

# **STATEMENT OF COMMON GROUND**

**Between the London Borough of Tower Hamlets and Canary  
Wharf Group**

**In respect of representations in relation to the North Quay site  
allocation (4.9)**

**London Borough of Tower Hamlets  
Local Plan**

## **Statement of Common Ground – North Quay Site Allocation**

### **Local Plan Examination in Public**

**Date:** July 2018

**Parties:** London Borough of Tower Hamlets (LBTH) and Canary Wharf Group (CWG)

In relation to the representations submitted by Canary Wharf Group in response to regulation 19 consultation response dated 13<sup>th</sup> November 2017, the following matters have been considered:

1. Site allocation diagram
2. Public square
3. Design principles
4. Heritage assessment
5. Site allocation boundary
6. Land use requirements
7. Planning permission

Please note: existing modifications are in **red** (which were submitted to the Planning Inspectorate on 28<sup>th</sup> February 2018) and the proposed new modifications in response to the inspector's main matters are in **green**

## Agreed Actions<sup>1</sup>

Site allocation diagram (subject to checking final site allocation diagram)

- The following minor modifications will be made to figure 48:
  - Remove the most northern section of the strategic/pedestrian cycling route on Upper Bank Street and align it with the route shown on figure 41 for the Billingsgate Market site allocation.
  - Show the green grid running along the north-west boundary of the site and along the north-west section of the site (as per the Green Grid Strategy)
- The following minor modifications have been made to figure 48 (MM299):
  - Shorten the length of the strategic pedestrian/cycling route going over Aspen Way (remove the curved part of the arrow at the top)
  - Amend central north-south strategic pedestrian/cycling route so that it aligns with the green grid from north to south
  - Show the location of the existing bridge
  - Show the green grid running along the north-west boundary of the site and along the north-west section of the site (as per the Green Grid Strategy)
- Extend the green grid that runs through the centre of the site to the north so that it aligns with the strategic pedestrian and cycle route
- A minor modification has been made to remove active ground floor uses and plots (MM205)
- Site allocations figure/diagrams are for illustrative purposes. As such, a minor modification has been made to state the following under each site allocation diagram: **For illustrative purposes** (MM204)
- It is acknowledged that details of how the strategic pedestrian/cycling routes will function will be addressed through the development management process.

## Public square

- It is agreed that the following definition of a public square will be included in the glossary (appendix 1):

*'A consolidated area of open space primarily used by pedestrians, which should include well-defined edges and active frontages. It should be multifunctional and suitable for gatherings and should be well integrated with the wider movement network. The precise shape/form*

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<sup>1</sup> It should be noted that references under agreed actions relating to pedestrian and cycle routes crossing the site allocation only relate to/reflect the terminology of these routes on the site allocation diagram key. Canary Wharf Group disagree that strategic cycle routes should cross the site allocation and reference to cycle routes should be removed from any site allocation text.

*of the public square will be determined through the development management process'*

#### Design principles

- The following minor modifications have been proposed to the relevant design principles:
  - ~~respond positively to the existing character, scale, height, massing and urban grain of the surrounding built environment and its dockside location; (MM295)~~
  - improve strategic links from Canary Wharf to Poplar High Street through the provision of new **enhanced** north-south links; (MM298)
  - ~~improve the quality and create a positive sense of place with an arrival point in the form **through the delivery** of an active public square at the northern corners of the site, which interconnects to a north-south linear square from the **connecting the** Canary Wharf **Elizabeth line** station (Elizabeth line) and the dockside promenade to the Poplar DLR station/ and Poplar High Street; and (MM296)~~
- The following minor modifications will be to the relevant design principles:
  - ~~comply with the requirements of the Canary Wharf tall building zone designation (as set out in policy D.DH6), where tall buildings are proposed;~~
  - ~~improve or enhance walking and cycling connections to, from and within the site to:~~
  - ~~facilitate **walking and cycling** connections across Aspen Way **between Canary Wharf and Poplar High Street** and across **and towards** Trafalgar Way and towards Blackwall Basin, Poplar High Street, and Canary Wharf, and to the wider area; and~~
  - address the barrier of Aspen Way and integrate the site with Poplar **High Street** to the north, and the Canary Wharf **Elizabeth line station and the Canary Wharf Estate** Crossrail station to the south west. These routes should align with the existing urban grain to support permeability and legibility.
- It is agreed that the previously proposed modification (MM300) will be removed in order to avoid repetition of policy D.DH6.

*~~comply with the requirements of the Canary Wharf tall building zone designation (as set out in policy D.DH6), where tall buildings are proposed;~~*

#### Heritage assessment

- It is agreed that the Skyline of Strategic Importance and Local Designated Views are not heritage assets and they have now been removed from the heritage assessment (SED66).

#### Site allocation boundary

- It is agreed that the proposed modifications to the boundary (see appendix A) are acceptable and reflect the planning permission boundary. This is subject to agreement from Transport for London. (see appendix 1) and Canary Wharf Group checking and agreeing to matters relating to land ownership.
- It is accepted that any amendments to the site boundary will not trigger a new or amend the existing Local Plan Viability Assessment (SED5). This is due to the fact that the extent of the boundary changes will not result in any additional land that will be developed for buildings, but rather to contribute to the public realm.

#### Land use requirements

- A minor modification has been proposed to delete references to maximum floorspace of 25% residential within the site allocations in the Isle of Dogs and South Poplar and the policy has been amended to allow for greater flexibility.
  - Housing ~~(25% floorspace in terms of maximum provision)~~

#### Outstanding Issues

##### Planning permission

- CWG: The site allocation should refer to the implemented planning permission (PA/0300379).
- LBTH: Disagree. It is unnecessary to acknowledge the on-going redevelopment of the site and the planning permission: the site is in the early phases of implementation and there is time and scope to make amendments to the scheme. Any amendments would need to comply with the relevant criteria set out in the site allocation.

##### Site allocation diagram

- CWG: Depiction of the open space and public square.
- LBTH: Site allocation diagrams are for illustrative purposes (MM204). The exact layout of the public open space and public square will be agreed through the development management process.

Design principles

- CWG: Delete the reference to a cycle route between West India Quay and Billingsgate Market as the site is not suited for cyclists due to the way in which it will function and the different ground levels. Furthermore, this route does not link into any strategic cycle network.
- LBTH: Disagree. The reference to cycle routes does not mean that there has to be a cycle route it could be a pedestrian or cycle route. As such reference to cycling should be retained. Its retention will accommodate any future amendments the site where it may be capable/appropriate to accommodate cyclists.



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Signed on behalf of Canary Wharf Group

Date: 26/07/2018



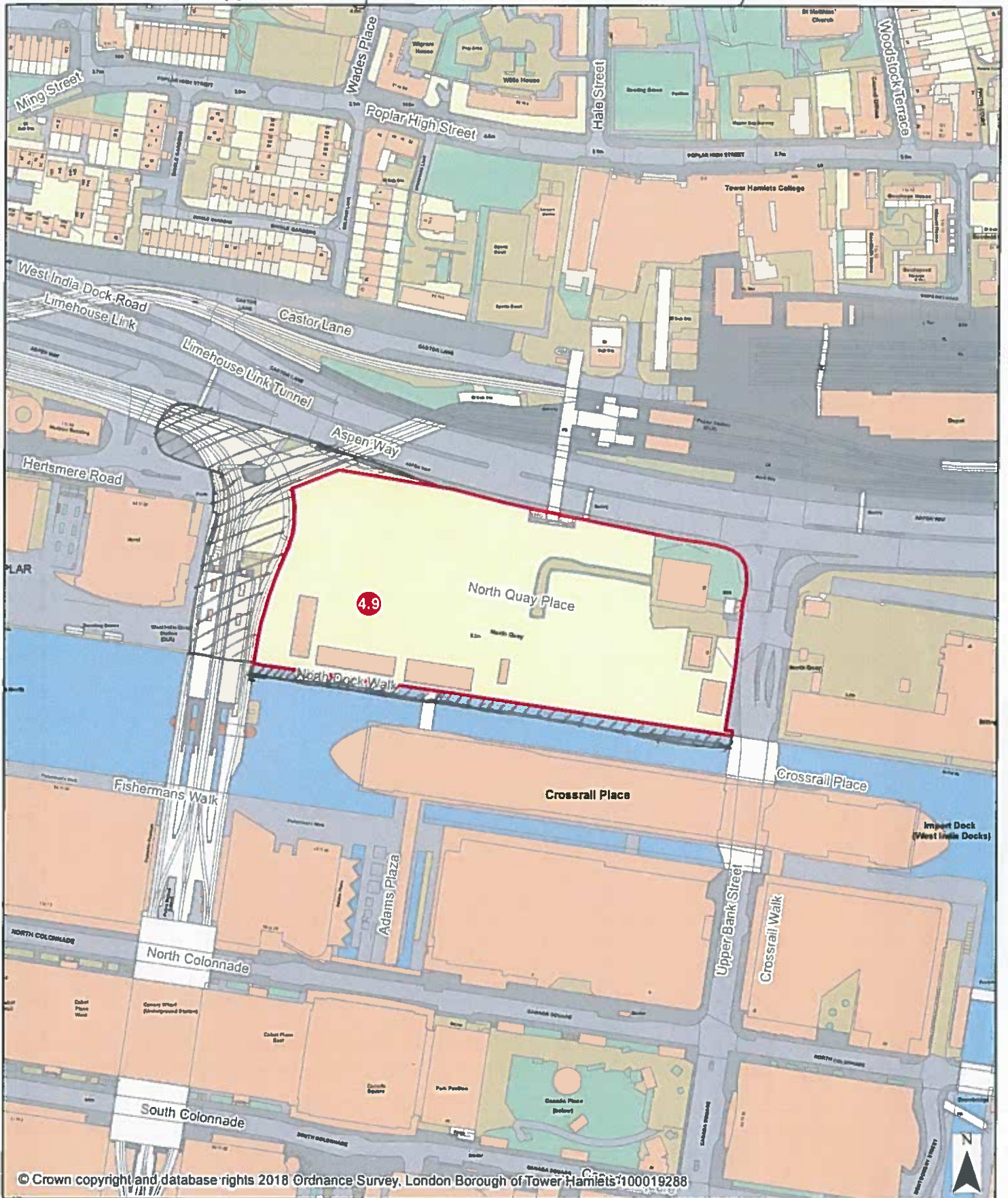
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Signed on behalf of London Borough of Tower Hamlets

Date: 26/07/2018



APPENDIX I: North Quay - Proposed draft boundary subject to agreement



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**North Quay Site Allocation  
LONDON BOROUGH OF TOWER HAMLETS**

**Legend**

- Site Allocation
- Borough Boundary

Proposed area to be extended

Scale @ A4: 2,400  
0 15 30 60 90 120 Meters



GIS for Place Directorate  
LONDON BOROUGH OF TOWER HAMLETS  
Date: 21/06/2018



*please note final boundary subject to agreement from TfL and CWG. x*