Site Allocations – Heritage Assessment (2017)

Tower Hamlets Local Plan 2016-2031

Strategic Planning – Plan Making
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1. Introduction

Tower Hamlets Council is preparing a new Local Plan (2016-2031) (‘the Local Plan) which is the borough’s strategy to positively plan for and manage the future of development in the borough through the planning system.

The Local Plan has identified sites for allocation which enables the Council to demonstrate how it is positively meeting its need for housing and employment and secures land for infrastructure to support the anticipated level of growth. The purpose of this Heritage Impact Assessment is to support the Local Plan by demonstrating that how the historic environment has been considered in the site allocation methodology and selection process. It also assesses the likely impact on heritage assets that are both designated and non-designated, and whether or how, any harm can be mitigated.

2. National Planning Policy and guidance

National Planning Policy Framework (NPPF)

Local planning authorities are responsible for assessing applications and issuing decisions related to conservation areas, listed buildings and their settings and scheduled monuments. In considering the decisions they must take account of the statutory considerations and satisfy the relevant policies within the NPPF.

The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the special regard to the desirability of preserving a listed building and/or its setting or any features of architectural or historical merit that it has. When considering conservation areas, local planning authorities should pay special regard to the desirability of preserving or enhancing its character and appearance.

Paragraph 126 of the NPPF stats that, ‘Local planning authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment’.

There is an expectation that planning authorities should deliver sustainable development by incorporating policies and issue planning decisions concerning the historic environment to:

- Recognise that heritage assets are an irreplaceable resource
- Conserve heritage assets in a manner appropriate to their significance
- Utilise opportunities to incorporate the historic environment into place shaping

Historic England Guidance

Historic England suggests Councils undertake a Heritage Impact Assessment of the sites identified in the Strategic Environmental Assessment and the Sustainability Appraisal.
This type of assessment would need to assess:

- The sites contribution to the significance of any of its heritage assets or those within the vicinity.
- The impact that the development of the site might have on elements that contribute to the significance of the heritage assets
- If the development of the site is likely to cause harm, identify what measures are necessary to remove or adequately mitigate the harm.
- If mitigation measures are inadequate and the development of the site is likely to harm the significance of the heritage asset, assess whether the public benefit outweighs the harm. If there are no public benefits or the level of harm outweighs the public benefit then the site should not be allocated.
- Whether there is the potential for the allocation of the site to enhance the significance of the heritage asset.

3. **Scope of the Heritage Assessment**

The heritage assessment will consider all heritage assets that are designated and non-designated on the site and within the immediate vicinity. The contribution of the site to the significance of the heritage assets has broadly been considered and incorporated into the design principles for the sites that we are seeking to allocate. Grade I & II listed buildings have specifically been considered and where opportunities for enhancement or mitigation against harm have been identified they have been incorporated into the design principles.

Undesignated archaeological potential is excluded from this assessment. In order to assess the impact of archaeological remains on the sites, specialist expertise would be required and these resources were not available at the time of undertaking the assessment.

4. **Methodology**

The methodology for the Heritage Impact Assessment adopts the form of a stepped approach which comprises the application of a series of assessments to identify the potential impacts and if/how these impacts can be mitigated.

The steps take a very similar approach to those outlined in Advice Note 3 “The Historic Environment and Site Allocations in Local Plans” site selection methodology.

The steps taken are as follows:

Step 1: Identify which heritage assets are affected by the potential site allocation

Step 2: Identify what impact the site allocation might have on the heritage asset

Step 3: Consider opportunities and constraints
Step 4: Determine whether the proposed site allocation is appropriate in light of the NPPF’s tests of soundness

A pro-forma has been produced for each site to record the information and assessment of each stage (Part 5). The assessment will be completed by addressing the questions on the pro-forma. In addition, the written summary and recommendations and design principles for all sites will be summarised in a table.

Step 1: Identify which heritage assets are affected by the potential site allocation

The desk based heritage assessment was undertaken to identify the sites allocations that contained heritage assets and/or had heritage assets adjacent to them. The information was obtained via the Council’s GIS system as well as through local knowledge from the Place Shaping team. In this assessment all heritage assets, both designated and non-designated were considered.

It has been noted that the a number of Heritage Impact Assessments have included another step after step 1 that involves understanding what contribution the site (in its current form) makes to the significance of their heritage asset(s) as per the methodology outlined in advice note 3 “The Historic Environment and Site Allocations in Local Plans” site selection methodology”.

This assessment does not include that step because a broad approach was taken at the beginning to include all heritage assets as having significance, and this was then refined through the design principles and will be further assessed during the planning application stage.

Step 2: Identify what impact the site allocation might have on the heritage asset

This stage involves making an assessment of how the allocation of the site might impact on the heritage assets. At this point the heritage assets were identified and taken into account in deciding whether the site could be allocated and where it is proposed to be allocated, preparing design principles for the site.

Step 3: Consider opportunities and constraints

This step identifies some of the possible means of avoiding harm and identifying opportunities for enhancement and have been set out in the design principles for each site.

Step 4: Recommendation - Determine whether the proposed site allocation is appropriate in light of the NPPF’s tests of soundness

This stage involved reviewing the design principles in conjunction with colleagues to ascertain whether, on balance the identified constraints could be overcome via mitigation measures and restoration/enhancements to heritage assets to enable the site to be suitable for allocation in accordance with the NPPF’s tests of soundness.
5. Assessment and recommendation

**Site Allocation:** Bishopsgate Goods Yard

**Address:** Shoreditch High Street

**Proposed land use requirements:** Housing, employment, strategic open space, community facility/local presence and leisure facility.

**Heritage Assets:**
- Conservation Area: Fournier Street
- Statutory Listed Building: Grade II Listed Braithwaite Viaduct
- London View Management Framework

**Likely Impact of Allocation on Heritage Significance:**

The site is able to accommodate at least 500 homes alongside key infrastructure which will have an impact on existing heritage assets on the site.

The location, siting, form appearance and other identified impacts are addressed in the recommendations section below and in more detail at the planning application stage.

**Heritage Constraints and Opportunities:**

Development will be expected to incorporate a design that maximises the enhancement of the heritage assets through measures including, but not limited to: repairing the heritage assets, incorporating relevant set-backs, building heights, form and materials and ensure that key views are maintained.

**Recommendation:**

Incorporate the following design principles into the site allocation:

- respond positively to the existing scale, height, massing and fine urban grain of the surrounding built environment;
- protect or enhance heritage assets on site including the existing grade II-listed Braithwaite viaduct, and sensitively consider its impacts on the conservation areas, strategic and local views.
- Development should also protect or enhance heritage assets in the surrounding areas (including within the London Borough of Hackney);
- focus larger-scale buildings around Shoreditch High Street Overground station;
- integrate development with the surrounding area and improve the street frontage and public realm on key routes, particularly along Wheler Street and ensure it is well integrated into public squares to the east and south of the station;
- maximise the provision of family homes;
- improve walking and cycling routes to, from and within the site to establish connections to Shoreditch High Street Overground station, Brick Lane district town centre and the new open space. These should align with the existing urban grain to support permeability and legibility;
- provide open space with a minimum size of 1 hectare, consolidated and integrated with the green grid along Quaker Street and Brick Lane in the form of a multi-functional local park located above the Braithwaite Viaduct;
- improve biodiversity and ecology within open space and green infrastructure; and
- improve movement through the area and repair fragmented urban form (e.g. locate a
community/local presence facility on key routes).
**Site Allocation:** London Dock  
**Address:** Pennington Street  
**Proposed land use requirements:** Housing, employment, small open space, secondary school and health facility

**Heritage Assets:**
- Statutory Listed Building: Grade II buildings along the northern boundary of the site and the Grade I Listed Tobacco Dock that adjoins the site to the east.

**Likely Impact of Allocation on Heritage Significance:**
The site is able to accommodate at least 500 homes alongside key infrastructure which will have an impact on existing heritage assets on the site.

The location, siting, form appearance and other identified impacts are addressed in the recommendations section below and in more detail at the planning application stage.

**Heritage Constraints and Opportunities:**
Development will be expected to incorporate a design that maximises the enhancement of the heritage assets through measures including, but not limited to: enhancing and repairing the heritage assets, incorporating relevant set-backs, building heights, form and materials and ensure that key views are maintained.

**Recommendation:**
Incorporate the following design principles into the site allocation:
- respond positively to the existing character, scale, height, massing and fine urban grain of the surrounding built environment, specifically to the north, south and east;
- protect or enhance heritage assets on site and in the surrounding areas, including the grade I listed Tobacco Dock;
- provide open space which is consolidated and integrated with the green grid route along Vaughan Way, The Highway and adjacent to the site along the canal;
- provide green grid connections along Wapping Lane and Pennington Street to connect to Swedenborg Gardens to the north.
- improve walking and cycling connections to, from and within the site, specifically to address permeability through the site. These should align with the existing urban grain to support permeability and access to Thomas More neighbourhood centre, St Katharine Docks, Tobacco Dock and the Wapping Canal; and
- improve the public realm at active site edges, specifically along The Highway and Vaughan Way.
**Site Allocation:** Marian Place Gas Works and The Oval

**Address:** Marina Place/The Oval/Emma Street

**Proposed land use requirement:** Housing, employment, community and social uses, strategic open space

**Heritage Assets:**
- Conservation Area: Regents Canal Conservation Area and Hackney Road Conservation Area
- London Square: The Oval
- London View Management Framework
- Non-designated heritage assets: Gas holders and associated structures, Victorian buildings adjacent to Regents Canal, Georgian Cottages including the associated pebbled street and railings.

**Likely Impact of Allocation on Heritage Significance:**
The site is able to accommodate at least 500 homes alongside key infrastructure which will have an impact on existing heritage assets on the site.

The location, siting, form appearance and other identified impacts are addressed in the recommendations section below and in more detail at the planning application stage.

**Heritage Constraints and Opportunities:**
Development will be expected to incorporate a design that maximises the enhancement of the heritage assets, including the non-designated gas holders and London square, through measures including, but not limited to: repairing the heritage assets, incorporating relevant set-backs, building heights, form and materials and ensure that key views are maintained.

**Recommendation:**
Incorporate the following design principles into the site allocation:

- respond positively to the existing character, scale, height, massing and fine urban grain of the surrounding built environment, and specifically integrate heritage assets on site and in the surrounding areas;
- retain, reuse and enhance the existing heritage assets, including the gasholders and associated structures, Victorian buildings adjacent to Regents Canal, and Georgian cottages, including the associated pebbled street and railings;
- re-use The Oval as new public open space which positively contributes to the surrounding buildings and well-connected to the new open space. The Oval should be fronted by a continuous building line following its footprint;
- provide active frontage set back from the canal, and positively frame the open space and The Oval to avoid excessive overshadowing;
- improve walking and cycling connections to, from and within the site: these should align with the existing urban grain to support permeability and link with Cambridge Heath neighbourhood centre;
- maximise the provision of family homes;
- improve biodiversity and ecology within open spaces and green infrastructure;
- provide a minimum size of 1 hectare of consolidated open space which is designed to be usable for sport and recreation;
- integrate the development into the green grid network through new and improved access
routes to the canal, the open space and The Oval, together with greening the public realm; and
• improve the public realm with active site edges, specifically along Hackney Road, Pritchard’s Road, Emma Street and The Oval. In addition, generous pavement and a linear landscaped square should be provided along Hackney Road in order to mitigate the impacts of the heavy through traffic on the narrow street.
**Site Allocation:** Whitechapel South

**Address:** Whitechapel Road

**Proposed land use requirements:** Employment, housing, strategic open space, health facility, district heating facility

**Heritage Assets:**
- Conservation Area: London Hospital and Myrdle Street
- Statutory Listed Buildings: Grade II Royal London Hospital, Grade II Listed Buildings on Stepney Way, Newark Street and Ashfield Street and other listed properties on the surrounding streets
- Locally Listed Buildings: Whitechapel Road, Ashfield Street, Parfett Street, New Road Cavell Street and other locally listed properties within the site allocation.
- Local Designated Views
- Archaeological Priority Area

**Likely Impact of Allocation on Heritage Significance:**

The site is able to accommodate at least 500 homes alongside key infrastructure which will have an impact on existing heritage assets on the site.

The location, siting, form appearance and other identified impacts are addressed in the recommendations section below and in more detail at the planning application stage.

**Heritage Constraints and Opportunities:**

Development will be expected to incorporate a design that maximises the enhancement of the heritage assets through measures including, but not limited to: repairing the heritage assets, incorporating relevant set-backs, building heights, form and materials and ensure that key views are maintained.

**Recommendation:**

Incorporate the following design principles into the site allocation:

- respond positively to the heritage assets and existing character, scale, height, massing and fine urban grain of the surrounding built environment;
- restore and/or enhance connections between neighbouring strategic sites, particularly north of Whitechapel Road and ensure the streetscape and the wider context, including design and character are addressed;
- create a sense of place set around a public square behind the former Royal London Hospital building and new public square immediately to the east of St. Augustine with St. Philip's Church to positively integrate the life sciences and research hub with the new civic centre and the green spine;
- maximise the provision of family homes;
- walking and cycling routes should be supported through the green linear open space, but should not jeopardise its role and function as a green open space;
- create a sense of place and increase recreational opportunities, access to and enjoyment of the open space to promote healthy living.
- repair the fragmented urban form to create a legible, permeable and well-defined movement network; and
facilitate the delivery of consolidated interconnected open spaces which link Whitechapel town centre to Commercial Road through the following.

a. Provision of new and improved open space should stretch from Philpot Street to the new civic centre. It should be linear in nature and provide a direct visual link across its length.

b. Buildings in alignment with the green linear open space should make a positive contribution to reinforce north-south legibility with permeable routes and visual links through the new development.

c. Existing consented open space which has yet to be implemented on site is an integral element to the provision of 1 hectare of strategic open space should be re-provided. Where opportunities exist, development will be expected to consolidate and integrate the consented open space with the new green linear open space (known as the green spine) to maximise its multi-functional use.
**Site Allocation:** Bow Common Gas Works

**Address:** Bow Common Lane

**Proposed land use requirements:** Housing, re-provision of employment, strategic open space and a secondary school.

**Heritage Assets:**
- Conservation Area: Tower Hamlets Cemetery to the north-west of the site
- Locally Listed Building: Bow Cottage

**Likely Impact of Allocation on Heritage Significance:**

The site is able to accommodate at least 500 homes alongside key infrastructure which will have an impact on existing heritage assets on the site.

The location, siting, form appearance and other identified impacts are addressed in the recommendations section below and in more detail at the planning application stage.

**Heritage Constraints and Opportunities:**

Development will be expected to incorporate a design that maximises the enhancement of the heritage assets through measures including, but not limited to: enhancing, retaining and/or repairing the heritage assets, incorporating relevant set-backs, building heights, form and materials and ensure that key views are maintained.

**Recommendation:**

Incorporate the following design principles into the site allocation:

- respond positively to the existing scale, height, massing and fine urban grain of the surrounding built environment;
- integrate the site with Tower Hamlets Cemetery Park through new or improved pedestrian and cycle routes;
- ensure safe pedestrian and cycling access to the secondary school;
- locate family housing overlooking the publicly accessible open space;
- provide new open space with a minimum size of 1 hectare, which is consolidated and designed to provide multi-functional leisure and recreational uses;
- integrate the site into the green grid route along Knapp Road and Bow Common Lane;
- improve biodiversity and ecology within open space and green infrastructure;
- improve walking and cycling connections to, from and through the site, specifically to address poor permeability created by the site. These should align with the existing urban grain to support legibility, specifically joining Knapp Road to Bow Common Lane;
- improve public realm with active site edges, specifically along Bow Common Lane;
- provide active frontages along the railway to enhance the use and setting of the railway arches as a non-designated heritage asset; and
- implement noise screening measures/or a green buffer in areas bordering the railway line.
**Site Allocation:** Chrisp Street Town Centre

**Address:** Chrisp Street/ East India Dock Road/ Kerbey Street

**Proposed land use requirements:** Housing, retail and other compatible uses, idea store and local market.

**Heritage Assets:**
- Conservation Area: Lansbury
- Statutory Listed Buildings: Poplar baths is a Grade II Listed Building that sits outside of the southern boundary of the site.

**Likely Impact of Allocation on Heritage Significance:**
The site is able to accommodate at least 500 homes alongside key infrastructure which will have an impact on existing heritage assets on the site.

The location, siting, form appearance and other identified impacts are addressed in the recommendations section below and in more detail at the planning application stage.

**Heritage Constraints and Opportunities:**
Development will be expected to incorporate a design that maximises the enhancement of the heritage assets through measures including, but not limited to: incorporating relevant set-backs, building heights, form and materials.

**Recommendation:**
Incorporate the following design principles into the site allocation:

- deliver a regenerated town centre for Poplar with a range of unit sizes (including those suitable for independent and small local retailers), a market square and a re-provided idea store located on East India Dock Road;
- respond positively to the existing character, scale, height, massing and urban grain of the post-war architecture and surrounding built environment, specifically the Lansbury Estate to the west and Poplar Baths to the south;
- protect and enhance heritage assets on site and in the surrounding areas, including the Lansbury Estate and conservation area to the west and Poplar Baths to the south;
- improve walking and cycling connections to, from and within the site - specifically to Langdon Park and All Saints DLR station. These should align with the existing urban form and grain to support east-west connectivity and wider permeability;
- integrate the site with the green grid route, helping to improve access from East India Dock Road to the north and Bartlett Park;
- improve the public realm with active site edges, specifically along East India Dock Road and towards all surrounding and internal streets and public spaces; and
- reinforce and complement local distinctiveness and create a positive sense of place with improved visual connections to, from and within the site - specifically to Langdon Park and All Saints DLR station and the characteristic clocktower.
**Site Allocation:** Ailsa Street

**Address:** Ailsa Street

**Proposed land use requirements:** Housing, employment, safeguarded waste site, small open space and primary school.

**Heritage Assets:**
- Conservation Area: Limehouse Cut
- Statutory Listed Building: Grade II and II* Listed buildings situated in the north-east of the site
- Archaeological Priority Area

**Likely Impact of Allocation on Heritage Significance:**

The site is able to accommodate at least 500 homes alongside key infrastructure which will have an impact on existing heritage assets on the site.

The location, siting, form appearance and other identified impacts are addressed in the recommendations section below and in more detail at the planning application stage.

**Heritage Constraints and Opportunities:**

Development will be expected to incorporate a design that maximises the enhancement of the heritage assets through measures including, but not limited to: enhancing and/or repairing the heritage assets, incorporating relevant set-backs, building heights, form and materials and ensure that key views are maintained.

**Recommendation:**

Incorporate the following design principles into the site allocation:

- respond positively to the existing character, scale, height, massing and urban grain of the surrounding built environment;
- protect or enhance and integrate heritage assets on site, including Poplar public library and Bromley Hall and in the surrounding areas;
- mitigate the impact of noise and air pollution generated by the A12, with a green buffer and/or alternative mitigation measures;
- step back from the River Lea to avoid excessive overshadowing and provide active frontage on the riverside;
- improve walking and cycling connections to, from and within the site - specifically to and along the River Lea to Bromley-by-Bow district centre, Aberfeldy neighbourhood centre and to Langdon Park DLR station. These should align with the existing urban grain to support permeability and legibility;
- integrate the site with the green grid route to assist with activating the riverside and improve access to the wider Lea River Park and further north to the Queen Elizabeth Olympic Park;
- provide an active and well-defined street frontage along Lochnagar Street, and create a stronger east-west link between the River Lea and the Langdon Park DLR station;
- improve riverside accessibility and provide amenity in the form of consolidated publicly accessible open space;
- improve biodiversity and ecology along the water edges and within open spaces;
- improve the quality and create a positive sense of place in the form of an active square at the corner of the A12 and Lochnagar Street;
• provide and secure the necessary land to facilitate the delivery of a new bridge over the River Lea; and
• facilitate a new or extended bus route through the site to enhance access to public transport.
### Site Allocation:
Leven Road Gas works

### Address:
Leven Road

### Proposed land use requirements:
Housing, employment, strategic open space and secondary school

### Heritage Assets:
- Non-designated Gas Holders and associated structures

### Likely Impact of Allocation on Heritage Significance:
The site is able to accommodate at least 500 homes alongside key infrastructure which will have an impact on existing heritage assets on the site.

The location, siting, form appearance and other identified impacts are addressed in the recommendations section below and in more detail at the planning application stage.

### Heritage Constraints and Opportunities:
Development will be expected to incorporate a design that maximises the enhancement of the heritage through measures including, but not limited to: retaining and repairing the heritage assets such as the gas holders and their associated structures, incorporating relevant set-backs, building heights, form and materials.

### Recommendation:
Incorporate the following design principles into the site allocation:

- respond positively to the existing character, scale, height, massing and fine urban grain of the surrounding built environment and its riverside location. It will require active frontages that fit well with the existing 2-3 storey terraced houses facing the site and sensitive to the scale of the adjacent 2-storey residential area, and the amenity of rear gardens backing onto the site;
- strongly encourage the retention, reuse and enhancement of the existing non-designated heritage asset, Gasholder No.1, which is located in the south-west corner of the site, due to its local character and landmark merit;
- reflect the industrial heritage of the site through measures such as, but not limited to, public art, landscaping and building design;
- step back from the River Lea to avoid excessive overshadowing and enable activation of the riverside;
- maximise the provision of family homes;
- consider opportunities to provide bespoke waste collection (e.g. Underground waste systems);
- ensure the open space is designed and usable for sport and recreation and located adjacent to the River Lea, featuring the Leaway and water spaces. It should meet the minimum size of 1 hectare;
- improve walking and cycling connections to, from within the site - specifically to link with the river Lea Park walk, Aberfeldy neighbourhood centre to Langdon Park DLR station and East India DLR station;
- improve public realm with active site edges, specifically along Leven Road;
- integrate the site with the green grid route to assist with activating the riverside and improve access from the open space to the wider Lea River Park and further north to the Queen Elizabeth Olympic Park;
- provide safe pedestrian and cycling access to the secondary school;
- improve biodiversity and ecology along the water edges and within open spaces;
- provide and secure the necessary land to facilitate the delivery of a new bridge over the River Lea; and
- facilitate a new or extended bus route through the site to enhance access to public transport.
**Site Allocation:** Aspen Way  
**Address:** Aspen Way  
**Proposed land use requirements:** Housing, employment, strategic open space, college (re-provision) community centre and associated football pitched (re-provision)

**Heritage Assets:**
- Conservation Area: St. Mathias Church, Poplar  
- Statutory Listed Building: Grade II Listed Tower Hamlets College  
- Archaeological Priority Area  
- Local Designated View

**Likely Impact of Allocation on Heritage Significance:**

The site is able to accommodate at least 500 homes alongside key infrastructure which will have an impact on existing heritage assets on the site.

The location, siting, form appearance and other identified impacts are addressed in the recommendations section below and in more detail at the planning application stage.

**Heritage Constraints and Opportunities:**

Development will be expected to incorporate a design that maximises the enhancement of the heritage assets through measures including, but not limited to: retaining and repairing the heritage assets, incorporating relevant set-backs, building heights, form and materials and ensure that key views are maintained.

**Recommendation:**

Incorporate the following design principles into the site allocation:

- respond positively to the existing character scale, height, massing and urban grain of the surrounding built environment. The setting of adjacent housing should also be protected through appropriate screening and landscaping;
- protect or enhance heritage assets on site and in the surrounding areas, including the grade II listed college building situated along the northern boundary;
- restore and/or enhance connections between neighbouring site allocations and ensure the streetscape and the wider context, including design and character are addressed;
- maximise the provision of family homes;
- address the physical barriers and poor connectivity created by Aspen Way, with new and improved to walking and cycling routes. This could be facilitated through the provision of new bridges or decking across Aspen Way connecting the site to Billingsgate Market;
- integrate the site with the green grid route along Poplar High Street;
- improve the quality of spaces around and between buildings and movement through area;
- strengthen walking and cycling connections to Poplar DLR station, Poplar High Street, East India Dock Road and Canary Wharf station;
- address the environmental impacts of Aspen Way with a green buffer and/or alternative mitigation measures; and
- improve the quality and create a positive sense of place with a public square and public green open space that integrates north-south links and Poplar DLR station.
**Site Allocation:** Billingsgate Market

**Address:** Trafalgar Way

**Proposed land use requirements:** Employment, housing, small open space, secondary school

**Heritage Assets:**
- Statutory Listed Building: Grade II Listed Accumulator Tower
- Local Designated View
- Strategically Important Skyline

**Likely Impact of Allocation on Heritage Significance:**
The site is able to accommodate at least 500 homes alongside key infrastructure which will have an impact on existing heritage assets on the site.

The location, siting, form appearance and other identified impacts are addressed in the recommendations section below and in more detail at the planning application stage.

**Heritage Constraints and Opportunities:**
Development will be expected to incorporate a design that maximises the enhancement of the heritage through measures including, but not limited to: retaining and repairing the heritage assets, incorporating relevant set-backs, building heights, form and materials.

**Recommendation:**
Incorporate the following design principles into the site allocation:

- respond positively to the existing character, scale, height, massing and urban grain of the surrounding built environment, particularly the dockside, adjacent buildings and along Trafalgar Way;
- restore and/or enhance connections between neighbouring strategic site allocations and ensure the streetscape and the wider context, including design and character are addressed;
- protect or enhance the statutory listed accumulator tower;
- improve walking and cycling connections to, from and within the site, particularly with a new east to west cycle route through the site. Walking and cycling routes should specifically address the barrier of Aspen Way and integrate the site with Poplar to the north; North Quay and Canary Wharf Crossrail station; and to the wider area. These routes should align with the existing urban grain to support permeability and legibility;
- improve biodiversity and ecology along the water edges and within open spaces;
- improve public realm (specifically along Upper Bank Street) to address the severance caused by Trafalgar Way;
- enhance legibility and have a clear distinction between public and private spaces, by way of improving public realm particularly along the dockside, and providing a continuous walkway with supporting active ground floor uses and frontages;
- address the environmental impacts of Aspen Way with a green buffer and/or alternative mitigation measures;
- prevent excessive overshadowing and enable activation of the dockside by stepping back development from West India Dock; and
- maximise accessibility to the waterside and enhance its setting.
**Site Allocation:** Crossharbour Town Centre

**Address:** East Ferry Road

**Proposed land use requirements:** Housing, redevelopment of the district centre, primary school, community/local presence facility and health facility

**Heritage Assets:**
- The site does not contain any and is not adjacent to any designated and non-designated heritage assets however the design principles set out below highlight the importance of development responding to the low rise properties to the north.

**Likely Impact of Allocation on Heritage Significance:**

The site is able to accommodate at least 500 homes alongside key infrastructure which will have an impact on existing heritage assets around the site.

The location, siting, form appearance and other identified impacts are addressed in the recommendations section below and in more detail at the planning application stage.

**Heritage Constraints and Opportunities:**

Development will be expected to incorporate a design that maximises the enhancement of the areas heritage and built form through measures including, but not limited to: incorporating relevant set-backs, building heights, form and materials.

**Recommendation:**

Incorporate the following design principles into the site allocation:

- create a new town centre with an anchor supermarket and a range of retail, leisure and community uses with sizes which can support independent providers. Retail streets and other routes should provide active frontages;
- respond positively to the existing character, scale, height, massing and fine urban grain of the surrounding built environment and Mudchute Park. Specifically, it should acknowledge the low rise nature of the immediate residential area to the north and east;
- reinforce and complement local distinctiveness and create a positive sense of place with the provision of a new public square in the centre that frames development;
- integrate the development into the green grid route;
- protect or enhance the setting of the Maritime Greenwich world heritage site and other surrounding heritage assets;
- improve biodiversity and ecology within open space and green infrastructure;
- improve walking and cycling connections to, from and across the site to establish connections to the new public square, Crossharbour DLR station and Mudchute Park. These routes should acknowledge the existing urban grain to support permeability and legibility;
- secure the provision of a bus interchange which should be incorporated into the redevelopment of the site; and
- improve public realm with active site edges, specifically along East Ferry Road and adjacent to Mudchute Park.
Site Allocation: Limeharbour

Address: Limeharbour

Proposed land use requirements: Housing, employment, strategic open space, primary school

Heritage Assets:

- The site does not contain any and is not adjacent to any designated and non-designated heritage assets however any development should be designed to respect the setting of the historic docks and the setting of the Maritime Greenwich World Heritage Site to the South.

Likely Impact of Allocation on Heritage Significance:

The site is able to accommodate at least 500 homes alongside key infrastructure which will have an impact on existing heritage assets around the site.

The location, siting, form appearance and other identified impacts are addressed in the recommendations section below and in more detail at the planning application stage.

Heritage Constraints and Opportunities:

Development will be expected to incorporate a design that maximises the enhancement of the heritage assets through measures including, but not limited to: incorporating relevant set-backs, building heights, form and materials and ensure that key views are maintained.

Recommendation:

Incorporate the following design principles into the site allocation:

- complement the tall building cluster in Canary Wharf through appropriate taller building heights, whilst respecting and being informed by the existing character, scale, height, massing, views and urban grain of its dockside location and surrounding built environment, particularly the lower rise buildings of Cubitt Town to the south-east;
- create a series of buildings scales with a well-articulated built form and skyline, avoiding significant adverse environmental impacts, including overshadowing of adjacent sites either within the area or outside, particularly along the main routes of Marsh Wall and Limeharbour;
- protect or enhance the setting of heritage assets in and around the area, including the historic docks and the setting of the Maritime Greenwich world heritage site to the south;
- create a legible, permeable and well-defined movement network through the site, centred on Millwall and Marsh Wall connecting to the surrounding existing street network and docksides, with a new bridge crossing to the north;
- integrate buildings with improved public realm and ensure development is stepped back from the docksides with fully accessible active frontages;
- maximise the provision of family homes;
- improve walking and cycling connections to, from and within the site - specifically between Oakland Quay and Limeharbour; Limeharbour and East Ferry Road; and between the dock sides, Canary Wharf (Major Centre) and Mudchute Park. These routes should align with the existing urban grain to support permeability and legibility;
- improve biodiversity and ecology along the water edges and within open spaces;
- provide active frontages and access along the dockside to create a series of interconnected spaces in accordance with the green grid;
- improve the quality of and create a positive sense of place with an arrival point in the form of an active square at the corner of Marsh Wall and Limeharbour; and
provide well defined public green open space or public squares with active building frontages around the DLR viaduct. The open space should be well integrated into the development.
**Site Allocation:** Marsh Wall East

**Address:** Marshwall

**Proposed land use requirements:** Housing, employment, small open space, primary school, health facility

**Heritage Assets:**
- Strategically Important Skyline
- The site does not contain any and is not adjacent to any designated and non-designated heritage assets however any development should be designed to respect the setting of the historic docks and the setting of the Maritime Greenwich World Heritage Site to the South.

**Likely Impact of Allocation on Heritage Significance:**

The site is able to accommodate at least 500 homes alongside key infrastructure which will have an impact on existing heritage assets around the site.

The location, siting, form appearance and other identified impacts are addressed in the recommendations section below and in more detail at the planning application stage.

**Heritage Constraints and Opportunities:**

Development will be expected to incorporate a design that maximises the enhancement of the heritage assets through measures including, but not limited to: incorporating relevant set-backs, building heights, form and materials and ensure that key views are maintained.

**Recommendation:**

Incorporate the following design principles into the site allocation:

- complement the tall building cluster in Canary Wharf through appropriate building heights, whilst respecting and being informed by the existing character, scale, height, massing, views and urban grain of its dockside location and surrounding built environment, particularly the lower rise buildings of Cubitt Town to the south-east;
- create a series of building scales with a well-articulated built form and skyline, avoiding significant adverse environmental impacts, including overshadowing of adjacent sites either within the area or outside, particularly along the main routes of Marsh Wall and Limeharbour;
- protect or enhance the setting of heritage assets in and around the area, including the historic docks and the setting of the Maritime Greenwich world heritage site to the south;
- create a legible, permeable and well-defined movement network through the site, centred on Millwall and Marsh Wall connecting to the surrounding existing street network and docksides;
- integrate tall buildings with improved public realm and ensure development steps back from the docksides with fully accessible active frontages;
- improve walking and cycling connections to, from and within the site, specifically to the dock sides, Canary Wharf (Major Centre) and Mudchute Park. These routes should align with the existing urban grain to support permeability and legibility;
- improve biodiversity and ecology along the water edges and within open spaces;
- provide active frontages and access along the dockside to create a series of interconnected spaces in accordance with the green grid;
- improve the quality and create a positive sense of place with an arrival point in the form of an active square at the corner of Marsh Wall and Limeharbour; and
• provide well-defined public green open space, particularly along the waterfronts of West India and Millwall Docks and public squares with active building frontages. The open space should be well integrated into the development.
### Site Allocation: Marsh Wall West

**Address:** Marshwall

**Proposed land use requirements:** Housing, employment, small open space, primary school and health facility

### Heritage Assets:
- Strategically Important skyline
- The site does not contain any and is not adjacent to any designated and non-designated heritage assets however any development should be designed to respect the setting of the historic docks and the setting of the Maritime Greenwich World Heritage Site to the South and the historic dockside promenade.

### Likely Impact of Allocation on Heritage Significance:

The site is able to accommodate at least 500 homes alongside key infrastructure which will have an impact on existing heritage assets around the site.

The location, siting, form appearance and other identified impacts are addressed in the recommendations section below and in more detail at the planning application stage.

### Heritage Constraints and Opportunities:

Development will be expected to incorporate a design that maximises the enhancement of the heritage assets through measures including, but not limited to: retaining and repairing the heritage assets incorporating relevant set-backs, building heights, form and materials and ensure that key views are maintained.

### Recommendation:

Incorporate the following design principles into the site allocation:

- complement the tall building cluster in Canary Wharf through appropriate taller building heights, whilst respecting and being informed by the existing character, scale, height, massing, views and urban grain of its dockside location and surrounding built environment, particularly the lower rise buildings of Millwall to the south-west;
- create a series of building scales with a well-articulated built form and skyline, avoiding significant adverse environmental impacts, including overshadowing of adjacent sites either within the area or outside, particularly along the main routes of Marsh Wall;
- improve biodiversity and ecology along the water edges and within open spaces;
- protect and enhance the setting of the Maritime Greenwich world heritage site and other surrounding heritage assets, including the historic dockside promenade;
- prevent excessive overshadowing of the riverside and enable activation of the waterfront by ensuring development is stepped back;
- integrate the site with the green grid route along Marsh Wall, Byng Street, Mastmaker’s Road, Millharbour and the edges of South Dock and Millwall Inner Dock;
- create a legible, permeable and well-defined movement network, centred on Millharbour and Marsh Wall;
- incorporate active frontages to surrounding streets and spaces, including the waterside and accessible high quality public space along the entire dockside;
- improve and enhance walking and cycling connections to, from and within the site, and provide legible and pedestrian friendly connections between Marsh Wall and South Quay Walk,
particularly from Mastmaker Road to the South Quay footbridge and from Millharbour through a newly proposed footbridge to Upper Bank Street; and
- the open spaces around the DLR viaduct should be well defined by public green space or public squares and active building frontages.
**Site Allocation:** Millharbour South  
**Address:** Millharbour, South  
**Proposed land use requirements:** Housing, employment, small open space, primary school, health facility

**Heritage Assets:**
- The site does not contain any and is not adjacent to any designated and non-designated heritage assets however any development should be designed to respect the setting of the historic docks and the setting of the Maritime Greenwich World Heritage Site to the South and the historic dockside promenade.

**Likely Impact of Allocation on Heritage Significance:**
The site is able to accommodate at least 500 homes alongside key infrastructure which will have an impact on existing heritage assets around the site.

The location, siting, form appearance and other identified impacts are addressed in the recommendations section below and in more detail at the planning application stage.

**Heritage Constraints and Opportunities:**
Development will be expected to incorporate a design that maximises the enhancement of the heritage assets through measures including, but not limited to: retaining and repairing the heritage assets incorporating relevant set-backs, building heights, form and materials and ensure that key views are maintained.

**Recommendation:**
Incorporate the following design principles into the site allocation:
- respond positively to the existing character, scale, height, massing and fine urban grain of the surrounding built environment and its dockside location; specifically, it should step down from Canary Wharf to the smaller scale residential areas south of Millwall Dock;
- protect and enhance the setting of the Maritime Greenwich world heritage site and other surrounding heritage assets, including the historic dockside promenade;
- protect or enhance the waterside setting, ensuring public accessibility along the entire waterfront;
- improve biodiversity and ecology along the water edges and within open spaces;
- prevent excessive overshadowing and enable activation of the riverside by ensuring development is stepped back from the waterside;
- integrate the site with the green grid route along Marsh Wall, Byng Street, Mastmaker’s Road, Millharbour and the edges of South Dock and Millwall Inner Dock;
- create a legible, permeable and well-defined movement network, centred on Millharbour, Pepper Street and the dockside;
- reinforce and complement local distinctiveness and create a positive sense of place along Pepper Street by supporting a mix of uses;
- incorporate active frontages to surrounding streets and spaces (including the waterside) and accessible, high quality public space along the entire dockside;
- improve and enhance walking and cycling connections to, from and within the site, and provide legible and pedestrian friendly connections across Glengall Bridge; and
- incorporate high quality public green open spaces/landscape along Millharbour extending to a
park at the south end of Greenwich View facing Millwall Outer Dock.
**Site Allocation:** Millharbour

**Address:** Marshwall, Millharbour

**Proposed land use requirements:** Housing, employment, small open space, primary school and health facility.

**Heritage Assets:**
- The site does not contain any and is not adjacent to any designated and non-designated heritage assets however any development should be designed to respect the setting of the historic docks and the setting of the Maritime Greenwich World Heritage Site to the South and the historic dockside promenade.

**Likely Impact of Allocation on Heritage Significance:**

The site is able to accommodate at least 500 homes alongside key infrastructure which will have an impact on existing heritage assets around the site.

The location, siting, form appearance and other identified impacts are addressed in the recommendations section below and in more detail at the planning application stage.

**Heritage Constraints and Opportunities:**

Development will be expected to incorporate a design that maximises the enhancement of the heritage assets through measures including, but not limited to: retaining and repairing the heritage assets, incorporating relevant set-backs, building heights, form and materials and ensure that key views are maintained.

**Recommendation:**

Incorporate the following design principles into the site allocation:

- respond positively to the existing character, scale, height, massing and fine urban grain of the surrounding built environment and its dockside location; specifically, it should step down from Canary Wharf to the smaller-scale residential areas south of Millwall Dock;
- protect and enhance the setting of the Maritime Greenwich world heritage site and other surrounding heritage assets including the historic dockside promenade;
- prevent excessive overshadowing and enable activation of the riverside by ensuring development is stepped back from the waterside;
- integrate the site with the green grid route along Marsh Wall, Byng Street, Mastmaker’s Road, Millharbour and the edges of South Dock and Millwall Inner Dock;
- create a legible, permeable and well-defined movement network, centred on Millwall Inner Dock, Millharbour and Marsh Wall;
- improve biodiversity and ecology along the water edges and within open spaces;
- incorporate active frontages to surrounding streets and spaces (including the waterside) and accessible, high quality public space along the entire dockside;
- improve and enhance walking and cycling connections to, from and within the site, and provide legible and pedestrian friendly connections between Marsh Wall and South Quay Walk, particularly from Mastmaker Road to the South Quay footbridge and from Millharbour through a newly proposed footbridge to Upper Bank Street;
- create a positive sense of place with an arrival point in the form of an active square at the corner of South Quay footbridge and Marsh Wall/Mastmaker Road; and
- high quality public green open spaces/landscape design should be provided within each street.
block in order to provide sufficient green amenity space.
### Site Allocation

**North Quay**

**Address:** Upper Bank Street

**Proposed land use requirements:** Employment, housing, small open space

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### Heritage Assets:

- Strategically Important Skyline
- Local Designated Views

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### Likely Impact of Allocation on Heritage Significance:

The site is able to accommodate at least 500 homes alongside key infrastructure which will have an impact on existing heritage assets around the site.

The location, siting, form appearance and other identified impacts are addressed in the recommendations section below and in more detail at the planning application stage.

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### Heritage Constraints and Opportunities:

Development will be expected to incorporate a design that maximises the enhancement of the heritage assets through measures including, but not limited to: incorporating relevant set-backs, building heights, form and materials and ensure that key views are maintained.

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### Recommendation:

Incorporate the following design principles into the site allocation:

- respond positively to the existing character, scale, height, massing and urban grain of the surrounding built environment and its dockside location;
- improve strategic links from Canary Wharf to Poplar High Street through the provision of new north-south links;
- protect or enhance the waterside setting, ensuring public accessibility along the entire waterfront;
- address noise mitigation measures in areas bordering Aspen Way with a green buffer and/or alternative measures;
- provide active frontages and access along the dockside to create a series of interconnected spaces in accordance with the green grid;
- improve biodiversity and ecology along the water edges and within open spaces;
- improve the quality and create a positive sense of place with an arrival points in the form of an active public square at the northern corners of the site, which interconnects to a north-south linear square from the Canary Wharf station (Elizabeth line) to Poplar DLR station/Poplar High Street; and
- improve or enhance walking and cycling connections to, from and within the site to:
  
  a) accommodate a new east-to-west cycle route through the site which joins into the cycle network and pedestrians movement to/from the DLR stations at Poplar and West India Quay and the Elizabeth line station;
  
  b) facilitate connections across Aspen Way and across Trafalagar Way towards Blackwall Basin, Poplar High Street, and Canary Wharf, and to the wider area; and
  
  c) address the barrier of Aspen Way and integrate the site with Poplar to the north, and the Canary Wharf crossrail station to the south west. These routes should align with the
existing urban grain to support permeability and legibility.
**Site Allocation:** Reuters Ltd  
**Address:** Paul Julius Close  
**Proposed land use requirements:** Housing, employment, small open space and primary school

### Heritage Assets:
- Statutory Listed Building: Grade II Listed Dock within the site and the Grade II Listed Northern ventilation system situated outside of the site adjacent to the western boundary
- Archaeological Priority Area

### Likely Impact of Allocation on Heritage Significance:

The site is able to accommodate at least 500 homes alongside key infrastructure which will have an impact on existing heritage assets around the site.

The location, siting, form appearance and other identified impacts are addressed in the recommendations section below and in more detail at the planning application stage.

### Heritage Constraints and Opportunities:

Development will be expected to incorporate a design that maximises the enhancement of the heritage assets through measures including, but not limited to: retaining and repairing the heritage assets, incorporating relevant set-backs, building heights, form and materials and ensure that key views are maintained.

### Recommendation:

Incorporate the following design principles into the site allocation:

- respond positively to the existing character, scale, height, massing and fine urban grain of the surrounding built environment, specifically addressing the transition of building heights, scale and massing from the tall buildings cluster at Blackwall roundabout to the medium-rise nature of East India;
- retain, reuse or enhance the existing heritage assets, including the grade II listed dock and adjacent grade II listed northern ventilation shaft;
- provide green buffer and/or alternative mitigation measures along Aspen Way or Blackwall to mitigate the noise and air pollution impacts;
- integrate buildings with improved public realm and ensure development is stepped back from the riverside with fully accessible active frontages;
- improve walking and cycling connections to, from and within the site, specifically to address the connections to adjacent sites. A continuous pedestrian and cycle link along the Thames Path should be provided;
- improve movement through the area and repair fragmented urban form by reinforcing the route with active uses from East India DLR station and Blackwall Way towards the Thames Path and the Blackwall Yard Graving Dock;
- create a positive sense of place with an arrival point in the form of an active public square at the corner of Blackwall Way, through Blackwall Yard to the Thames waterfront;
- reinforce and complement local distinctiveness with the re-provision of the existing waterspace on site and integrate its function with the open space to maximise amenity provision;
- improve biodiversity and ecology along the water edges and within open spaces; and
explore the opportunity to incorporate the existing jetting pier into the development.
**Site Allocation:** Riverside South

**Address:** Westferry Circus

**Proposed land use requirements:** Employment, housing and small open space

**Heritage Assets:**
- Statutory Listed: Grade I Listed Dock
- Strategically Important Skyline

**Likely Impact of Allocation on Heritage Significance:**

The site is able to accommodate at least 500 homes alongside key infrastructure which will have an impact on existing heritage assets around the site.

The location, siting, form appearance and other identified impacts are addressed in the recommendations section below and in more detail at the planning application stage.

**Heritage Constraints and Opportunities:**

Development will be expected to incorporate a design that maximises the enhancement of the heritage assets through measures including, but not limited to: retaining and repairing the heritage assets, incorporating relevant set-backs, building heights, form and materials and ensure that key views are maintained.

**Recommendation:**

Incorporate the following design principles into the site allocation:

- respond positively to the existing character, scale, height, massing and fine urban grain of the surrounding built environment;
- retain, reuse or enhance the existing heritage assets, including a listed lock wall that forms the eastern boundary of the site;
- integrate buildings with improved public realm and ensure development is stepped back from the riverside with fully accessible active frontages;
- protect or enhance the waterside setting, ensuring easy public access along the entire waterfront with active retail and commercial uses;
- improve walking and cycling connections to, from and within the site - specifically to address connections to Westferry Circus, Westferry Road and the river Thames;
- reinstate the active street frontage and pedestrian route along Westferry Circus and Westferry Road, with strong visual and activity links to the riverside amenity;
- improve biodiversity and ecology along the water edges and within open spaces;
- provide green open space along the river Thames which is activated with commercial uses and expands on the leisure activity hub at Westferry Circus;
- create a new route with a strong visual connection from Bank Street/Westferry Road to the Thames Riverside and integrate it a new riverside walk and public square.
**Site Allocation:** Westferry Print Works

**Address:** Westferry Road

**Proposed land use requirements:** Housing, employment, strategic open space, leisure centre and secondary school

**Heritage Assets:**
- Setting of the Maritime Greenwich World heritage Site and other surrounding heritage assets

**Likely Impact of Allocation on Heritage Significance:**

The site is able to accommodate at least 500 homes alongside key infrastructure which will have an impact on existing heritage assets around the site.

The location, siting, form appearance and other identified impacts are addressed in the recommendations section below and in more detail at the planning application stage.

**Heritage Constraints and Opportunities:**

Development will be expected to incorporate a design that maximises the enhancement of the heritage assets through measures including, but not limited to: retaining and repairing the heritage assets, incorporating relevant set-backs, building heights, form and materials and ensure that key views are maintained.

**Recommendation:**

Incorporate the following design principles into the site allocation:

- respond positively to the existing character, scale, height, massing and fine urban grain of the surrounding built environment and its dockside location. Specifically, buildings should step down from Canary Wharf to the smaller scale residential properties to the north and south;
- protect or enhance the setting of the Maritime Greenwich world heritage site and other surrounding heritage assets;
- respect the waterside setting, ensuring public accessibility to the waterfront and active frontages provided with buildings stepped back;
- maximise the provision of family homes;
- improve biodiversity and ecology along the water edges and within open spaces;
- improve walking and cycling connections to, from and within the site - specifically to improve connections to Millwall Outer Dock and to Barkantine Estate centre, Westferry Road centre and Crossharbour centre. These routes should align with the existing urban grain to support permeability and legibility. Public open space should be located adjacent to the Millwall Outer Dock and designed to facilitate sport and recreation activities; and
- improve public realm with active site edges, specifically along Westferry Road and Millharbour.
**Site Allocation:** Wood Wharf

**Address:** Prestons Road

**Proposed land use requirements:** Housing, employment, strategic open space, primary school, idea store and health facility

**Heritage Assets:**
- Conservation Area: Crossharbour
- Strategically Important Skyline
- Local Designated Views
- Non designated heritage assets: Blackwall Basin and West India Dock Walls

**Likely Impact of Allocation on Heritage Significance:**

The site is able to accommodate at least 500 homes alongside key infrastructure which will have an impact on existing heritage assets around the site.

The location, siting, form appearance and other identified impacts are addressed in the recommendations section below and in more detail at the planning application stage.

**Heritage Constraints and Opportunities:**

Development will be expected to incorporate a design that maximises the enhancement of the heritage assets through measures including, but not limited to: retaining and repairing the heritage assets, incorporating relevant set-backs, building heights, form and materials and ensure that key views are maintained.

**Recommendation:**

Incorporate the following design principles into the site allocation:

- complement the tall building cluster in Canary Wharf through appropriate taller building heights, while respecting and being informed by the existing character, scale, height, massing and urban grain of the surrounding built environment and its dockside location;
- focus tall buildings in the western portion of the site, stepping down to the existing lower rise environment in Cubitt Town to the east;
- protect or enhance the Blackwall Basin and former West India Dock walls and other surrounding heritage assets;
- maximise the creation of family homes;
- create new east-west and north-south walking and cycling routes. These should align with the existing grid geometry of Canary Wharf to support permeability and legibility, specifically connecting to Canary Wharf and Marsh Wall East;
- provide a range of new publicly accessible open spaces;
- integrate the site with the green grid route along Preston’s Road; and
- present excessive overshadowing and enable activation of the riverside by ensuring building are stepped back the water edge.