St Matthias Church, along Poplar High Street, is a collection of institutional public buildings, listed grade II (see above). No. 115 Poplar High Street, the former East India Company chaplain's house, is the only surviving building of the East India Company's Almshouse complex that once stood on the recreation ground close to the church.

3.74 To the east, along Woodstock Terrace, is a run of 1850s terraced houses. To the north-west is the Malam Gardens estate, built by the Commercial Gas Company to house some of its employees.

3.75 In relation to scale the LBTH's Statement notes *'The prevailing scale of the St Matthias Church Conservation Area is appropriately low rise, complementing the relatively low scale of St Matthias Church. ... The council office's octagonal tower and spire on the corner site, is equivalent to 4 storeys plus.'*

3.76 The section on views in the LBTH's Statement reads as follows:

'The area is characterised by a range of distinctive views. The straight lines of East India Dock Road and Poplar High Street create long views to the west and east. As viewed from East India Dock Road, Poplar Recreation Ground is enclosed within a band of mature planting. The gardens unfold the St Matthias Church, which has a charming presence. Similarly, the open space is enclosed on its western and eastern boundary behind a continuous ribbon of trees and shrubbery behind its fencing.'

Views running north-south through Hale Street and Woodstock Terrace towards Poplar High Street, end with buildings terminating the street. The towers of Canary Wharf set a backdrop to the smaller scale of Poplar, highlighting the distinction between the low rise character of the St Matthias Conservation Area and its developing metropolitan surrounds.'

3.77 This conservation area was designated to *'safeguard the visual setting'* of the St Matthias Church. The LBTH Statement summarises the character of the area as being of *'particular special*

architectural and historic interest, illustrated by its rich history and significant architecture dating from the 17th century.'

4. Assessment of effect of proposals

- 4.1 This section assesses the effect of the Proposed Development on heritage significance. The Proposed Development is described in the DAS, and its architectural, urban design and townscape qualities are assessed in the ES Volume II Townscape, Visual Impact and Heritage Assessment (ref NQ.PA.08 Vol 2). A summary of the latter is provided below, as relevant to an assessment of the effect on heritage significance. Reference should also be made to the scheme drawings. The effects on the setting of heritage assets beyond a 500m radius and within a 1km radius of the Site are considered in the ES Volume II Townscape, Visual Impact and Heritage Assessment (ref NQ.PA.08 Vol 2).
- 4.2 The effect of the Proposed Development on the section of the grade I listed Dock wall running below ground through the Site is considered in terms of NPPF policies. This aspect of the project is assessed in detail in the *Archaeological Desk Based Assessment* accompanying the outline planning application and LBC (ref. NQ.PA.26/ NQ.LBC.07) and the *Outline Sequence of Works for Banana Wall Listed Building Consent* report (ref. NQ.LBC.06) accompanying the Listed Building Consent application.

Proposed Development

- 4.3 The Proposed Development comprises –

“Application for outline planning permission (all matters reserved) for the redevelopment of the North Quay 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 the 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.”*

4.4 A Listed Building Consent application is also being submitted for -

“Stabilisation of listed quay wall and associated/ remedial works as well as demolition/ removal of the false quay in connection with the erection of mixed-use development.”

4.5 A report by Arup setting out the proposed sequence of works in connection with the listed Dock wall (banana wall) accompanies the Listed Building Consent application (ref. NQ.LBC.06). This sets out that the approach to the design and sequence of works is being developed to avoid structural intervention to the historic banana wall and to avoid changing the permanent loading condition of the wall. The Proposed Development would span over the listed Dock wall with piles on either side of the wall providing support to the new structures. The new structures would leave a void or compressible material above to avoid permanent loading of the wall. The adjacent existing false quay deck would be removed. A secant pile wall would be installed behind the listed Dock wall (Banana Wall) to allow excavation of the proposed basement. The excavation of the basement would induce ground movements affecting the listed Dock wall, as such any necessary stabilisation works would be undertaken to ensure movements are within satisfactory limits. Remedial works to the listed Dock wall would also be undertaken if required.

Assessment

4.6 This assessment considers the effect of the Proposed Development on the significance of heritage assets on and in the area close to the Site. It has been made in light of heritage legislation, national and local heritage policy and guidance. It should be read in conjunction with the ES volume II Townscape, Visual Impact and Heritage Assessment (ref NQ.PA.08 Vol. 2), which assesses the effect of the Proposed Development on townscape and the setting of heritage assets in the wider area, also prepared by Peter Stewart Consultancy.

4.7 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 cleared state.

4.8 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', Development Zone NQ.E as identified on Parameter Plan NQMP-PP-004: Development Zones Ground Level and Above), public realm addressing the North Dock along the southern edge of the Site (Development Zone NQ.F), an area of public realm adjacent to the Aspen Way Footbridge (Development Zone NQ.C), 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. 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.

- 4.9 The height and scale of the different plots would be consistent with buildings found elsewhere within the Canary Wharf group of tall buildings, and the Proposed Development would coherently consolidate this group and the overall Isle of Dogs tall buildings cluster. The different maximum parameter heights for plots combined with application of the Design Guidelines would ensure a varied form of overall development and varied skyline across the Site.
- 4.10 The Proposed Development would 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 development is skewed towards the south of One Canada Square. The maximum heights of the plots within the Proposed Development would be lower than that of One Canada Square, and would represent a coherent transition down in height towards the north from this central point within the cluster. 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 towards the north, as noted above, can be seen in this context. The Proposed Development would also mark the location of a major pedestrian access route between Poplar and Canary Wharf.

Works to the Dock wall requiring Listed Building consent

- 4.11 This listed dock wall runs through the Site (entirely below the existing concrete slab on Site) at approximately 19m in from the current edge of the false quay. This situation would remain consistent in the Proposed Development.
- 4.12 Listed Building consent is being sought for works necessary to safeguard the dock wall during construction and for any remedial works as necessary (as set out in the Archaeological Desk Based Assessment accompanying the OPA and LBC (ref NQ.PA.26/ NQ.LBC.07) and the Outline Sequence of Works for Banana Wall Listed Building Consent report (ref. NQ.LBC.06) accompanying the Listed Building Consent application. No changes to the listed Dock wall are proposed and the end condition on Site will be as found today: the Dock wall would remain in situ, below ground. Listed building consent exists for the necessary stabilisation works to protect

the wall (ref: PA/03/00380) and planning permission exists for the redevelopment of the site above the wall (ref: PA/03/00379) and these consents have been implemented.

- 4.13 The intention is that there will be no direct effects on the wall (other than for its repair) and its significance would remain unaffected.
- 4.14 The Proposed Development is in line with the statutory duties of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Setting

- 4.15 In terms of setting, the Proposed Development will have the greatest effect on the heritage assets located closest to the Site, as assessed below. They are considered as two groups, each focused on one of the two closest conservation areas to the Site:

- West India Docks; and,
- St Matthias Church, Poplar.

- 4.16 The existing townscape of Canary Wharf and character of the surrounding area is such that, from further away than these groups, the effect on heritage significance would be minimal. The Proposed Development extends the existing pattern of development seen on the Isle of Dogs. These effects are assessed in the ES Volume II Townscape, Visual Impact and Heritage Assessment (ref NQ.PA.08 Vol. 2).
- 4.17 The Site currently comprises mostly cleared land, having being previously used as a construction laydown site for the Canary Wharf Crossrail Station. There are some temporary uses currently on site, including the Tower Hamlets Employment and Training Services, WorkPath and advertising structures. It is of an unsightly appearance, located directly opposite the new Crossrail Station development, and detracts from the character of the area. There is limited access to the water's edge, and no public routes through the Site.

West India Dock:

The quay walls, copings and buttresses to the Import Dock and Export Dock (grade I); The warehouses and general offices at the western end of North Quay (grade I); Listed Building Group (i) West India Docks (all grade II); and the West India Docks Conservation Area.

- 4.18 The West India Import and Export Docks ('Docks') comprise a large area of water and enclosing walls around which Canary Wharf has been developed. The west part of the Docks, grade I listed

Warehouses and the group of grade II listed buildings to the north-west of it, are all located in the West India Dock Conservation Area. These heritage assets are located and experienced within a wider context that includes the Marriott West India Quay Tower and the tall and large scale modern buildings of Canary Wharf and the Isle of Dogs more generally.

- 4.19 The form and scale of the Proposed Development would be consistent with the character and prevailing built form found around the Dock today, and the existing context of these heritage assets. The Proposed Development would provide a built edge to the eastern part of North Quay, helping to unify the character of the Docks as found today. It would significantly enhance the quality of the development and uses along the dock edge to the east, and permeability around the water's edge in this location generally.
- 4.20 The Proposed Development would appear as a coherent development, mirroring the built edge to the south. In views from the west the Proposed Development would appear as a distinct contrast with the horizontality of the brick Warehouses and lower scale historic dock related buildings.
- 4.21 The Proposed Development would enhance the setting of the Docks, extending the accessible area along the edge of the Docks across the length of the Site, improving permeability around the dock edge and the ability to appreciate the Site's waterside location on the Docks.
- 4.22 The Proposed Development would enhance the setting of the Warehouses, and also, to a lesser extent, the setting of 'Listed Buildings Group (i) West India Dock', and West India Docks Conservation Area, through the improvements it would make to a significant site in the local area in which these heritage assets are experienced and its opening up of the Dock edge as described above, to the east of these heritage assets. This is illustrated in the material in the DAS (ref NQ.PA.07) and is particularly evident in views 31, 32 and 43 of the TVIA in ES Volume II (ref NQ.PA.08 Vol. 2).

St Matthias Church, Poplar:

Church of St. Matthias, Listed Building Group (ii) Poplar High Street (all grade II), and St Matthias Church, Poplar Conservation Area

- 4.23 These heritage assets lie north of the Site in an area that has undergone much change since the post-war years. They are focused around the grade II* listed Church of St Matthias, and separated from the Site by the busy route of Aspen Way and the elevated Dockland Light railway line. They are set within a local context dominated by the tall buildings of Canary Wharf and Blackwall.

- 4.24 The Proposed Development would be seen at closer range to the south of these heritage assets than the existing Canary Wharf buildings. While appearing at a greater apparent height than the existing tall buildings at Canary Wharf, this would not represent a fundamental change in the character of the conservation area's setting or the listed buildings. The Proposed Development would represent a coherent addition to this context, consistent with its existing character.
- 4.25 The most significant heritage asset of this group and the reason for the designation of the conservation area is St Matthias Church (and the LBTH's Statement notes that the conservation area was designated to protect the visual setting of the Church). It sits in the south-east corner of the Poplar Recreation Ground, screened from Poplar High Street by Old Poplar Town Hall & Council Offices, and St Matthias's Vicarage.
- 4.26 The Church of St. Matthias is seen in the context of the established groups of tall buildings at Canary Wharf and Blackwall, in some cases seen directly behind the church and in relatively close proximity in views looking south. The Proposed Development would recognisably form part of the existing group of tall buildings at Canary Wharf, adding to an existing distinct layer of townscape within views. Its form and scale would be broken up as a result of the provisions of the Parameter Plans and application of the Design Guidelines.
- 4.27 Whilst consistent with this existing setting to some degree this level of change could be considered by some to be harmful. As assessed in the TVIA, there will be an adverse effect on one view of the church, view 21. However, this viewpoint is not the optimum location from which to appreciate the Church, and was chosen to represent the maximum likely impact of the Proposed Development. It is not a location that has been identified as being of any importance in relevant policy or guidance, for example in LBTH's Conservation Area Statement. There are many other views of the Church and it 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 the churchyard.
- 4.28 In addition, the church is principally of interest for its interior and history which would not be affected. Whilst the origins of the church date back to the 17th century the list description notes it was *"altered and enlarged in 1875 ... when the exterior was clad with Kentish ragstone"* and goes on to say it is included for historical associations and interior. The Proposed Development would not affect either of these elements that contribute to its heritage significance, nor views of its west and south fronts, where its current external appearance can be best appreciated. The level of screening in views from the north by mature trees is evident in view 22. On balance, assessing the effect in the round, whilst there will be an adverse effect on one view, the effect on heritage significance is neutral i.e. there will be no harm to the significance of the heritage asset.

4.29 In respect of the heritage assets in this group generally, the Proposed Development would be seen in the background of views looking south, where the towers at Canary Wharf are already visible and prominent, in a manner consistent with this existing context. The Proposed Development would be more prominent in views of and from the assets and have a greater presence locally. However, there would be no effect on the ability to appreciate the heritage significance of these heritage assets, their architectural design or townscape character, or their historical connections with the local area.

Summary

4.30 The Proposed Development would be consistent with the existing context in which the assessed heritage assets are experienced.

4.31 In respect of the grade I listed Import Dock and Export Dock, the Proposed Development would be consistent with the existing situation both in terms of the extent of visible dock wall on Site and the character of the setting of the wider dock complex. It would complete a built edge to the dock that would appear as a coherent development, mirroring the built edge to the south, and consolidating the existing group of tall buildings at Canary Wharf. This type and scale of development is consistent with the character and prevailing built form found around the Docks today, and would balance tall development around the central point of One Canada Square. The arrangement of the building and open spaces within the Development Zones across the Site would have a strong sense of order and logic.

4.32 The Proposed Development would enhance the setting of the docks, the permeability along North Quay and around the dock edge and the ability to appreciate the water side location of the Site.

4.33 In respect of the St. Matthias Church, Poplar group, the towers at Canary Wharf are already visible and prominent in views from and towards these heritage assets, and while it would be seen at a greater apparent height than the existing Canary Wharf buildings, this would not represent a fundamental change in the character of the settings of the conservation area or the listed buildings. There would be no effect on the ability to appreciate the heritage significance of these heritage assets, their architectural design or townscape character, or their historical connections with the local area.

4.34 As such, and given the high quality of the detailed design of the Proposed Development to be expected in the context of planning policy and the Design Guidelines, the effects on heritage significance would be positive in respect of the West India Docks group (enhancing their setting), and neutral in respect of the St. Matthias Church, Poplar group (preserving their setting).

5. Conclusion

- 5.1 This major regeneration scheme will develop an unsightly gap site that detracts from the townscape quality of the area. It has been designed to minimise the effect on the heritage significance of the Site and its context. The mixed use scheme will benefit the local area and bring a new lease of life to the Site and this part of the former docks, that will complement the existing activities in the area. The new uses will animate and activate the dock edge and enhance permeability in the area generally. The scheme will enhance connectivity between Canary Wharf and Poplar to the north, all to the benefit of the heritage assets in the area and the quality of spaces and townscape generally.
- 5.2 Listed building consent is sought for works to ensure the listed dock wall maintains its integrity during the development process. The end condition of development would remain as found today - the wall would lie in situ below ground. There would be no harm to the listed wall through any direct effects. The Proposed Development is in line with the relevant Statutory duties in preserving the listed building.
- 5.3 The Proposed Development, located on a site within the Canary Wharf Tall Building Zone as identified in the Local Plan, would be of a form and scale consistent with that already existing in Canary Wharf. It would not harm the setting of any nearby listed buildings, or the large number of listed buildings in the wider area (see the ES Volume II Townscape, Visual and Heritage Impact Assessment (ref NQ.PA.08) regarding the latter). The Proposed Development and public realm enhancements would enhance the setting of listed buildings immediately adjoining or opposite the Site. The Proposed Development would be in line with the relevant Statutory duties, in all cases preserving and in some cases enhancing the settings of listed buildings.
- 5.4 The Proposed Development would enhance the local townscape, integrating this large site, which presently makes no positive contribution to the townscape, as a valuable and positive element in terms of use, built form and design within the local area. It is in line with sections 12 and 16 of the NPPF and would contribute positively to making places better for people (in respect of architecture, urban design and townscape – paragraph 124); and contribute to local character and distinctiveness (paragraph 185). It would regenerate the dockside area to the north of the Dock, preserving the listed dock wall on Site and benefiting the heritage assets in the local area, particularly those focused around the dock, through contributing to the economic success of Canary Wharf.
- 5.5 The Proposed Development would preserve the special architectural and historic interest of the listed buildings on or close to the Site, enhancing the setting of the quay walls, copings and buttresses to the Import Dock and Export Dock, the warehouses and general offices at the western end of North Quay, and the Listed Building Group (i) West India Docks. It would enhance

the character and appearance and significance of the West India Docks Conservation Area. The Proposed Development would sustain the significance of other designated heritage assets and is in line with the NPPF; London Plan and local planning policies; and relevant SPDs.

Appendix 1 - Abbreviations

LBTH	London Borough of Tower Hamlets
LBC	Listed Building Consent
NPPF	National Planning Policy Framework
SO	Strategic Objectives
SP	Spatial Policies
DMS	Development Management Policies
LDDC	London Dockland Development Corporation