

**Thames Tideway Tunnel**  
Thames Water Utilities Limited



# Application for Development Consent

Application Reference Number: WWO10001

## Heritage Statement

Doc Ref: **5.3**

### Appendix P

APFP Regulations 2009: Regulation **5(2)(m)**

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Creating a cleaner, healthier River Thames

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# Thames Tideway Tunnel

## Heritage Statement

### Appendix P: King Edward Memorial Park Foreshore

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## Appendix P: King Edward Memorial Park Foreshore

### P.1 Site location and context

- P.1.1 The proposed development site is located within the London Borough of Tower Hamlets. It comprises the foreshore of the River Thames adjacent to King Edward Memorial Park and an area in the south of the park, including hard-surfaced sections of the Thames Path, a small area of green space and part of the multipurpose sports pitches to the west.
- P.1.2 The site falls within the Wapping Wall Conservation Area, as extended in 2009, and within an Area of Archaeological Importance.
- P.1.3 The River Thames foreshore forms part of the strategic Thames Policy Area and the Blue Ribbon Network, and is designated as a Site of Importance for Nature Conservation (Metropolitan Importance).
- P.1.4 The site is bounded by King Edward Memorial Park and The Highway to the north, the residential Free Trade Wharf building to the east, the River Thames to the south, and by the Shadwell Basin Outdoor Activity Centre to the southwest and Glamis Road to the west.
- P.1.5 King Edward Memorial Park is a well-maintained recreational area that comprises large grassed areas, pedestrian paths, mature trees, the King Edward Memorial, a multipurpose sports pitch, a bowling green, a children's play area, a bandstand, and large paved seating areas – some facing the river and some near the memorial alongside The Highway. The eastern part of the park is locally designated as a wildlife area and is planted as a wildflower meadow. The park is a designated open space.
- P.1.6 The multipurpose sports pitch, located in the western portion of the park, comprises a rectangular hard surfaced pitch delineated for a range of sports, including football, surrounded by a raised wire mesh fence. Two hard surface tennis courts are located immediately to the north of the multipurpose sports pitch, and a further two courts immediately to the east. A park maintenance facility and Trees for Cities maintenance depot are located to the east of the multipurpose sports pitch.
- P.1.7 There are a number of listed structures in proximity to the site. The Rotherhithe Tunnel passes beneath the park and its presence is marked by the Grade II listed Rotherhithe Tunnel ventilation building in the southern portion of the park near the river wall. The Grade II listed Shadwell Dock Stairs is used as a slipway and lies approximately 35m to the west of the site.
- P.1.8 Shadwell Basin Outdoor Activity Centre to the southwest is a community facility for all ages that makes use of the Shadwell Basin beyond and the River Thames via the Shadwell Dock Stairs. The area around Glamis Road is primarily residential and includes the Church of St Paul Shadwell.
- P.1.9 No planning applications for the site were submitted within the last five years; however, applications were submitted in relation to other areas in the park. A planning application (Tower Hamlets PA/09/01273) was

submitted for an advertisement hoarding within the park, which was subsequently refused. A series of applications were submitted to install a roof on the Rotherhithe Tunnel ventilation building and of these PA/06/00959 and PA/06/00960 were approved by the council and implemented in full.

- P.1.10 During opening hours, the Thames Path runs through the park from Free Trade Wharf in the east, along the river frontage, past the Rotherhithe Tunnel ventilation building, through a narrow alleyway and exits the park at Glamis Road in the west. Outside of opening hours, the Thames Path runs up Glamis Road and along The Highway.
- P.1.11 The North East Storm Relief CSO runs beneath the park and discharges into the River Thames through the river wall. There is an existing jetty and decking in the river adjacent to Free Trade Wharf to the east.

### Historical context

- P.1.12 During the prehistoric period (700,000 BC to AD 43), the site lay within a stretch of intertidal marshland that probably flooded frequently to the south of an area of high ground. The presence of peat in a borehole within the site and the remains of a prehistoric forest recorded approximately 170m to the west indicate that there were some areas of higher, drier, land on the floodplain.
- P.1.13 During the Roman period (AD 43 to 410), the site lay approximately 1.8km to the east of the Roman City of London and approximately 650m to the southeast of a settlement in Shadwell. The gravel terrace near the northern edge of the site may have been used for agriculture. An east-west Roman road is thought to have followed the present-day line of The Highway and several cemeteries have been excavated on the southern side of the road, approximately 750m to the northwest of the site.
- P.1.14 During the early medieval period (AD 410 to 1066), the site lay within the intertidal Wapping marsh. It was still prone to flooding and was unsuitable for occupation. The marsh may have been exploited for its natural resources and a range of activities including grazing and fishing.
- P.1.15 By the later medieval period (AD 1066 to 1485), the site lay to the east of the small Shadwell settlement, which now featured a series of shipyards and wharfs. The marshland was gradually drained and reclaimed, the river walls were erected and buildings were constructed along the riverfront. In the early 17th century, Stowi described the area and the adjacent riverfront as “*a continual street [...] with alleys of small tenements*”.
- P.1.16 Shadwell Market sat on the northwestern part of the site from the 17th century until the mid-19th century. Maps from the 18th and 19th centuries indicate that the western and northwestern parts of the site also comprised housing and industrial buildings, and that the eastern part was occupied by wharves, warehouses, and timber and coal yards. By the mid-19th century, the Thames (Rotherhithe) Tunnel, upstream from the site, had been completed and the Shadwell Old Basin had been constructed as part of the London Docks. The Rotherhithe road tunnel was opened in 1908.

## P.2 Relevant local heritage policy and guidance

- P.2.1 As this application for development consent relates to a Nationally Significant Infrastructure Project the NPS is the primary basis for decision making on all planning issues raised by the application. When it comes to assessing the acceptability of the application proposals it is the NPS that sets the relevant criteria to be applied. However, the project has been developed in the knowledge of local planning policies and, particularly, local land use planning designations.
- P.2.2 The Tower Hamlets *Local Development Framework* comprises the *Core Strategy* Development Plan Document (adopted September 2010) and the saved policies of the 1998 *Unitary Development Plan* (UDP).
- P.2.3 *Core Strategy* Policy SP10 (Creating distinct and durable places) sets out the council's intention to:
- "Preserve or enhance the wider built heritage and historic environment of the borough, enabling the creation of locally distinctive neighbourhoods, through:*
- a. *"Promoting and implementing placemaking across the borough to ensure that the locally distinctive character and context of each place is acknowledged and enhanced.*
  - b. *"Protecting, conserving, and promoting the beneficial reuse of old buildings that provide suitable locations for employment uses, including small and medium enterprises.*
  - c. *"Encouraging and supporting development that preserves and enhances the heritage value of the immediate and surrounding environment and the wider setting.*
  - d. *"Working to reduce Heritage at Risk".*
- P.2.4 *Core Strategy* Policy SP12 (Delivering placemaking) sets out the council's intentions to *"[i]mprove, enhance and develop a network of sustainable, connected, well-designed places across the borough through [...] (b) retaining and respecting the features that contribute to each place's heritage, character and local distinctiveness"*.
- P.2.5 Saved *UDP* Policy DEV42 (Development and Scheduled Monuments) states that: *"development which adversely affects nationally important archaeological remains including scheduled ancient monuments will not normally be permitted"*.
- P.2.6 Saved *UDP* Policy DEV43 (Protection of archaeological heritage) states that: *"development which affects any locally important archaeological site or remains, including industrial archaeology, may be permitted depending upon: (1) the importance of the archaeological remains; (2) the need for the development; and (3) measures proposed for the protection, enhancement and preservation of the site and the interpretation and presentation of the remains to the public"*.
- P.2.7 Saved *UDP* Policy DEV44 (Preservation of archaeological remains) states that: *"the permanent preservation in situ of nationally important remains*

*will normally be required. Preservation of other remains will be a preference. Subject to the importance of the remains and the need for development of the site. Where preservation is not appropriate, excavation and recording may be required. Development of archaeological sites should adopt suitable design, land use and site management to achieve these ends”.*

- P.2.8 Saved UDP Policy DEV45 (Development in areas of archaeological interest) states that there are additional requirements for “*proposals involving ground works in areas of archaeological importance or potential, shown on the proposals map, or concerning individual sites notified to the council by English Heritage*”.

### **P.3 Description of heritage assets and significance summary**

- P.3.1 The site itself contains no listed buildings. It falls within a conservation area and there are a number of heritage assets (as defined in the NPS, para. 4.10.2) nearby. These heritage assets are illustrated in the Historic environment features map and the Conservation areas map. The numbering on the Historic environment features map refers to the gazetteer in which the heritage assets are described in the *Environmental Statement*, which accompanies the application (Vol 21, Appendix E.1). The gazetteer is provided at the end of this appendix.

- P.3.2 The heritage assets include:
- a. King Edward Memorial Park
  - b. the river wall and embankment
  - c. the Sir Hugh Willoughby Memorial
  - d. Wapping Wall Conservation Area
  - e. the Grade II listed Rotherhithe Tunnel ventilation building
  - f. the Grade II listed Shadwell Dock Stairs
  - g. the Grade II listed St Paul’s Terrace
  - h. archaeology.

#### **King Edward Memorial Park**

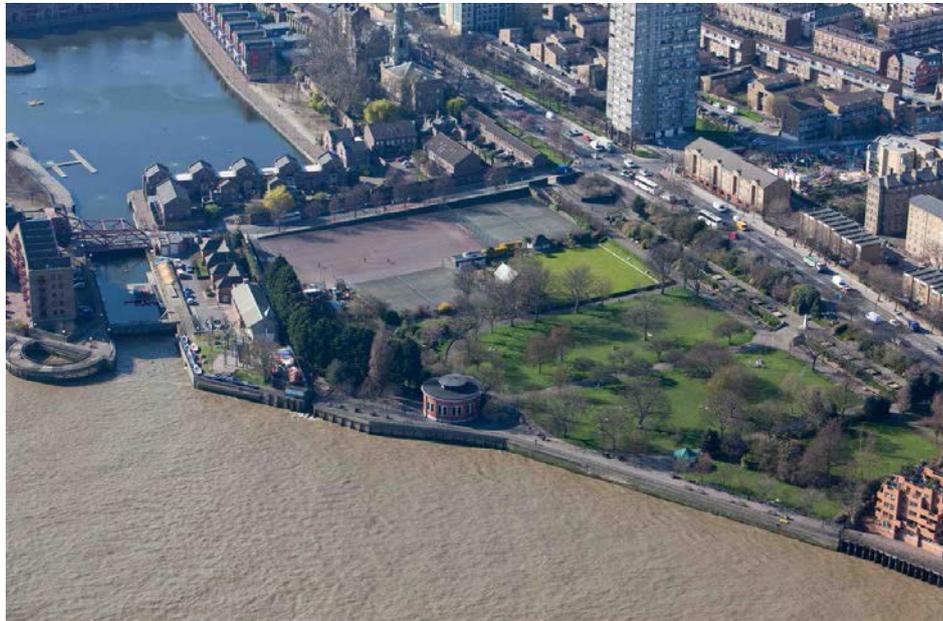
- P.3.3 The undesignated King Edward Memorial Park (refer to the Historic environment features map) occupies the site of the former Shadwell Fish Market Estate and an area previously occupied by riverside industry and small scale housing. Planning of the park began in 1910; however, due to disruption caused by the First World War, it was not opened to the public until 1922. At the time, it was the only public park in Stepney.
- P.3.4 The landscape was restored and altered by the Cooper Partnership for the London Docklands Development Corporation circa the 1980s. The layout is formal and compact, with paths around areas of lawn, mature trees and wildflower meadows. On the western side are children’s playgrounds,

tennis courts and a bowling green. Access is via gateways to the north and west.

P.3.5 A fountain designed by the sculptor Sir Edgar Bertram MacKenna in 1922 located to the north of the site was retained in the Cooper Partnership redevelopment. The fountain once bore a medallion with the inscription *“In grateful memory of King Edward VII, this park is dedicated to the use and enjoyment of the people of East London for ever – Opened by King George V 1922”* and a depiction of Edward VII<sup>1</sup>. The medallion was stolen in 2007.

P.3.6 The river frontage to the park is characterised by modern areas of hardstanding and railings and offers extensive views across the River Thames to the east, south and southwest. The views are largely characterised by modern buildings of no heritage value.

**Figure P.1 Aerial view of King Edward Memorial Park**



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<sup>1</sup> *King Edward Memorial Park Management Plan*, London Borough of Tower Hamlets (2008)

**Figure P.2 View of the bandstand and site along the riverside (standard lens)**



### Wapping Wall Conservation Area

- P.3.7 The Wapping Wall Conservation Area was extended in 2008 to include King Edward Memorial Park and the river frontage as far the adjacent Narrow Street Conservation Area to the east (refer to the Conservation areas map). Although the area to the east contains few historic structures, the designation is intended to conserve the line of the river frontage at this point.
- P.3.8 The area is characterised by a river frontage of substantial 19th century warehouses on brick-faced wharves. It also features passages to stairs that provided access to the river and 20th century jetties formerly used as berths for ships. The western part of the conservation area is characterised by large, historic industrial buildings along the river that offer limited outward views of the River Thames from the public realm. The eastern part of the area (in which the proposed site lies), includes modern residential buildings set back from the river. These buildings provide a break in the general character of the conservation area, which focuses on its economic role as a hub of world trade. The transition from dense riverside buildings to a more open townscape at King Edward Memorial Park offers far-reaching views across and along the River Thames.

### River wall and embankment

- P.3.9 The river wall within the site is constructed of yellow stock brick in English bond consolidated with 20th century reinforced concrete. There is evidence of repair along this section. The North East Storm Relief CSO outfall was incorporated into the section of river wall to the east during the 1920s. It comprises three rectangular tunnels supported by brick piers. This section of the wall probably dates to the early to mid-20th century. It is constructed of concrete inset with horizontal timbers, which probably held fenders to prevent vessels damaging the river wall.
- P.3.10 Figure P.3 illustrates the river wall from the foreshore. The Rotherhithe Tunnel ventilation building is visible in the background.

**Figure P.3 View of the river wall from the foreshore (standard lens)**



### Rotherhithe Tunnel ventilation building

- P.3.11 The Grade II listed Rotherhithe Tunnel ventilation building was constructed between 1904 and 1908 (refer to the Historic environment features map and Figure P.4 below).
- P.3.12 It comprises a circular, single-storey, red brick drum, with Portland stone dressings, a modern slate-covered roof and a central brick and stone cupola. The entrance faces south and incorporates two openings within one bay with stone surrounds. The bays continue around the drum and each features a double opening with stone surrounds. The openings contain wrought iron tracery that incorporates the letters 'LCC' (London County Council). The Rotherhithe Tunnel shaft itself contains stairs and hoists associated with the tunnel.
- P.3.13 The building's architectural treatment indicates that it was intended to make a positive contribution to its environment, although it was originally embedded in an industrial landscape, surrounded by buildings and yards.
- P.3.14 The building can be viewed from within the park, notably along the axis from the King Edward Memorial to the north and along the riverside walkway. Its distinctive form and architectural detailing make it a focal point within the park and along the riverfront. Although its original historic context has been lost, it has a strong relationship with the River Thames. The landscaped green setting contributes highly to its significance and enables better appreciation of the building.

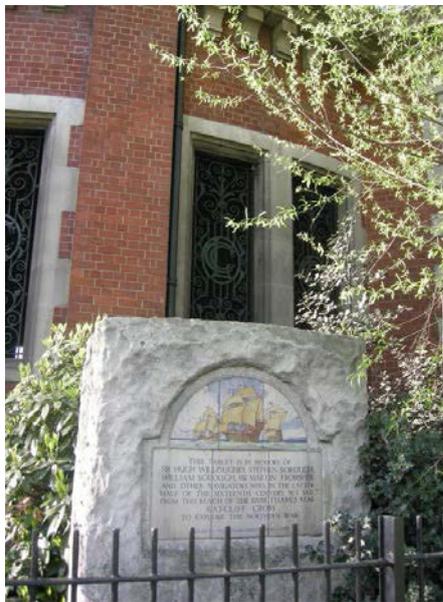
**Figure P.4 View of the Rotherhithe Tunnel ventilation building (standard lens)**



### Sir Hugh Willoughby Memorial

- P.3.15 The memorial stone to Sir Hugh Willoughby was erected by the London County Council in 1922 in front of the Rotherhithe Tunnel ventilation building (refer to the Historic environment features map, Figure P.4 and Figure P.5).
- P.3.16 The inscription reads: *“This tablet is in memory of Sir Hugh Willoughby, Stephen Borough, William Borough, Sir Martin Frobisher and other navigators who, in the latter half of the sixteenth century, set sail from this reach of the River Thames near Ratcliff Cross to explore the northern seas. Erected by the London County Council, 1922”*. The stone is also decorated with a painted porcelain plaque depicting galleons at sea.

**Figure P.5 View of the Sir Hugh Willoughby Memorial (standard lens)**



### Shadwell Dock Stairs

- P.3.17 The Grade II listed Shadwell Dock Stairs are located approximately halfway between the mouth of Shadwell Basin and the Rotherhithe Tunnel ventilation building (refer to the Historic environment features map). It comprises a brick and stone ramp-like structure, which is used as a slipway to access the River Thames. It is of unknown date but appears on historic mapping from the 19th century.
- P.3.18 The setting of the stairs is defined by its relationship with the line of the river frontage at this point, which makes a minor contribution to its significance. There are limited views to the stairs from King Edward Memorial Park and they do not contribute to its character.

### St Paul's Terrace

- P.3.19 The Grade II listed St Paul's Terrace is located to the northwest of the site and immediately to the east of the Grade II\* listed Church of St Paul Shadwell within the Wapping Wall Conservation Area (refer to the Historic environment features map). The terrace consists of three small, terraced, stepped, two-storey, one-bay houses constructed in stock brick in circa

1820. The terrace backs onto a small courtyard below the Grade II listed eastern retaining wall of the church.

- P.3.20 The terrace is a good example of small-scale early 19th century artisan’s dwellings. Its aesthetic merit derives from the gauged brick window arches and other architectural details. It also has historic value due to its proximity to the former Ratcliff Highway which, during the 19th century, was one of the most notoriously dangerous, overcrowded and criminal areas of London.

### Archaeology and historical context

- P.3.21 The site has a high potential to contain palaeoenvironmental remains and an uncertain, possibly moderate, potential to contain prehistoric remains. Scattered remains dating to the prehistoric period have been discovered within the assessment area, (refer to the Historic environment features map); however, there is no evidence of extensive activity.
- P.3.22 The site has an uncertain, probably low, potential to contain Roman remains. Any isolated artefacts or features would be of low or medium significance.
- P.3.23 To the west of the site (15m), a ‘medieval’ fish trap or similar structure was recorded on the foreshore at low tide, which could date to the early medieval period. A Saxon spearhead was also discovered approximately 245m to the west of the site.
- P.3.24 A medieval road ran approximately 215m to the northwest of the site. A single shard of medieval tile was discovered within the site itself.
- P.3.25 Other remains that might be present include those associated with the construction of river walls and drainage from riverside factory buildings. There may also be evidence of activity associated with the landing, repair and building of ships, such as barge beds and ship timbers and nails. The site also has a high potential to contain the remains of post-medieval industrial buildings, wharves and warehouses landward of the river wall.

### Significance summary

- P.3.26 An assessment of the significance of the heritage assets and the potential effects of the proposed works at this site is set out in the *Environmental Statement* (Vol 21). The assessment includes a full statement of significance for built heritage and buried archaeological assets at the site. The significance of the heritage assets is summarised below in Table P.1.

**Table P.1 Significance of heritage assets at King Edward Memorial Park Foreshore**

Heritage asset	Heritage significance	Reason for significance
King Edward Memorial Park	Medium	Significance derives from its origin as a 1920s park.
Wapping Wall Conservation Area	High	Significance and character derives from the historic riverside settlement and shipbuilding and maritime activity in the medieval, post-medieval

Heritage asset	Heritage significance	Reason for significance
		and industrial periods.
River wall and embankment	Low	The wall mostly dates from the 20th century and has been repaired in an unsympathetic and piecemeal fashion.
Rotherhithe Tunnel ventilation building	High	Significance derives from its aesthetic and historic value as part of a piece of early 20th century tunnel infrastructure. It has group value with a similar structure in Rotherhithe.
Sir Hugh Willoughby Memorial	Medium	It is an unusual monument to the site's long-standing maritime associations.
Shadwell Dock Stairs	High	Significance derives from the maritime heritage and use of this part of the river.
St Paul's Terrace	High	Significance derives from its age and rare survival, which documents how the area has changed. Its historic context with the neighbouring Church of St Paul Shadwell and The Highway displays aesthetic, historical and communal values.
Archaeology	Medium to high	Moderate potential for medieval and post-medieval remains of high value on the foreshore area. High potential for post-medieval remains to be found in the landward area of the site.

## P.4 Description of proposals and required heritage consents

P.4.1 A summary of the proposed temporary and permanent works at King Edward Memorial Park Foreshore is set out below.

### Temporary construction works

P.4.2 The temporary construction works to create the CSO drop shaft and CSO interception chamber in the foreshore would involve erecting hoardings, a cofferdam, potentially a campshed for barges, a site compound within King Edward Memorial Park, and an access route through the park. The works would require the use of cranes and other machinery. These elements would be removed on completion of the works.

P.4.3 The establishment of the worksite and access would involve closing a section of the embankment; removing several trees, modern railings, and a section of the river wall; and temporarily relocating the bandstand and other street furniture.

P.4.4 The temporarily removed flora and landscaping features would be restored following construction. This area of the park would be re-designed in order to better integrate the old and new elements.

### Permanent works

- P.4.5 The new foreshore structure would project into the River Thames from the river wall opposite the current location of the bandstand. The structure would enclose the CSO drop shaft and associated equipment and the top would form a new public space. The structure would be surrounded by a new section of brick river wall topped with a stone parapet and landscaped to integrate it with the park.
- P.4.6 Post construction, the visible structures on the site would include two 5m to 8m high ventilation columns, one 6m high ventilation column, an electrical and control kiosk, and a local control pillar.
- P.4.7 The evolution of the design of the permanent works and the alternatives considered are set out in the *Design and Access Statement*, which accompanies the application. The design proposals are set out in the drawings within the *Book of Plans* and were developed in line with the *Design Principles* and the *Code of Construction Practice*, which also accompany the application, to minimise the impact of the proposed works and structures on their surroundings, in line with the relevant national, regional and local policies.
- P.4.8 The aspects of the proposed works that would affect the nearby heritage assets are set out below. The proposals that would normally require Listed Building Consent or Conservation Area Consent are also identified.
- P.4.9 Refer to the Historic environment features map, the Conservation areas map and the drawings listed in Table P.2 below. This table sets out the associated drawings of the proposed works that may affect heritage assets, which are provided in A3 format at the end of this appendix. It also provides the status and location of the drawings within the application.

**Table P.2 Drawings relating to heritage assets at King Edward Memorial Park Foreshore**

Other drawings	Drawing status
Location plan	For information
As existing site features plan	For information
Demolition and site clearance plan	For approval
Site works parameter plan	For approval
Permanent works layout	Illustrative
Proposed landscape plan: Overall	Illustrative, save for the scale of the above-ground structures, which is indicative
Proposed landscape plan: Foreshore area	Illustrative, save for the scale of the above-ground structures, which is indicative
Section AA	Illustrative
As existing and proposed west elevation	Illustrative
As existing and proposed south elevation	Illustrative

Other drawings	Drawing status
Kiosk design intent	Illustrative, save for the scale of the kiosk, which is indicative
Typical river wall design intent	Illustrative
Construction phase 1: Site set-up	Illustrative
Construction phase 2: Shaft construction	Illustrative
Construction phase 3: Construction of other structures	Illustrative
Construction phase 4: Site demobilisation	Illustrative

The drawings are located in Section 25 of the *Book of Plans*

## King Edward Memorial Park

- P.4.10 The proposals of relevance to King Edward Memorial Park include the temporary construction works within the park and on the foreshore, which would temporarily affect its riverside character. The worksite would be established on the existing tennis courts, which would require removing several trees and other vegetation along the riverfront, relocating the bandstand, diverting the Thames Path away from the riverside, and constructing an access road to the foreshore across the southwestern part of the park (refer to the Demolition and site clearance plan, Construction phase 1: Site set-up, Construction phase 2: Shaft construction and Construction phase 3: Construction of other structures).
- P.4.11 Public access to part of the park would be prohibited during construction as plant and machinery would be operational on the site. The construction site would restrict views to and from the park.
- P.4.12 The permanent above-ground structures would change the character of the park. The foreshore structure would extend the eastern section of the park into the river. It would be landscaped and integrated into the existing environment and seating would be provided (refer to the Site works parameter plan, Permanent works layout, and Proposed landscape plan: overall).
- P.4.13 The electrical and control kiosk would sit adjacent to the eastern boundary of the park and the ventilation columns would rise from the pavement of the foreshore structure.
- P.4.14 The design principles for the final design of this site include the generic (project-wide) heritage design principles and the site-specific principles set out in Section 4.17 of the *Design Principles*. The site-specific principles that relate to the significance of the park include the following:

Reference	Site-specific design principles
KEMPF.01	The electrical and control kiosk shall be located no closer than 0.8m from the eastern boundary wall, to avoid interrupting views from the park to the river, and be designed so as not to provide a means of scaling the boundary wall into the adjacent residential development.
KEMPF.02	The permanent access route to the site shall be fully integrated with the landscaping proposals for the park, as part of a new area of public realm

Reference	Site-specific design principles
	and a potential new alignment of a widened Thames Path. It shall be publicly accessible to pedestrians and cyclists only during park opening hours. The entrance at Glamis Road shall be gated when the park is closed.
KEMPF.03	The memorial benches and bandstand shall be reinstated within the park as shown on the Landscape Plan, unless otherwise agreed with the local authority.
KEMPF.04	The sports pitches shall be reconfigured to accommodate the proposed access arrangements prior to the start of construction.
KEMPF.05	Circulation onto and around the foreshore structure shall be clear and legible and integrated as far as possible with circulation around the park and along the Thames Path.
KEMPF.06	The design shall reinforce the character of the park, specifically by planting large tree species close to the river frontage wherever possible. Existing paths and landscaped areas shall be extended onto the foreshore structure where practicable, in order to integrate it into the surroundings.
KEMPF.07	The park is closed at night, therefore no permanent lighting shall be provided except for a low level light to the kiosk doors to allow access for emergency maintenance purposes in the hours of darkness. This light shall only be activated by a switch, linked to the door opening.
KEMPF.08	The design of the river walls shall not compromise the safety of recreational boat users and shall not incorporate overhangs unless these are adequately fendered.
KEMPF.11	The proposed permanent access shall be designed to facilitate improved views of the Rotherhithe tunnel ventilation shaft which at the present is not visible from the western end of the Thames Path.

### Wapping Wall Conservation Area

- P.4.15 The construction works in the foreshore would be highly visible from the Thames Path to the east and west of the site. They would temporarily affect the setting of the Wapping Wall Conservation Area and views along the river. Views from the opposite bank would be less affected due to the distance. The view along the main north-south axis of King Edward Memorial Park towards the Rotherhithe Tunnel ventilation building and the river would be affected.
- P.4.16 The works would have a more limited impact on the historic character and appearance of the historic western river frontage of the conservation area.
- P.4.17 The permanent works of relevance include the ventilation columns, electrical and control kiosk, and the foreshore structure, which would alter the historic line of the River Thames and interrupt views along the river wall and the embankment (refer to the Site works parameter plan, Demolition and site clearance plan, Proposed landscape plan: Foreshore

area, As existing and proposed west elevation, and As existing and proposed south elevation).

### **Works normally requiring Conservation Area Consent**

- P.4.18 The works that would normally require Conservation Area Consent include:
- a. demolishing the stretch of unlisted river wall and constructing the proposed foreshore structure
  - b. removing the bandstand from the park.
- P.4.19 Tree removal would normally require notification but not Conservation Area Consent.

### **River wall and embankment**

- P.4.20 The temporary worksite would jut out into the foreshore and hide the eastern part of the existing river wall. The handrails and plinth would be removed to facilitate access between the shore and the cofferdam. The foreshore structure and new river wall would permanently change the alignment of the river wall in this area (refer to the Demolition and site clearance plan, Proposed landscape plan: foreshore area and the Typical river wall design intent drawing).

### **Rotherhithe Tunnel ventilation building**

- P.4.21 The Grade II listed Rotherhithe Tunnel ventilation building would not be physically impacted by either the temporary construction works or the permanent works; however, its setting would be affected.
- P.4.22 Hoardings erected during site set-up would temporarily disrupt views of the building within the park, in particular the view along the main north-south axis. Views of the building from the embankment to the west of the site would be preserved but restricted by the worksite. Views from across the river would be temporarily affected to a small degree.
- P.4.23 The permanent works would alter the setting of the building. However, the current views along the main north-south axis and from across the river would not be affected (refer to the Site works parameter plan, Permanent works layout, Proposed landscape plan: Foreshore area and Typical river wall design intent drawing).
- P.4.24 No heritage consent would normally be required.

### **Sir Hugh Willoughby Memorial**

- P.4.25 The proposals of relevance to the Grade II listed Sir Hugh Willoughby Memorial include both the temporary construction works and the permanent site features.
- P.4.26 The Grade II listed Sir Hugh Willoughby Memorial would not be physically impacted by either the temporary construction works or the permanent works; however, its setting would be affected.
- P.4.27 The fencing and hoardings of the worksite would temporarily affect the setting and the landscaping scheme would alter it permanently.

P.4.28 No heritage consent would normally be required.

### **Shadwell Dock Stairs**

P.4.29 The temporary and permanent works would affect the setting of the Grade II listed Shadwell Dock Stairs.

P.4.30 The foreshore structure would alter the relationship between the stairs and the adjacent river frontage and would slightly alter its riverside setting. It would not change its relationship with Shadwell Basin further to the west (refer to the Site works parameter plan and the As existing and proposed south elevation).

P.4.31 No heritage consent would normally be required.

### **St Paul's Terrace**

P.4.32 The temporary and permanent works would not affect the Grade II listed St Paul's Terrace. No heritage consent would normally be required

### **Archaeology**

P.4.33 The temporary and permanent works in the foreshore, and to a lesser degree within King Edward Memorial Park, would affect archaeology in those areas.

P.4.34 The site preparation works, construction of underground ducts and the air treatment chamber would locally truncate or remove archaeological remains.

P.4.35 Multi-period archaeological remains are potentially located within the foreshore alluvium. The alluvium would be removed down to the underlying gravels as a result of the localised excavation adjacent to the perimeter of the cofferdam and existing river wall. The movement of small plant machinery within the footprint of the cofferdam would have an impact on any archaeological remains on the surface of the foreshore and within the upper part of the alluvium. The placement of temporary fill material within the cofferdam would also affect any buried heritage assets within the alluvium and gravels.

P.4.36 Excavation of the CSO drop shaft and the base of the new river wall would entirely remove any surviving archaeological remains within their footprints.

P.4.37 Any potential harm to the significance of archaeological heritage assets during construction would be mitigated by a programme of investigation and recording. The details of this programme are set out in the *Overarching Archaeological Written Scheme of Investigation*, which accompanies the application.

## **P.5 Heritage design considerations**

P.5.1 As most of the project works would be below ground, the key design objective for the permanent works was to integrate the functional components of the system into the context of the historic environment. The site-specific design objective at King Edward Memorial Park

Foreshore was to successfully integrate the works into the line of the river wall while taking account of the existing below-ground infrastructure and the nearby heritage assets, especially the Grade II listed Rotherhithe Tunnel ventilation building, the Sir Hugh Willoughby Memorial, St Paul's Terrace and Shadwell Dock Stairs. Regard was also had to the Wapping Wall Conservation Area, the immediate environment of the park and the less significant existing river wall and embankment.

- P.5.2 As the design evolved, several changes were made in response to consultations with the London Borough of Tower Hamlets, the Design Council CABE, English Heritage and community consultees. It was acknowledged that the use of King Edward Memorial Park would have a negative temporary effect on its heritage value and the setting of the listed Rotherhithe Tunnel ventilation building.
- P.5.3 The site boundary, hoardings and fencing were therefore designed to maintain the significance of the settings of these features, within the constraints of the construction works. The foreshore structure was designed to afford new views along the river and of the ventilation building.

## **P.6 Mitigation measures**

- P.6.1 Due to the presence of heritage assets nearby, the National Policy Statement for Waste Water (the 'NPS') requires the proposed development to be based on an understanding of the significance of heritage assets (para. 4.10.11), minimise any impacts on their significance (paras. 4.10.12 to 4.10.14), minimise impacts on their setting (para. 4.10.17), mitigate any negative impacts (para. 4.10.18 to 21), and ensure that the proposals are of a high design quality (Section 3.5). These requirements are reflected in similar policies in the *London Plan 2011*, the *Core Strategy (2010)* and saved *UDP* policies.
- P.6.2 The effects of the proposed development at King Edward Memorial Park would be mitigated by the choice of appropriate materials and the high quality design of the foreshore structure and landscaping scheme to integrate the structure into the park. The tallest feature would be the ventilation columns; the other above-ground structures would be unobtrusive. The opportunity to improve the river wall, which is in poor condition, was also a design consideration.
- P.6.3 The temporary impacts of the construction works, including the cofferdam, hoardings, cranes and potential campshed would be partially mitigated. The fencing near the Rotherhithe Tunnel ventilation building and Sir Hugh Willoughby Memorial would be designed to preserve views of the building and the riverscape background within the park. An English Heritage Level 1 Survey of the park would be undertaken in order to partially mitigate the effects of the construction works and aid accurate reinstatement of any temporarily relocated structures, such as the bandstand.
- P.6.4 The physical effects of the construction works on the unlisted river wall would be partially mitigated by an English Heritage Level 2 Archaeological Record Survey and photographic record before any elements are removed or truncated. This process would ensure that the significance of the

affected elements could be appreciated by future generations, which is consistent with the requirements of para. 4.10.20 of the NPS, and is reflected in *London Plan* Policy 7.8.

- P.6.5 Targeted and precise mitigation measures would be informed by selective site-based assessment, if identified as necessary. This could include a variety of techniques, such as geotechnical investigation, geo-archaeological deposit modelling, archaeological test pits and trial trenches.
- P.6.6 No highly significant archaeology is anticipated that would merit preservation *in situ*, therefore a watching brief during site preparation and construction should be sufficient mitigation. Targeted investigations could be carried out as the works proceed, if necessary, in accordance with the *Overarching Archaeological Written Scheme of Investigation*. A suitable programme of investigation would ensure 'preservation by record'. It would advance understanding of the significance of any finds, which would be disseminated via the usual channels. This would satisfy the requirement in the NPS (para. 4.10.18) to record any unavoidable losses.
- P.6.7 The programme of archaeological mitigation would be tailored to respond to evolving conditions on-site. It would also continue after the completion of the works in the event that river scour patterns change and affect potential archaeology.
- P.6.8 For the duration of the construction phase, all heritage assets would be safeguarded by the provisions of a site-specific heritage management plan. This plan would be prepared by the contractor prior to commencing construction in accordance with Section 12 of the *Code of Construction Practice* Part A, which also states the following:
- a. Archaeological works shall be undertaken in accordance with a *Site-specific Archaeological Written Scheme of Investigation*, which could include protection of archaeological resources.
  - a. Original materials shall be retained and re-used where possible.

## **P.7 Assessment of effects**

- P.7.1 The *Environmental Statement* assesses the significant effects of the proposals on the historic environment. The discussion below summarises the significant and less significant effects having regard to the criteria in the NPS. The summary assessment is based on the significance of the heritage assets identified in Section P.3, the impacts identified in Section P.4, and the mitigation measures described in Section P.6.

### **King Edward Memorial Park**

- P.7.2 The construction works would have a temporary negative effect on the character of King Edward Memorial Park. A section of the park, including access to the riverfront, would be closed off with hoardings and fencing; cranes and other machinery. The removal of trees and the relocation of the bandstand and children's play area would reduce the area's amenity value to the local community and partially affect its historic function as a place for recreation. Views to/from the park would be limited during

construction, although some fencing would enable views of the river and the Rotherhithe Tunnel ventilation building.

P.7.3 In view of the medium significance of the park, there would be moderate temporary negative effects. However, the effects would amount to less than substantial harm as its significance would be preserved in the long term.

P.7.4 The foreshore structure would increase the area of park accessible to the public and provide views of the River Thames in every direction. The new planting and landscaping scheme would enhance the park and the setting of the listed ventilation building, and preserve its appearance in views. Views of the park and the river wall from the river and the opposite bank would suffer no harm.

P.7.5 On balance, the permanent works would result in a moderate positive effect that would better reveal the significance of the park. The changes would contribute to the local character and its distinctiveness.

### **River wall and embankment**

P.7.6 In view of the poor quality and low significance of the river wall, the demolition and construction of the foreshore structure would have a minor negative effect. The wall would be recorded prior to demolition, which would render the impacts negligible.

P.7.7 Although the historic river line would be altered, the foreshore structure would provide a viewing platform from which to appreciate the line and varied quality of the river wall.

### **Wapping Wall Conservation Area**

P.7.8 During construction, views to/from the Wapping Wall Conservation Area within the park would be partially restricted. Only the periphery of views of the most significant elements of the conservation area to the west would be affected from across the river. This would have a moderate temporary negative effect on its character and appearance as a whole, amounting to less than substantial harm. Its significance would not be permanently diminished.

P.7.9 The foreshore structure and associated landscaping would have permanent beneficial effects on the character and appearance of the conservation area. This would outweigh the minor harm of obscuring the river wall and altering its line.

### **Rotherhithe Tunnel ventilation building**

P.7.10 The construction works would have a moderate temporary negative effect on the Grade II listed Rotherhithe Tunnel ventilation building. The fencing around the on-land area adjacent to the CSO drop shaft would enable views of the building and its river backdrop from within the park. It would also remain visible in views from across the river. The proximity of the works would have a moderate negative effect on its setting. This would amount to less than substantial harm, as its integrity and significance in various views would not be substantially or permanently affected.

P.7.11 It is anticipated that ground movement *could* cause minor cracks up to 0.1mm wide, which would have a negligible effect on the integrity of the building (refer to the *Environmental Statement*, Vol 3, Appendix E). For this building mitigation measures such as strengthening the building would not be considered to be required or appropriate as they are likely to be more intrusive and damaging to heritage fabric than a carefully managed process of survey and repair of minor defects, if required, using appropriate materials and techniques.

P.7.12 The foreshore structure would provide an additional vantage point from which to view the building within the context of the park and better reveal its significance. This would have a minor permanent positive effect.

### **Sir Hugh Willoughby Memorial**

P.7.13 The construction works would have moderate temporary negative effects on the setting of the Sir Hugh Willoughby Memorial. However, it would not be physically impacted and would continue in its original role. Its significance would be preserved and it would suffer no substantial harm.

### **Shadwell Dock Stairs**

P.7.14 The construction works would have minor temporary negative effects on the setting of Shadwell Dock Stairs.

### **Archaeology**

P.7.15 The existing record of archaeological finds in the foreshore area of the site indicates that the potential for surviving *in situ* archaeological material is generally good.

P.7.16 The deep excavation works during construction would remove any archaeological material in the footprint. A careful and compensatory programme of archaeological investigation and recording would be undertaken to explore any finds of interest. This would enable their significance to be understood and the information would be disseminated via the usual channels. As a result of this mitigation, there would be less than substantial harm to any archaeology.

### **Assessment in relation to policy**

P.7.17 The significance of the built heritage assets would be preserved and, in the case of the park and its component assets, enhanced by the permanent structures, in accordance with para. 4.10.13, of the NPS. The works would avoid substantial harm (paras. 4.10.13 and 4.10.14); preserve the significance of their settings and in some cases better reveal their significance (para. 4.10.17). This also reflects *London Plan Policy 7.8*, *Core Strategy Policy SP10* and *SP12* and various *UDP* saved policies.

P.7.18 The temporary reduction in public amenity during construction would impact the significance of the heritage assets; however, the temporary negative effect on the character of King Edward Memorial Park and the Wapping Wall Conservation Area would result in less than substantial harm to their heritage significance. This is below the threshold established

in para. 4.10.14 of the NPS, above which consent should be refused unless substantial public benefit can be demonstrated.

- P.7.19 The construction works would also impact the settings of the Grade II listed Rotherhithe Tunnel ventilation building, the Sir Hugh Willoughby Memorial and the Grade II listed Shadwell Dock Stairs; however, the works would not substantially harm their significance. This is below the threshold established in para. 4.10.14 of the NPS.
- P.7.20 The sensitive design and modest scale of the above-ground structures would make a beneficial contribution to the distinctiveness of the public realm. The altered line of the river wall and the Thames Path would enhance access to and appreciation of the significance of the heritage assets. This would constitute a public benefit, which would meet the requirements of Section 3.5 and paras. 4.10.12 and 4.10.17 of the NPS.
- P.7.21 In respect of archaeology, it is unlikely that there would be any archaeological finds of sufficient significance to require preservation *in situ*. The works would be mitigated by the programme of investigation and recording, which satisfies the requirements of paras. 4.10.18 to 4.10.20 of the NPS, and reflects *London Plan Policy 7.8*.
- P.7.22 Although the ability to record archaeology that would be removed should not be a factor in any decision to grant development consent (NPS para. 4.10.19), English Heritage has agreed that archaeological recording and dissemination of findings would constitute partial mitigation for any archaeological impacts (refer to Vol 2, Appendix E.1 of the *Environmental Statement*).
- P.7.23 The programme of investigation and recording would be compensatory and enable advanced understanding of the significance of any lost archaeological resources and public appreciation of the heritage of the site. These mitigation measures are proportionate to the likely significance of the archaeology. Therefore, the potential impact of the works would be addressed in line with para. 4.10.18 of the NPS; this is also reflects *London Plan Policy 7.8*.

## **P.8 Conclusion**

- P.8.1 The main heritage impact of the proposals at King Edward Memorial Park Foreshore would be the temporary negative construction effects on the listed Rotherhithe Tunnel ventilation building and the Wapping Wall Conservation Area. This impact would be minimised by the discreet massing, scale, materials, design and location of the above-ground structures and the landscaping scheme. The effects would be partly mitigated by the measures in the *Code of Construction Practice*, and would constitute less than substantial harm to their significance.
- P.8.2 The permanent works would better reveal the significance of the river wall and the ventilation building; enhance the character and amenity value of the park, which forms part of its historic interest; and contribute to views of the conservation area from across the river. There would be minimal effects on the listed Shadwell Dock Stairs.

- P.8.3 In view of the sensitive design and the range of mitigation measures, the proposals would preserve and enhance the character and setting of the conservation area and the nearby heritage assets; the impacts would be acceptable.
- P.8.4 There would be permanent negative effects on any archaeology removed by the deep excavations. Impacts on any buried archaeological deposits would be mitigated by a full programme of archaeological works; the impacts would be acceptable in heritage terms.
- P.8.5 In summary, the proposals would not cause substantial harm to any of the heritage assets on or around the site.

## Gazetteer of known heritage assets

Details of known heritage assets within the assessment area are provided in Table P.3 below as illustrated on the Historic environment features map.

All known heritage assets within the assessment area are referred to by a historic environment assessment (HEA) number. Assets within the site are referred to and labelled in the Historic environment features map with the prefix 1, eg, HEA 1a, 1b, 1c. References to assets outside the site but within the assessment area are referred to numerically from 2 onwards, eg, HEA 2, 3, 4, and 5). The gazetteer also appears within the *Environmental Statement*, Vol 21, Appendix E.1.

**Table P.3 Heritage environment: Gazetteer of known heritage assets within the site and assessment area**

HEA Ref.	Description	Site code/ GLHER ref/ List Entry Number
1A	The site of the former Shadwell Market, first shown on Rocque's map of 1746 but believed to date from at least the late 17th century.	---
1B	Thames foreshore, to the southeast of King Edward Memorial Park. The remains of an 18th century drain, noted on the Thames Archaeological Survey (TAS) in the 1990s.	MLO70752 084007
1C	Thames foreshore, to the southeast of King Edward Memorial Park. The find spot of 19th century pottery and medieval pottery noted on the Thames Archaeological Survey (TAS) in the 1990s.	MLO70744 084002 MLO3957 081008
1D	Thames foreshore, to the southeast of King Edward Memorial Park. The location of a post-medieval river wall/flood defences.	MLO70743 084000
1E	Thames foreshore, to the southeast of King Edward Memorial Park. A surface/layer of large chalk blocks/crushed chalk – possibly a surface for a barge bed, observed during the Museum of London (MOLA) site visit in 2011.	MLO70742 083999
1F	Thames foreshore, to the southeast of King Edward Memorial Park. The remains of a post-medieval drain.	MLO70754 084008
1G	Thames foreshore, to the southeast of King Edward Memorial Park. A scatter of horizontal timbers to the east of the sewer outlet, observed during the MOLA site visit in 2011.	---
1H	Thames foreshore, to the southeast of King Edward Memorial Park. A surface/layer of stone blocks was observed during the MOLA site visit in 2011.	---
1I	Thames foreshore, to the southeast of King Edward Memorial Park. The North East Storm Relief Sewer outlet, built by the London County Council from Hackney Road via Bethnal Green Road to Whitechapel and Shadwell/Wapping in 1921–1928. There is a wide cobbled apron in front of the outlet,	---

HEA Ref.	Description	Site code/ GLHER ref/ List Entry Number
	which is probably contemporary.	
1J	Thames foreshore, to the southeast of King Edward Memorial Park. A timber piled jetty of uncertain date was observed during the MOLA site visit in 2011.	---
1K	Thames foreshore, to the southeast of King Edward Memorial Park. A line of piled timbers (probably part of a post-medieval jetty) were observed during the site visit with a concrete (possibly later) slipway abutting to the east.	---
1L	Thames foreshore, to the southeast of King Edward Memorial Park. A line of piled timbers (probably part of a post-medieval jetty) were observed during the site visit with a concrete (possibly later) slipway abutting to the east.	---
1M	Thames foreshore, to the southeast of King Edward Memorial Park. A surface/layer of large chalk blocks/crushed chalk – possibly a surface for a barge bed, observed during site visit.	---
1N	Thames foreshore, to the southeast of King Edward Memorial Park. A layer/surface of stone observed during site visit.	---
1O	Thames foreshore, to the southeast of King Edward Memorial Park. The North East Storm Relief Sewer outlet, built by the London County Council from Hackney Road via Bethnal Green Road to Whitechapel and Shadwell/Wapping in 1921–1928.	---
1P	Thames foreshore, to the southeast of King Edward Memorial Park. A wide cobbled slipway opposite the North East Storm Relief Sewer outlet. Probably contemporary with the sewer outlet (1921–1928).	---
1Q	Thames foreshore, to the southeast of King Edward Memorial Park. A timber piled jetty of uncertain date was observed during the site visit.	---
1R	Thames foreshore, to the southeast of King Edward Memorial Park. A surface/layer of stone blocks was observed during the site visit.	---
1S	Thames foreshore, to the southeast of King Edward Memorial Park. A scatter of horizontal, post-medieval timbers to the east of the North East Storm Relief sewer outlet, observed during the site visit.	---
2	Thames foreshore, to the south of King Edward Memorial Park. A line of partially vertical timbers aligned northeast to southwest, adjacent to the river wall, was observed during the MOLA site visit. Possibly the remains of a medieval fish trap.	MLO70736 083993
3	Thames foreshore, to the south of King Edward Memorial Park. Post-medieval steps noted on the Greater London Historic Environment Record (GLHER).	MLO70732 083989

HEA Ref.	Description	Site code/ GLHER ref/ List Entry Number
4	Thames foreshore, to the south of King Edward Memorial Park. The find spot of post-medieval dressed stone and the remains of an unspecified post-medieval structure noted on the GLHER.	MLO70734 083991 MLO70735 083992
5	Thames foreshore, to the south of King Edward Memorial Park. The remains of unspecified post-medieval structures, noted on the GLHER.	MLO70749 084005 MLO70751 084006
6	Thames foreshore, to the south of King Edward Memorial Park. The remains of an unspecified timber post-medieval structure, noted on the GLHER.	MLO70730 083988
7	Thames channel, to the south of the site. The remains of a post-medieval stake, noted on the GLHER.	083998
8	Thames (Rotherhithe) Tunnel. Underwater tunnel for human traffic. The tunnel was begun in 1825 and completed in 1843 by engineer Marc Isambard Brunel with assistance from Isambard Kingdom Brunel. The tunnel was constructed of brick bedded in Roman cement and faced with clay tiles and stucco. It is 1,200ft long. Segmental arches separating the two vaults 'rest' on Greek Doric half-columns with square abaci. Many of the arches have been filled in. Experimental attempts to construct a tunnel were made in 1805 by Robert Vazie and again in 1808 by Richard Trevithick. The present tunnel was constructed on a new line to a revised scheme by Marc Brunel (1769–1849) using a tunnelling shield designed by him and patented in 1818. The tunnel remained a foot tunnel until 1865–1869 when it was converted for the East London Railway. It was later used by electric underground trains (East London Line) and is now as a London Overground line. It runs 23m below the high tide water surface.	MLO93181
9	Ratcliff Dry Dock. Post-medieval dry dock, noted on the GLHER.	MLO63884 082974
10	Thames embankment, to the east of Atlantic Wharf. The site of a post-medieval market noted on the GLHER.	MLO72153 084291 MLO72152 084290
11	Thames foreshore, to the east of the site. The remains of an 18th century causeway and pottery scatter, noted on the GLHER.	MLO70715 083975
12	Thames foreshore, to the east of the site. 19th century drain, 18th century potsherd and an 18th century nail noted on the GLHER.	MLO70714 083974 MLO70726 083984
13	Chance find of a post-medieval buckle recorded by the Portable Antiquities Scheme (PAS).	LON-4CE818

HEA Ref.	Description	Site code/ GLHER ref/ List Entry Number
14	Thames foreshore. The site of a possible shipyard. Four unclassified 18th century timber structures. Noted on the GLHER.	MLO70720 083979 MLO70721 083980 MLO70723 083982 MLO70724 083983
15	Roman road (The Highway) to the north of the site. The line of a Roman road thought to have run east from <i>Londinium</i> to Ratcliffe.	MLO3886 080882
16	Wapping Wall, to the west of the site. The site of a medieval watermill, noted on the GLHER.	MLO24604 081563
17	Shadwell Pierhead. The site of the medieval/post-medieval village of Shadwell, and an associated medieval/post-medieval shipyard.	MLO7744 080988 MLO8868 081584
18	Shadwell Basin (north bank). The find spot of two Saxon spearheads, noted on the GLHER.	MLO12936 080904
19	King Edward Memorial Park pavilion, 130–162 The Highway. The remains of a prehistoric pit or post hole, noted on the GLHER.	MLO77555
20	King Edward Memorial Park, The Highway. The find spot of 17th century slipware dish with brown slip bird, 2 basins, pipkin and wine bottle.	MLO12185 081041
21	Cable Street, Schoolhouse Lane. The site of the 17th century Friends Burial Ground.	MLO71218
22	Schoolhouse Lane. The site of the Coopers Almhouses, dating to the beginning of the 16th century.	MLO8143 081559
23	Chance find of post-medieval dividers and a post-medieval token recorded by the PAS.	LON-019862 LON-C161D6
24	St. Katherine's Road. The line of a medieval road, noted on the GLHER.	MLO9255 081602
25	Rotherhithe Street, south bank of the Thames. The remains of a post-medieval building and a dock / revetment.	MLO66070 092197 MLO66071 092198
26	Opposite Bellamy's Wharf, Thames channel, south bank. The find spot of a Neolithic hand-axe.	114042
27	London Hydraulic Power Company with number 37 Wapping Wall. Grade II* listed.	1242419 MLO65792–6 MLO65798 800025 800025/01–05

HEA Ref.	Description	Site code/ GLHER ref/ List Entry Number
28	Pelican Stairs. Grade II listed.	1065814
29	Prospect of Whitby Public House. Grade II listed.	1357505
30	Shadwell Dock Stairs. Grade II listed. Old kerbed brick and stone slipway to river. Steps mostly covered with later surfacing.	1065138
31	Air shaft to the Rotherhithe Tunnel. Grade II listed 1904–1908, a circular red brick single storey 'drum' with Portland stone dressings, containing staircase down to tunnel and pedestrian footpath. Of identical design to the Surrey Shore air shaft on Rotherhithe Street	1260101
32	Free Trade Wharf. Grade II listed	1357841
33	Flagged Passage (Approaching stone stairs from The Highway). Grade II listed	1357842
34	Stone Stairs. Grade II listed	1065139
35	Wall closing north end of courtyard. Grade II listed Wall associated with Shadwell dock wall of same height and abutting churchyard retaining wall but with two large plain buttress-piers, stone coping broken forward over, and sharply curved return to doorway of No 1.	1242311
36	St. Paul's Terrace. Grade II listed No 1 to 3 of St Paul's Terrace. small stepped terrace of 2 storey one bay houses built of stock brick, giving onto a courtyard below east retaining wall of St Paul's Shadwell churchyard.	1260100
37	West Block with attached railings and gate piers, Peabody Estate. Grade II listed. Part of estate built for the Peabody Trust in 1866 to the designs of Henry Darbishire. Four large blocks of similar appearance and materials, arranged so as to form a rectangular courtyard. Brick in English bond with hipped slate roofs and tall brick stacks. North Block with attached railings and gate piers, Peabody Estate. Grade II listed. South Block with attached railings and gate piers, Peabody Estate. Grade II listed. East Block with attached railings and gate piers, Peabody Estate. Grade II listed.	1246619 1246616 1246617 1246618
38	Glasshouse Fields, Cable Street, land bounded by Brodlove Lane. An evaluation by the Museum of London Archaeology Service (MoLAS, now MOLA) in 1995 revealed a large east-west ditch of possible Roman date, quarries backfilled with waste from the manufacturing of glass at the Glass Houses to the south. Post medieval domestic structural remains were	GHF95

HEA Ref.	Description	Site code/ GLHER ref/ List Entry Number
	also recorded.	
39	<p>Glasshouse Fields, Cable Street. An evaluation/excavation by MoLAS in 2004 recorded an early glassworks (furnaces, flues and waste), dating to the 17th/early 18th century. A series of work surfaces and hearths related to metalworking from the late 18th and 19th centuries was also uncovered, along with 19th/20th century brick structures, either related to later glassworks or metal works. One abraded, residual shard of Roman pottery was recovered.</p> <p>The oldest standing building on the site, possibly constructed around 1800, was recorded before demolition. It contained traces of a brick vault, presumably a glass furnace, since dismantled.</p>	GAF04
40	<p>469–475 The Highway. An evaluation by Essex County Council Field Archaeology Unit in 2002 recovered shards of abraded medieval pottery above alluvial deposits, and recorded 17th and 18th century domestic structural remains including cellars, cess pits and evidence of extensive fire damage. The building may have had a commercial use as the finds included fragments from more than one alembic and several glass phials. Traces of 19th century cultivation trenches were recorded in an area latterly occupied by a factory.</p>	HGY02
41	<p>Free Trade Wharf, Atlantic Wharf. A watching brief and building recording by MoLAS in 1994–1997 recorded the remains of an 18th century dock, and 19th century and later river walls and basemented buildings.</p>	FTW94
42	<p>165 Rotherhithe Street (south bank of the Thames). An excavation MoLAS in 2000 recorded a mid/late 17th century a timber waterfront revetment, possibly replacing an earlier waterfront. Land behind the revetment was reclaimed with dumps containing pottery wasters, kiln furniture, fragments of tobacco pipes and debris. In the second half of the 18th century the waterfront was advanced and a wet dock built within the site (the Woolcombe shipyard). Timber land-ties of the dock and several dockside structures were recorded. In the 19th century the site became part of the Beatson ship-breaking yard where the Temeraire ship was demolished in 1838.</p>	ROZ00
43	<p>Bellamy's Wharf, Rotherhithe Street. An evaluation/excavation by MoLAS in 1995 recorded a 17th century timber dock reusing earlier ships timbers, along with levelling dumps with industrial and domestic waste material, especially kiln lining and delft pottery. In the 18th century a second dock was built to the west and in the 19th century a large building was constructed.</p>	BEY95

HEA Ref.	Description	Site code/ GLHER ref/ List Entry Number
44	Thames foreshore, to the southwest of the site and the Shadwell Basin entrance. The remains of a post-medieval structure; possibly the remains of a barge bed, consisting of several horizontal timbers.	FTH06 A110
45	Thames foreshore, to the southwest of the site and the Shadwell Basin entrance. The find spot of a scatter of post-medieval nails and a consolidation layer consisting of stone, metal and wood; perhaps shipyard remains.	FTH06 A106 A107 A108
46	Thames foreshore, to the southwest of the site and the Shadwell Basin entrance. A post-medieval scatter of nails, including cleats and eyelet bolts.	FTH06 A109
47	Thames foreshore, to the southwest of the site and the Shadwell Basin entrance. The approximate location of three grouped lines of stakes and timbers which may represent the remains of post-medieval barge beds.	FTH06 A111 A112 A113
48	Thames foreshore, to the southwest of the site and the Shadwell Basin entrance. The remains of a post-medieval barge bed.	FTH06 A114
49	Thames channel, immediately to the southwest of the Shadwell Basin entrance. The remains of a post-medieval timber wharf in front of the modern jetty.	FTH06 A121
50	Thames foreshore, to the west of the site. The approximate location of two groups of post-medieval timbers. One, consisting of vertical planks, may represent a crane base. The other may be the remains of a gridiron.	FTH07 A145 A146
51	Thames foreshore, to the west of the site. The remains of post-medieval timbers, angled towards the river.	FTH07 A134
52	Thames foreshore, to the east of the site. A scatter of post-medieval building material, including brick and tile.	FTH08 A114
53	Thames foreshore, to the east of the site. The remains of a possible post-medieval barge bed, consisting of two parallel lines of horizontal wooden planks.	FTH08 A126
54	Thames foreshore, to the south of King Edward Memorial Park. The remains of a 19th century drain, noted on the Thames Archaeological Survey (TAS) in the 1990s.	MLO70737 083994
55	Thorpes Yard, Wapping Wall. A watching brief in 1997 by Pre Construct Archaeology. 19th to 20th century made-up ground was recorded.	TYW97
56	Thames foreshore, Rotherhithe. The approximate central location of the remains of a post-medieval mooring feature, fronting Surrey Commercial Wharf, and a barge bed and mooring 'dolphin' in front of Bull Head Dock.	FSW04 A117 A121 A123

HEA Ref.	Description	Site code/ GLHER ref/ List Entry Number
57	Thames foreshore, Rotherhithe. A scatter of post-medieval nails in front of a dock entrance.	FSW04 A128
58	Thames foreshore, Rotherhithe. The remains of a post-medieval mooring post, consisting of four vertical wooden posts.	FSW04 A126
59	Thames foreshore, Rotherhithe. The remains of a possible post-medieval mooring block and an associated crane.	FSW05 A113 A121
60	Thames foreshore, Rotherhithe. The remains of a barge bed, consisting of six timbers forming a curved line, and the base of a masonry mooring block.	FSW05 A110 A111
61	VOID	
62	VOID	
63	Thames foreshore, to the southwest of King Edward Memorial Park. A scatter of horizontal timbers was observed during the site visit.	---
64	Thames foreshore, to the southwest of King Edward Memorial Park. A scatter of ceramic rubble and building material was observed during the site visit.	---
65	Chance find of a post-medieval button, a post-medieval cufflink and a post-medieval coin recorded by the PAS.	LON-CDB855 LON-CD52E3 LON-A9DAE4
66	Thames foreshore, Rotherhithe. The location of a pile/post as identified by Seazone data.	SZID 485000007449 563
67	Thames foreshore, Rotherhithe. The location of a pile/post as identified by Seazone data.	SZID 485000007449 194
68	Thames foreshore, Rotherhithe. The location of a pile/post as identified by Seazone data.	SZID 485000007449 074
69	Thames foreshore, Rotherhithe. The location of a pile/post as identified by Seazone data.	SZID 485000007449 296
70	Thames foreshore, northeast of the site. The location of an unidentified obstruction – perhaps a mooring installation or buoy – located on the foreshore.	SZID 637000001106 494
71	Thames channel, adjacent to the eastern boundary of the Rotherhithe Tunnel.	SZID 485000007450 984
72	Thames channel, to the west of the Thames Channel.	SZID 485000007451 010
73	Thames channel, adjacent to Rotherhithe riverbank. The location of an unspecified obstruction – perhaps a mooring	SZID 637000001106 491

HEA Ref.	Description	Site code/ GLHER ref/ List Entry Number
	installation or buoy – located within the Thames Channel.	
74	Church of St Mary. Grade II listed.	1096892
75	Thames channel, adjacent to Rotherhithe riverbank. The location of an unspecified obstruction – perhaps a mooring installation or buoy – located within the Thames Channel	SZID 637000001106 478
76	Thames channel, adjacent to Rotherhithe riverbank. The location of an unspecified obstruction – perhaps a mooring installation or buoy – located within the Thames Channel	SZID 637000001106 493
77	Thames channel, adjacent to Rotherhithe riverbank. The location of an unspecified obstruction – perhaps a mooring installation or buoy – located within the Thames Channel	SZID 637000001165 01
78	Thames channel, adjacent to Rotherhithe riverbank. The location of an unspecified obstruction – perhaps a mooring installation or buoy – located within the Thames Channel.	SZID 637000001164 92
79	Chance find of a post-medieval token recorded by the Portable Antiquities Scheme (PAS).	LON-1B3006
80	Line of the Bazalgette Low Level Sewer.	---
81	The site of the 19th century Metropolitan Wharf.	MLO93237 411853 411854
82	The chance find of medieval bone tools and medieval to post-medieval pottery.	MLO12935 080941 MLO3984 081044
83	The chance find of a piece of Roman mosaic.	MLO100302
84	The site of the 19th century Jubilee Wharf.	MLO93238 441856
85	Evidence of a Palaeolithic forest. (note, the tree stumps and trunks are unlikely to be Palaeolithic, as the floodplain was not carved out in this period, but are likely to be of Mesolithic to Neolithic date, as found on the foreshore and below the floodplain alluvium nearby, in areas such as Erith)	MLO12925 080736
86	A Roman lead coffin and containing a few bones found by chance in 1858.	MLO11219 080807
87	Church of St Paul. Grade II* listed: 1817–20 by John Walters. Remodelling, mostly internally, in 1848 by William Butterfield. E end remodelling 1931 by W C Waymouth. Built of stock brick, limestone plinth and parts of the spire, stucco dressings.	1357840
88	Iron railings, wall and iron gates of St Paul's Church. Grade II listed: Early 19th century. Railed wall, railings with urn finials. Massive iron gates with square piers and individual lamp brackets above each one.	1065137

<b>HEA Ref.</b>	<b>Description</b>	<b>Site code/ GLHER ref/ List Entry Number</b>
89	St Paul's Church, Church House. Grade II listed.	1065136
90	St Paul's Rectory. Grade II listed.	1242310

**Table P.4 List of drawings in order**

<b>Drawing title</b>
Historic environment features map
Conservation areas map
Location plan
As existing site features plan
Demolition and site clearance plan
Site works parameter plan
Permanent works layout
Proposed landscape plan: Overall
Proposed landscape plan: Foreshore area
Section AA
As existing and proposed west elevation
As existing and proposed south elevation
Kiosk design intent
Typical river wall design intent
Construction phase 1: Site set-up
Construction phase 2: Shaft construction
Construction phase 3: Construction of other structures
Construction phase 4: Site demobilisation

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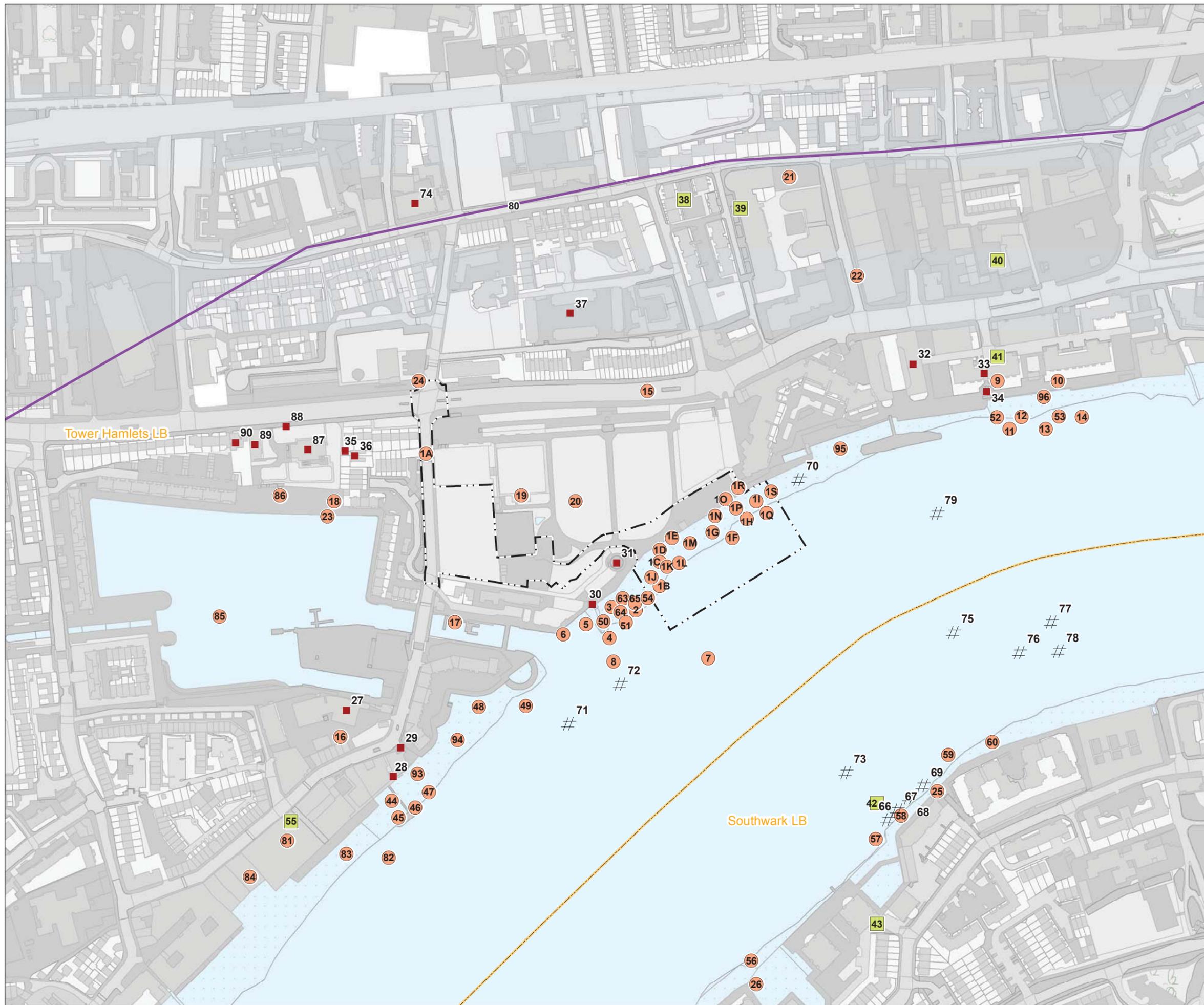
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Key

- Limits of Land to be Acquired or Used
- Local Authority Boundary
- Heritage Feature/Findspot
- Statutorily Listed Building
- Past Investigation
- Bazalgette sewer
- Wreck/Obstruction

The reference number for historic environment features correspond to the descriptions in the 'Gazetteer of known heritage assets' in Environmental Statement Vol. 21 Appendix E.1



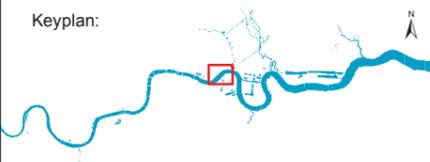
## FOR INFORMATION

**Location**  
King Edward Memorial Park Foreshore  
London Borough of Tower Hamlets

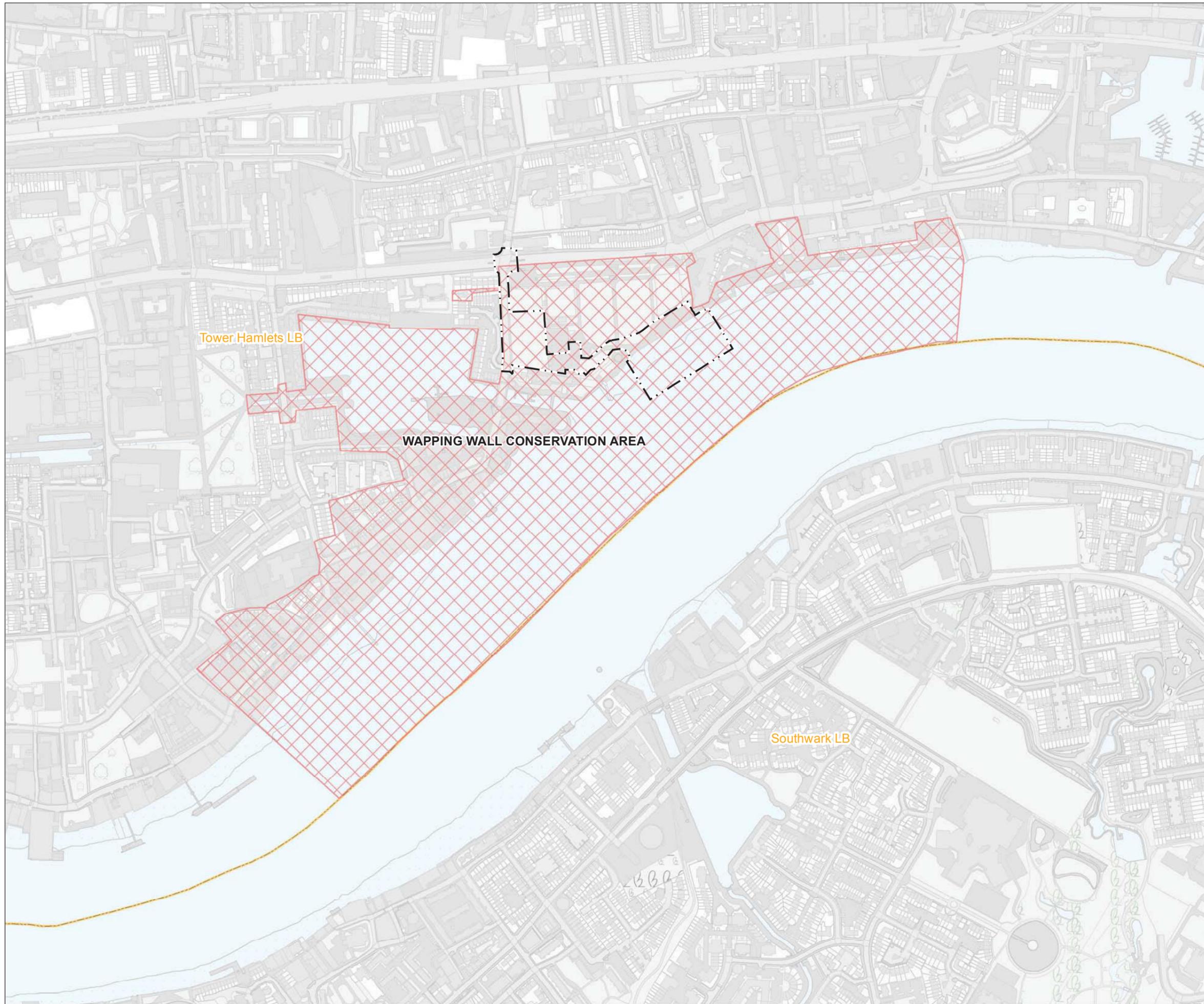
**Document Information**  
**Heritage Statement**  
Historic environment features map

1PL03-HE-65229  
January 2013





- Key
- Limits of Land to be Acquired or Used
  - Local Authority Boundary
  - Conservation Area



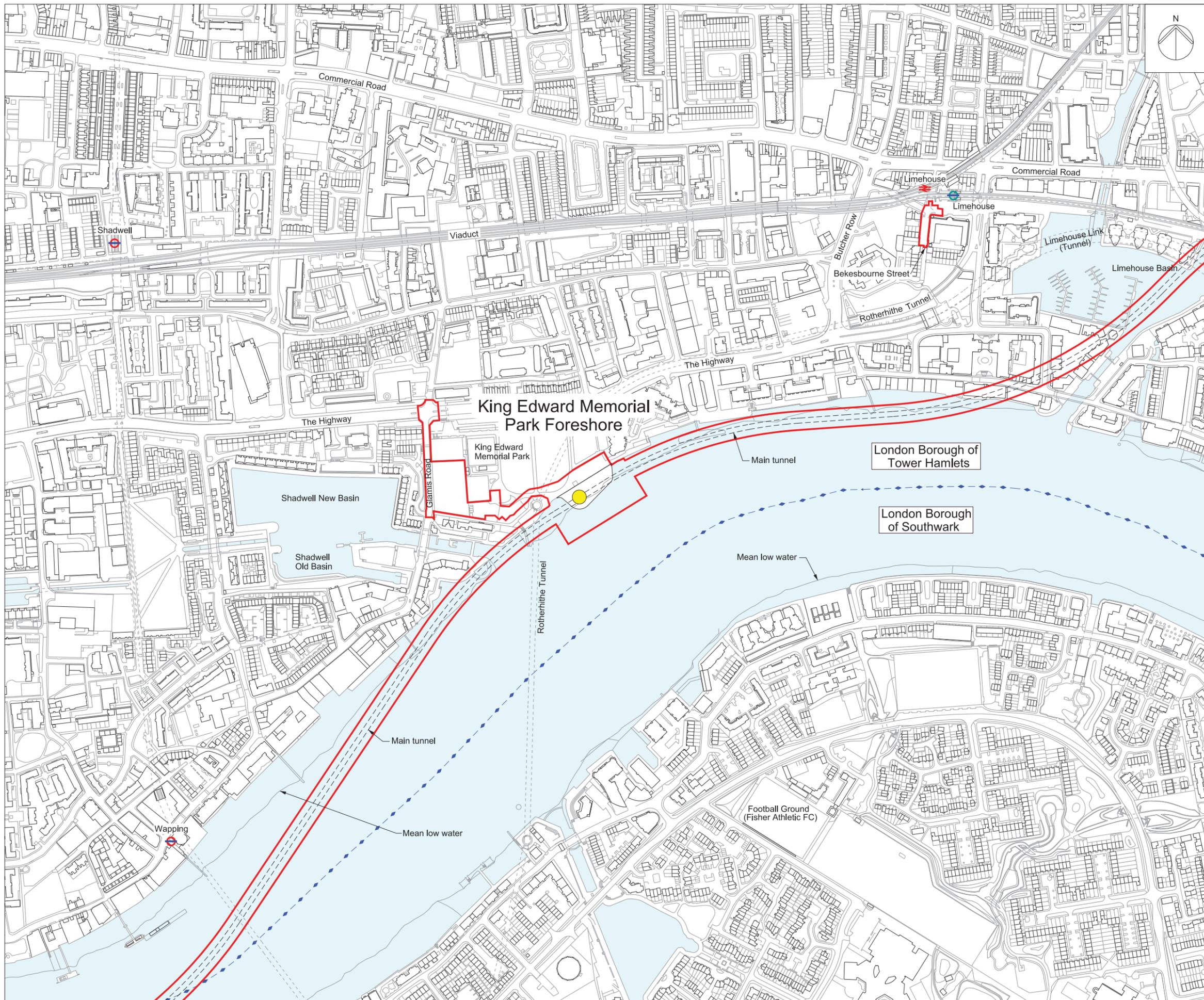
## FOR INFORMATION

**Location**  
King Edward Memorial Park Foreshore  
London Borough of Tower Hamlets

**Document Information**  
Heritage Statement  
Conservation areas map

PL03-HE-65243  
January 2013





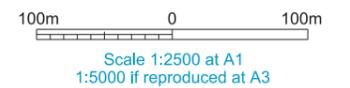
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Coordinates are to be Ordnance Survey Datum OSGB36. All levels are in metres and relate to the Tunnel Datum which is 100 metres below Ordnance Datum Newlyn.

- Key:
- Local authority boundary
  - Order limits
  - Tunnel
  - Shaft

- Notes:
1. The alignment of the tunnels are illustrative within limits of deviation.



## FOR INFORMATION

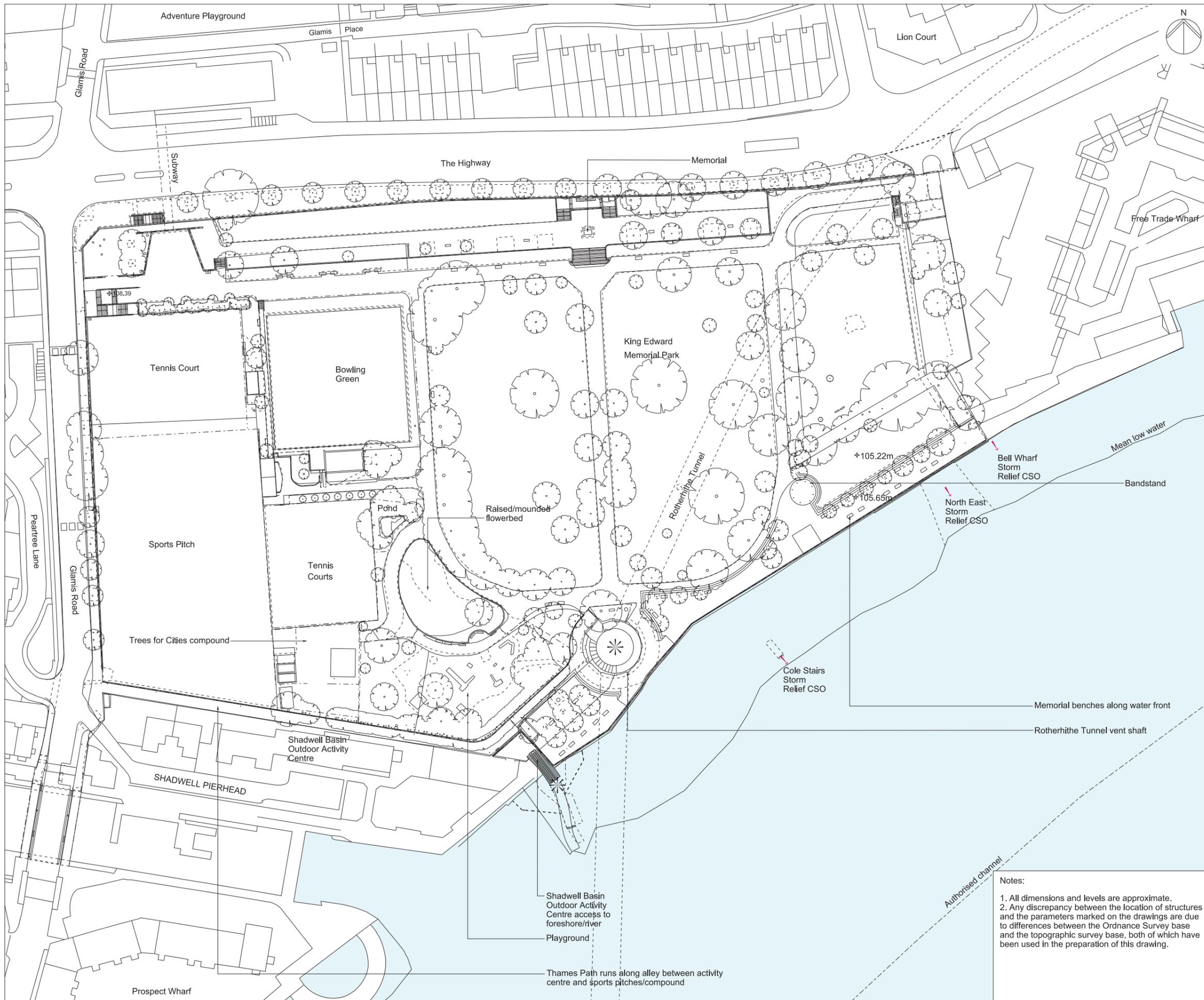
**Location**  
King Edward Memorial Park Foreshore  
London Borough of Tower Hamlets

**Document Information**  
Application for Development Consent  
Location plan

Book of plans - section 25  
DCO-PP-24X-KEMPF-250001  
January 2013

**Thames Tideway Tunnel**  
Creating a cleaner, healthier River Thames





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- Key:**
- Limits of land to be acquired or used (LLAU)
  - Zone within which permanent above ground structures would be located
  - Zone within which required landscaping would be located
  - Maximum extent of foreshore structure
  - Authorised channel
  - + 105.40m Existing levels (shown in metres above tunnel datum)
  - 105.40 Proposed levels (shown in metres above tunnel datum)
  - Consented development footprint (by others)
  - Listed buildings/structures
  - Approximate position of CSO outlet
  - Existing trees within surveyed area (trunk sizes vary)



## FOR INFORMATION

**Location**  
King Edward Memorial Park Foreshore  
London Borough of Tower Hamlets

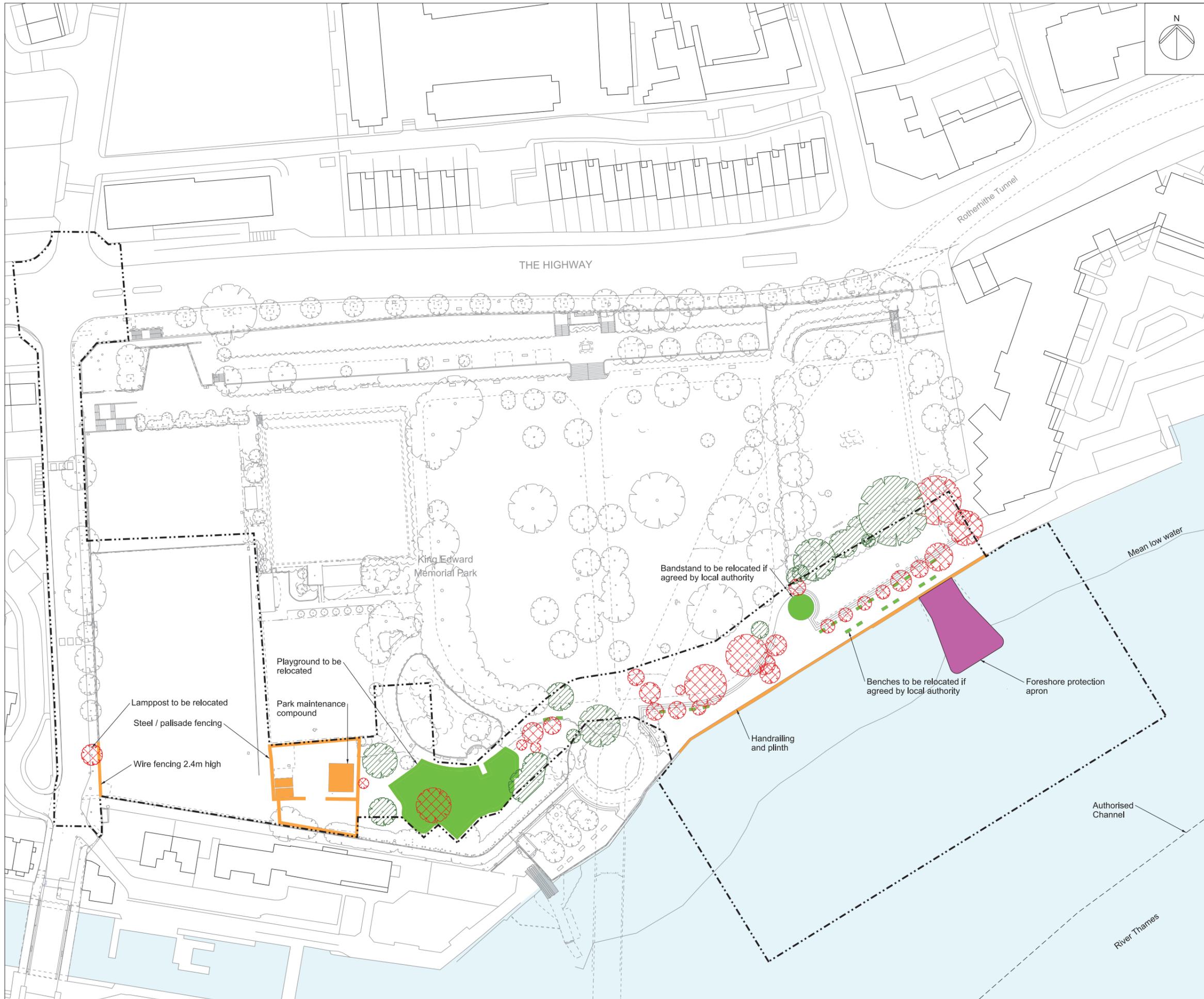
**Document Information**  
Application for Development Consent

As existing  
Site features plan  
Book of plans - section 25  
DCO-PP-24X-KEMPF-250002  
January 2013



**Notes:**

1. All dimensions and levels are approximate.
2. Any discrepancy between the location of structures and the parameters marked on the drawings are due to differences between the Ordnance Survey base and the topographic survey base, both of which have been used in the preparation of this drawing.



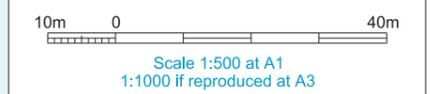
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Coordinates are to be Ordnance Survey Datum OSGB36. All levels are in metres and relate to the Tunnel Datum which is 100 metres below Ordnance Datum Newlyn.

- Key:**
- Limits of land to be acquired or used (LLAU)
  - ▨ Trees to be removed
  - ▨ Trees to be pruned
  - Above ground structures to be removed
  - Below ground structures to be removed or infilled
  - Structure to be removed and relocated or reinstated

- Notes:**
1. Minor items to be removed (e.g. barriers, bollards etc.) are not shown.
  2. General activities of site clearance such as removal of hardstanding and foundations, stripping of topsoil and clearance of minor vegetation not shown.



**FOR APPROVAL**

**Location**  
King Edward Memorial Park Foreshore  
London Borough of Tower Hamlets

**Document Information**  
Application for Development Consent  
Demolition and site clearance

Book of plans - section 25  
DCO-PP-24X-KEMPF-250004  
January 2013





Coordinates are to be Ordnance Survey Datum OSGB36. All levels are in metres and relate to the Tunnel Datum which is 100 metres below Ordnance Datum Newlyn.

Table 1

Above ground permanent structure	Maximum height above finished ground level (Minimum heights are in brackets where applicable)
Ventilation column(s) serving the shaft	8.0m (5.0m)
Ventilation column(s) serving the interception chamber	6.0m
Electrical and control kiosk(s)	3.0m
Local control pillar(s)	1.2m

Key:

- Limits of land to be acquired or used (LLAU)
- Zone within which all permanent site structures would be located
- Zone within which the shaft would be located
- Zone within which permanent above ground structures would be located (those listed in Table 1)
- Zone within which required landscaping would be located
- Maximum extent of top of river/parapet wall

Notes:

1. All dimensions and levels are approximate.
2. The Site Works Parameter Key Plan identifies each zone independently.
3. The zone within which the shaft would be located would include all permanent works including shaft walls (including appropriate allowances for construction tolerances) and if applicable under-reaming. Shaft construction temporary works may be located within or outside this zone provided they are located within the Limits of land to be acquired or used.

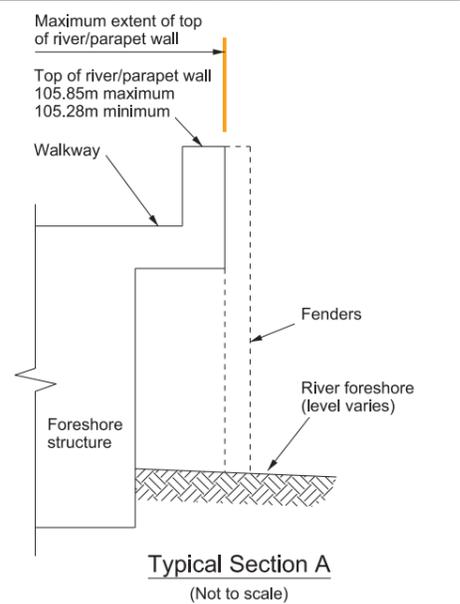
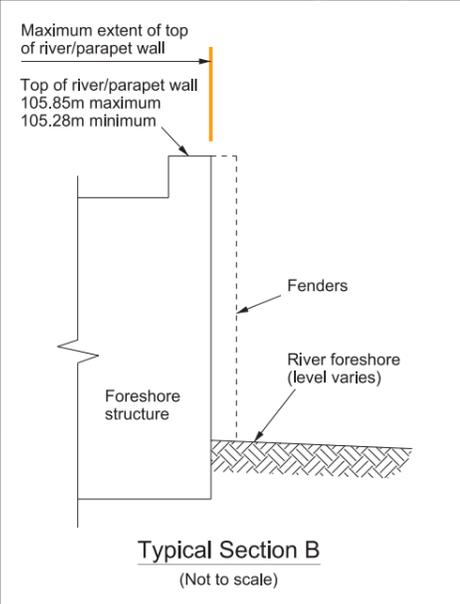
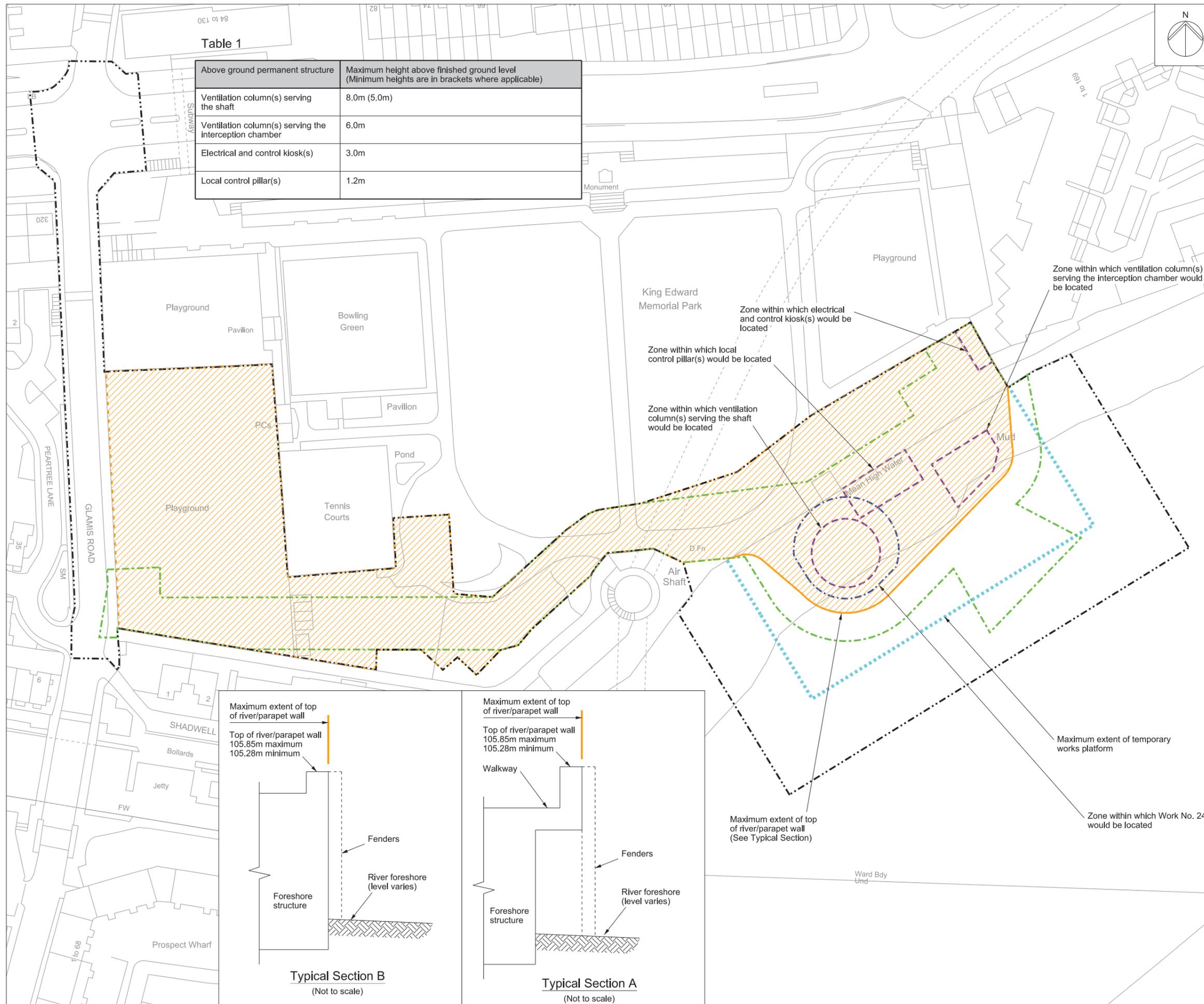


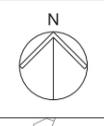
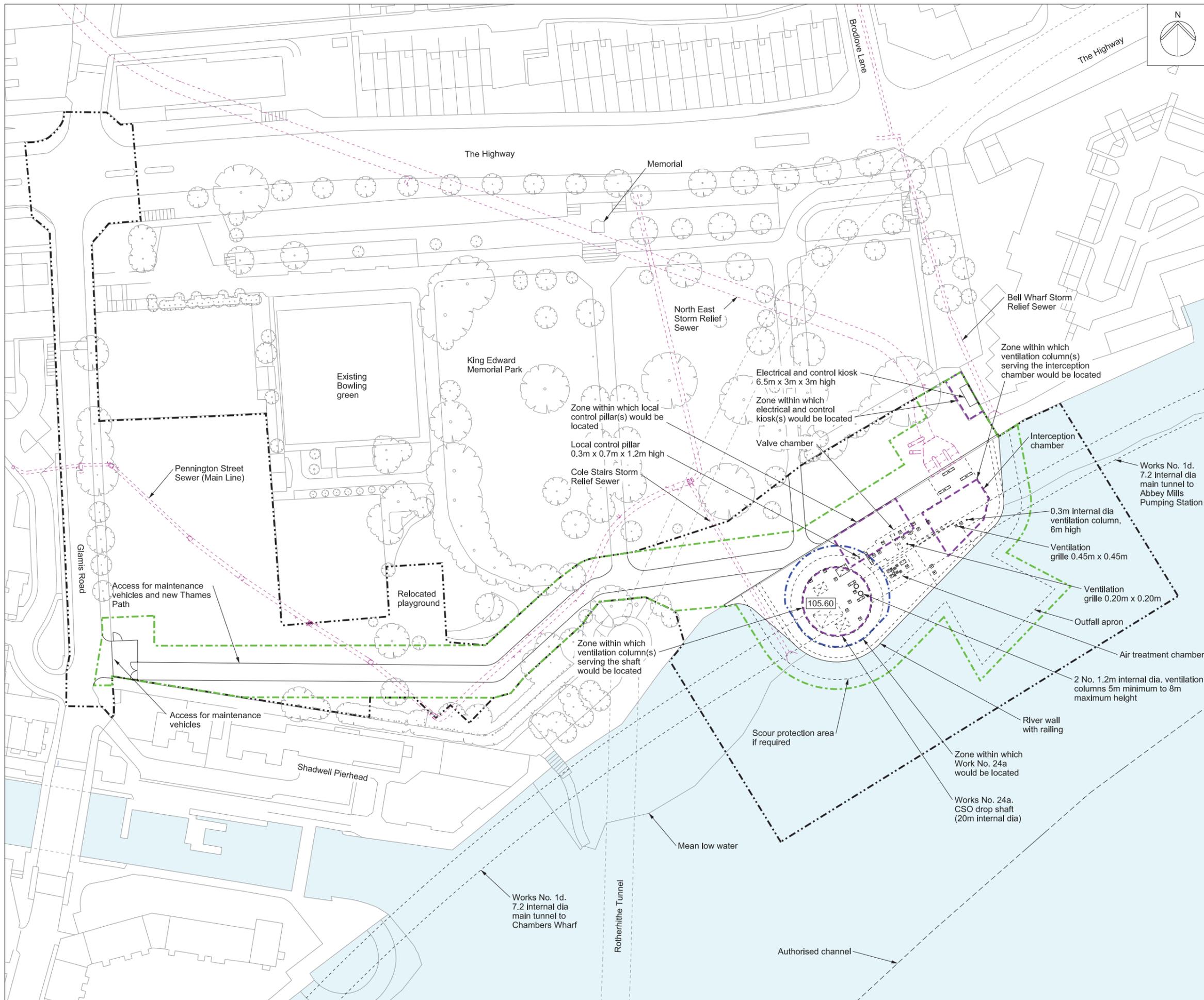
**FOR APPROVAL**

**Location**  
King Edward Memorial Park Foreshore  
London Borough of Tower Hamlets

**Document Information**  
Application for Development Consent  
Site works parameter plan

Book of plans - section 25  
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January 2013





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Coordinates are to be Ordnance Survey Datum OSGB36. All levels are in metres and relate to the Tunnel Datum which is 100 metres below Ordnance Datum Newlyn.

- Key:**
- Local authority boundary
  - Limits of land to be acquired or used (LLAU)
  - Existing sewers
  - Proposed access cover
  - Proposed level (shown in metres above tunnel datum)
  - Zone within which all permanent site structures would be located
  - Zone within which the shaft would be located
  - Zone within which permanent above ground structures would be located

- Notes:**
1. All dimensions and levels are approximate.
  2. Any discrepancy between the location of structures and the parameters marked on the drawings are due to differences between the Ordnance Survey base and topographical survey base, both of which have been used in the preparation of this drawing.
  3. This drawing shows permanent site structures only. Landscaping hard works and soft works are shown on the Proposed landscape plan and/or Proposed site features plan.
  4. Any Shadwell Boat Club moorings within or too close to the LLAU will be relocated to new locations agreed with the club and PLA.
  5. Access road or hardstanding required for vehicle access to electrical and control kiosk (not shown).



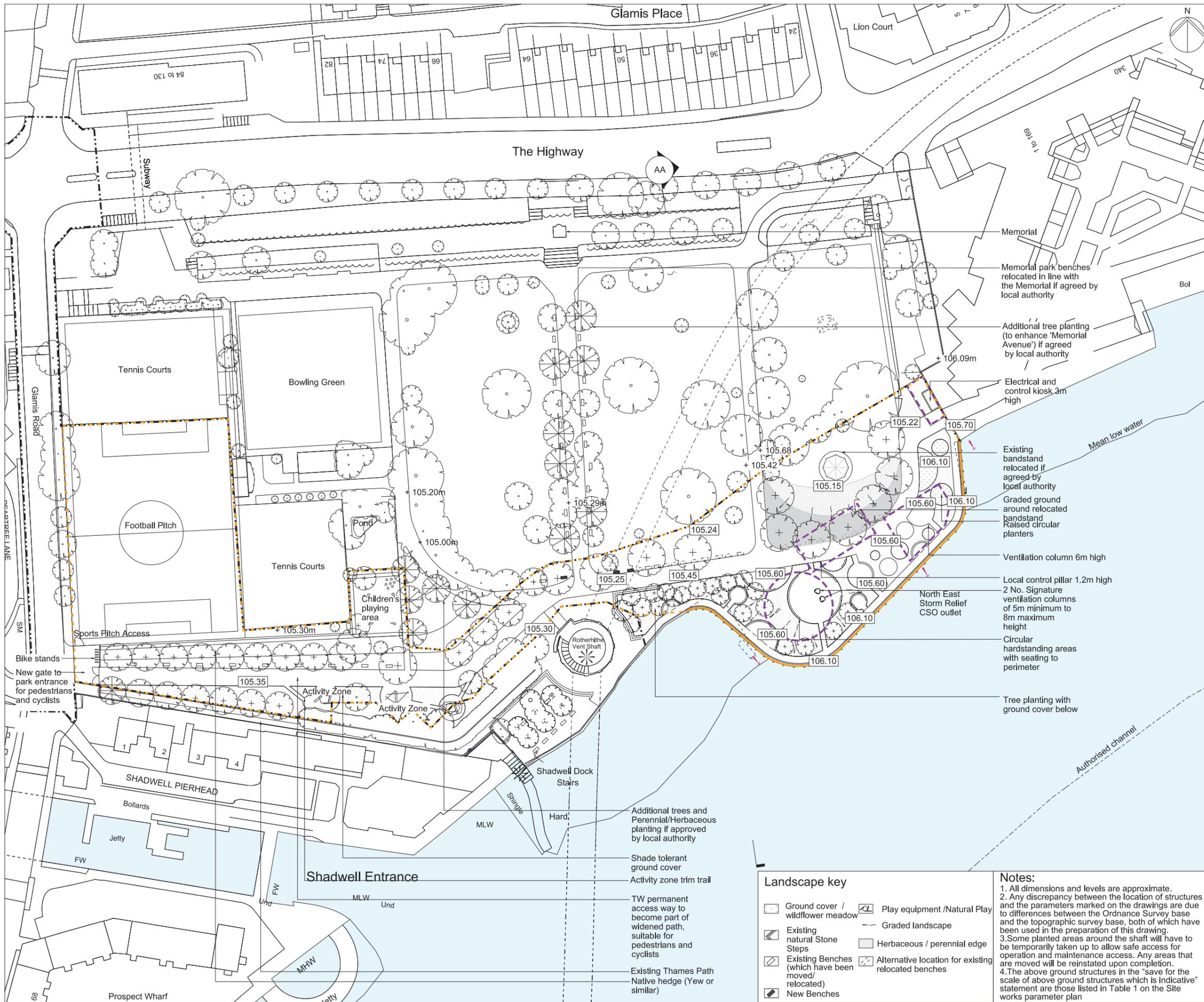
**ILLUSTRATIVE**

**Location**  
King Edward Memorial Park Foreshore  
London Borough of Tower Hamlets

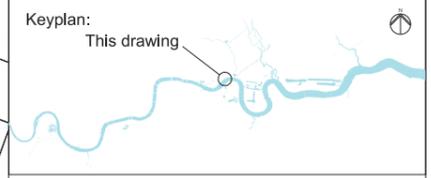
**Document Information**  
Application for Development Consent  
Permanent works layout

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DCO-PP-24X-KEMPF-250007  
January 2013





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- Key:**
- Limits of land to be acquired or used (LLAU)
  - Zone within which permanent above ground structures would be located
  - Zone within which required landscaping would be located
  - Maximum extent of foreshore structure
  - Authorised channel
  - + 105.40m Existing levels (shown in metres above tunnel datum)
  - 105.40 Proposed levels (shown in metres above tunnel datum)
  - ✱ Listed buildings/structures
  - Approximate position of CSO outlet
  - ⊕ Existing trees within surveyed area (trunk sizes vary)
  - ⊕ Proposed trees
  - ⊕ Advance additional planting outside the LLAU subject to agreement of local authority



**ILLUSTRATIVE**  
Save for the scale of above ground structures which is indicative

**Location**  
King Edward Memorial Park Foreshore  
London Borough of Tower Hamlets

**Document Information**  
Application for Development Consent  
Proposed landscape plan - overall

Book of plans - section 25  
DCO-PP-24X-KEMPF-250008  
January 2013



- Landscape key**
- ⊕ Ground cover / wildflower meadow
  - ⊕ Existing natural Stone Steps
  - ⊕ Existing Benches (which have been moved/relocated)
  - ⊕ New Benches
  - ⊕ Play equipment /Natural Play
  - Graded landscape
  - ⊕ Herbaceous / perennial edge
  - ⊕ Alternative location for existing relocated benches

**Notes:**

- All dimensions and levels are approximate.
- Any discrepancy between the location of structures and the parameters marked on the drawings are due to differences between the Ordnance Survey base and the topographic survey base, both of which have been used in the preparation of this drawing.
- Some planted areas around the shaft will have to be temporarily taken up to allow safe access for operation and maintenance access. Any areas that are moved will be reinstated upon completion.
- The above ground structures in the "save for the scale of above ground structures which is indicative" statement are those listed in Table 1 on the Site works parameter plan.

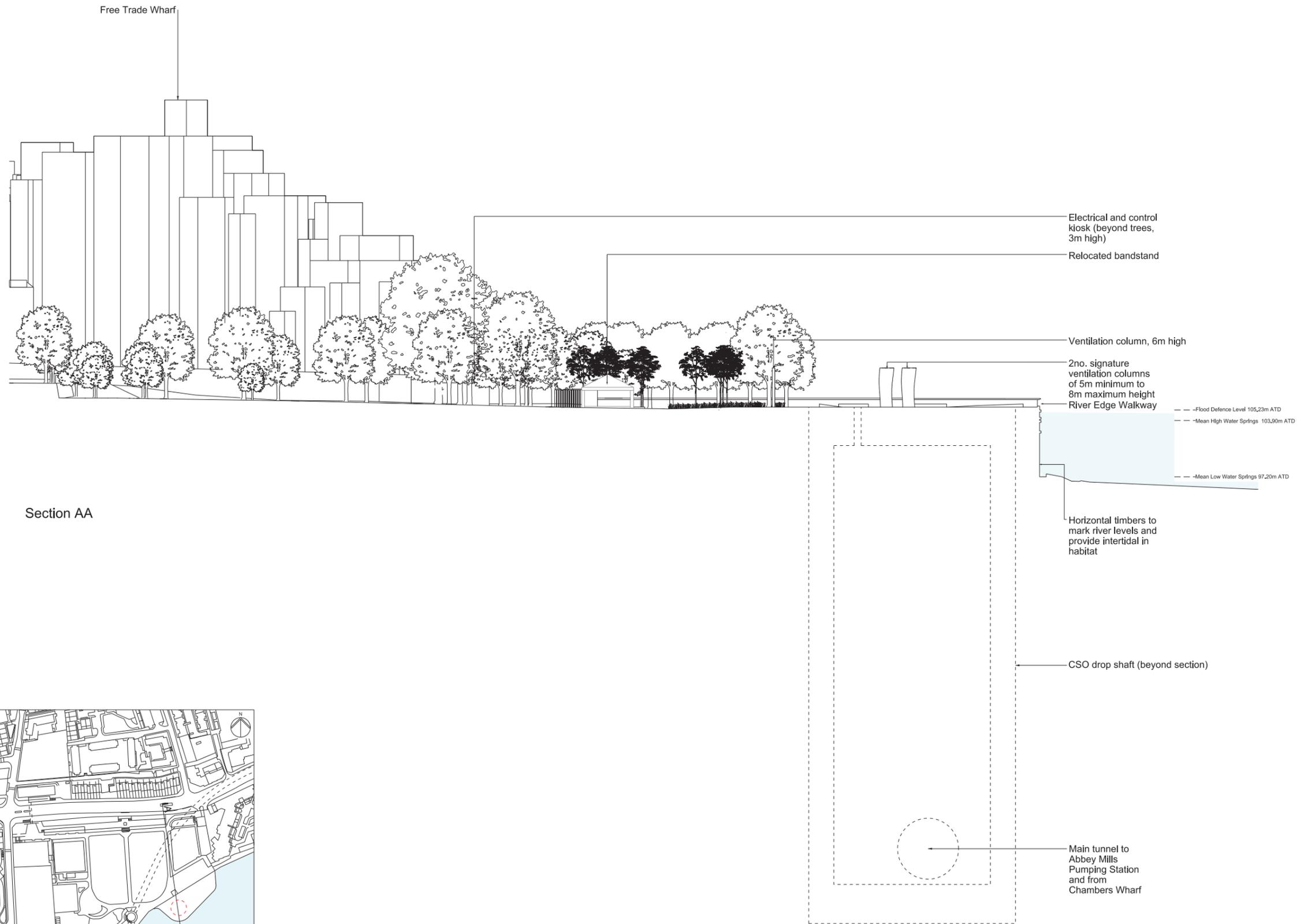




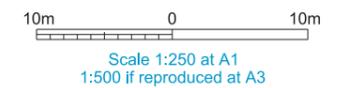
Coordinates are to be Ordnance Survey Datum OSGB36. All levels are in metres and relate to the Tunnel Datum which is 100 metres below Ordnance Datum Newlyn.

**Notes:**

1. All dimensions and levels are approximate.
2. The purpose of this section is to show the scale of the below ground infrastructure to be provided.



Section AA



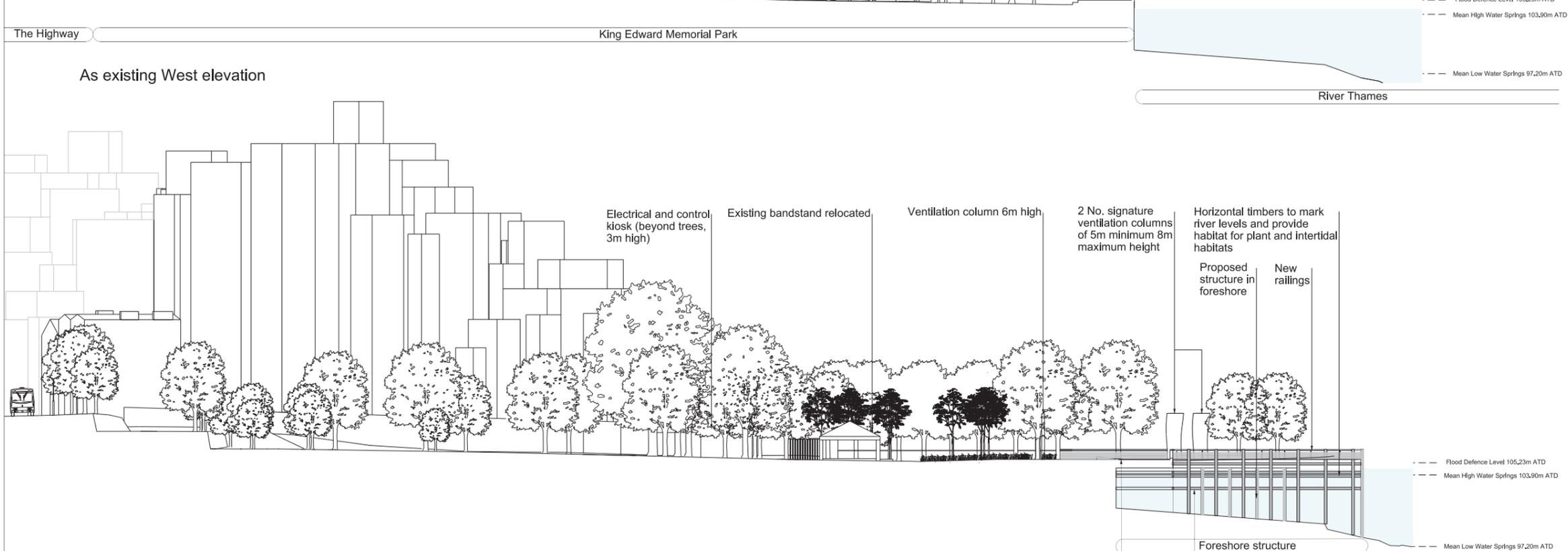
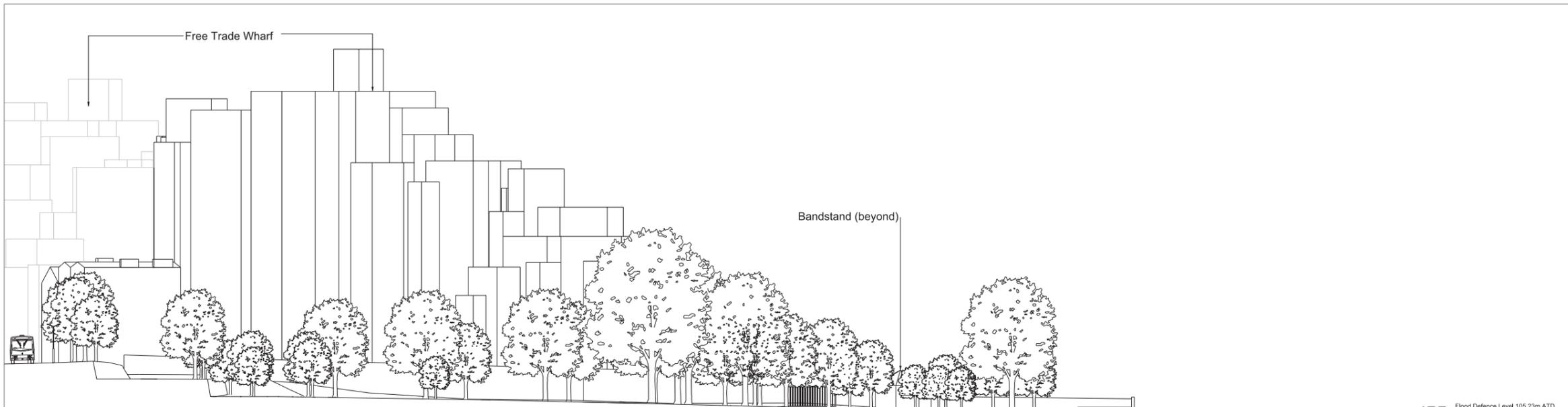
**ILLUSTRATIVE**

**Location**  
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London Borough of Tower Hamlets

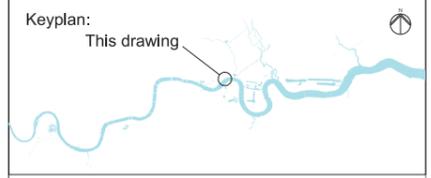
**Document Information**  
Application for Development Consent  
Section AA

Book of plans - section 25  
DCO-PP-24X-KEMPF-250010  
January 2013



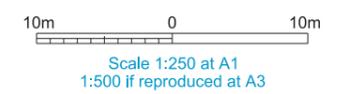


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Coordinates are to be Ordnance Survey Datum OSGB36. All levels are in metres and relate to the Tunnel Datum which is 100 metres below Ordnance Datum Newlyn.

Notes:  
1. All dimensions and levels are approximate.



**ILLUSTRATIVE**

**Location**  
King Edward Memorial Park Foreshore  
London Borough of Tower Hamlets

**Document Information**  
**Application for Development Consent**  
As existing and proposed  
West elevation  
Book of plans - section 25  
DCO-PP-24X-KEMPF-250011  
January 2013



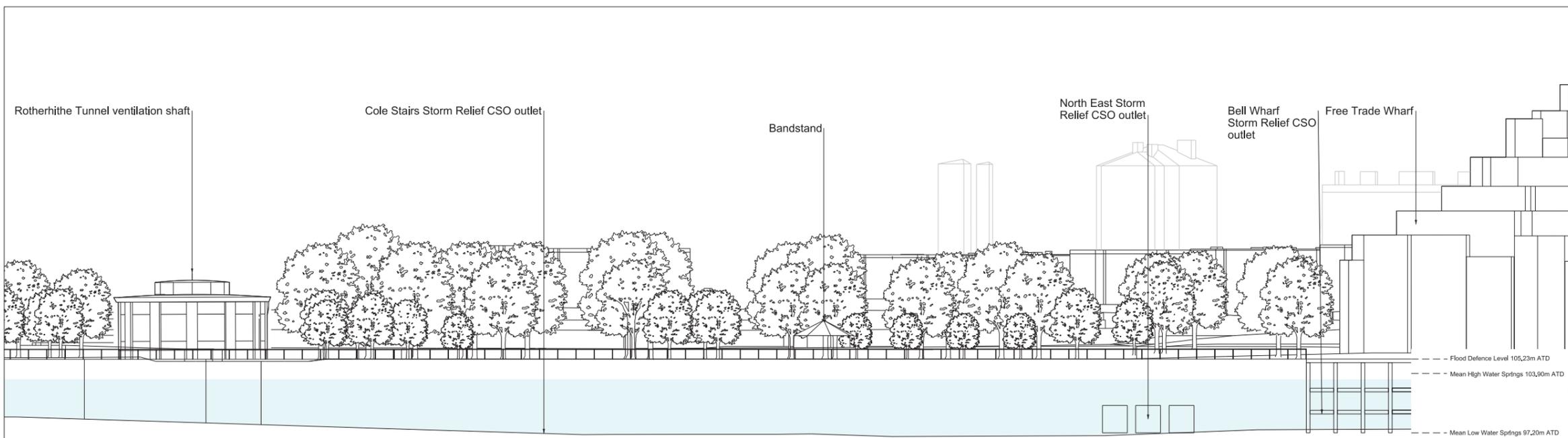
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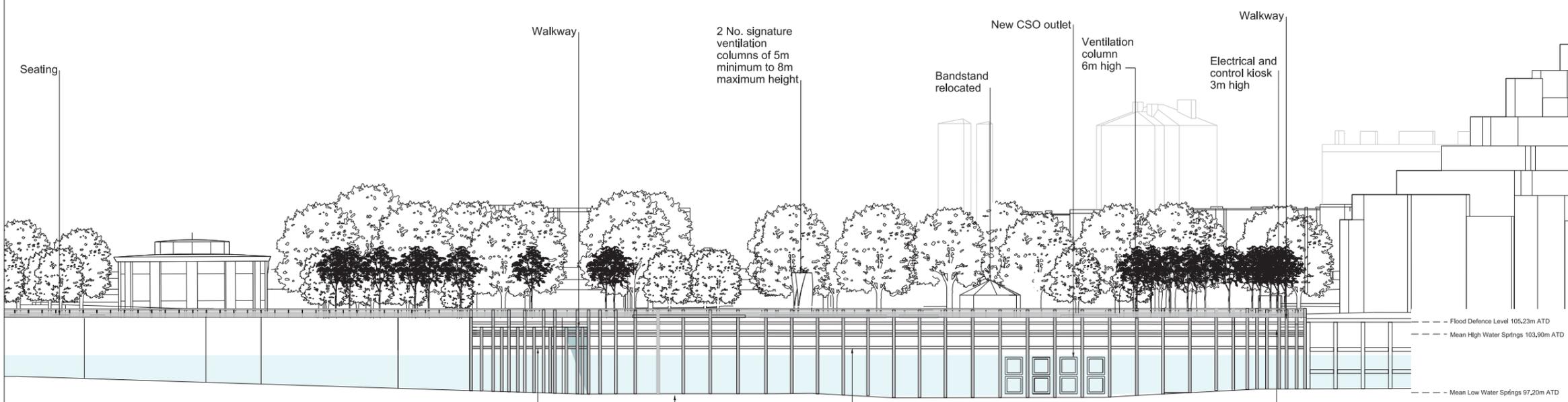
Coordinates are to be Ordnance Survey Datum OSGB36. All levels are in metres and relate to the Tunnel Datum which is 100 metres below Ordnance Datum Newlyn.

**Notes:**

1. All dimensions and levels are approximate.



As existing south elevation



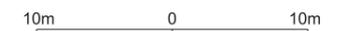
As proposed south elevation

Horizontal timber fenders under Suspended deck

Vertical timber fenders

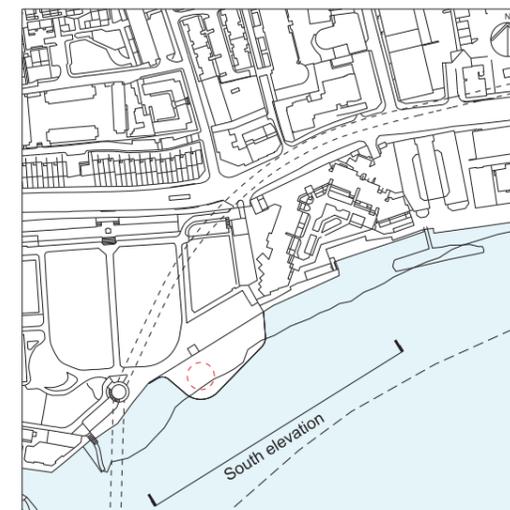
Horizontal timbers to mark river levels and provide intertidal habitat

Horizontal timber fenders under Suspended deck



Scale 1:250 at A1  
1:500 if reproduced at A3

**ILLUSTRATIVE**



**Location**  
King Edward Memorial Park Foreshore  
London Borough of Tower Hamlets

**Document Information**  
Application for Development Consent

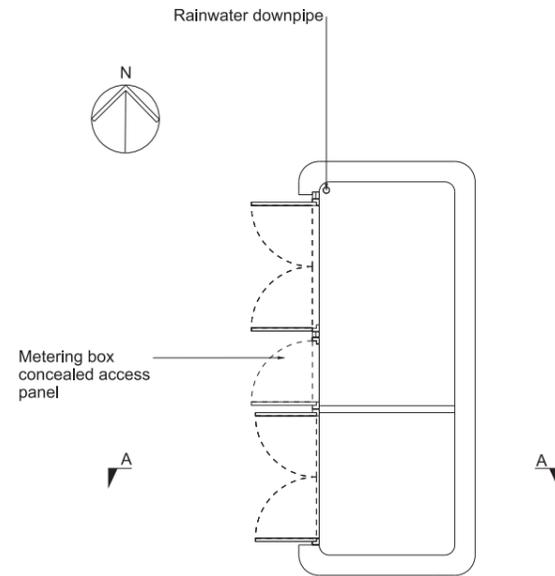
As existing and proposed  
South elevation  
Book of plans - section 25  
DCO-PP-24X-KEMPF-250012  
January 2013

**Thames Tideway Tunnel**  
Creating a cleaner, healthier River Thames

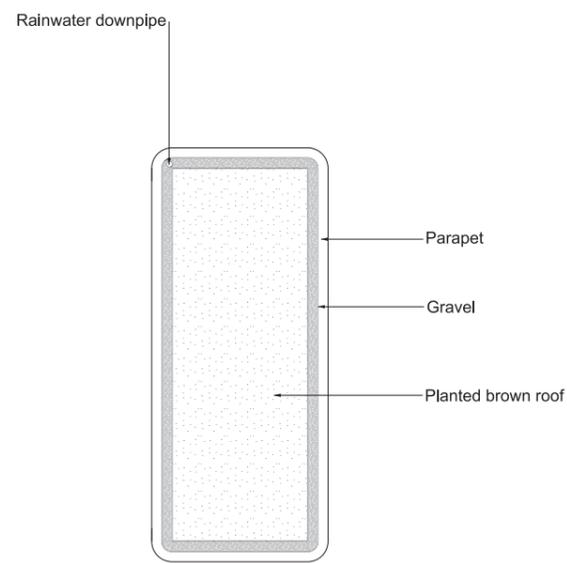




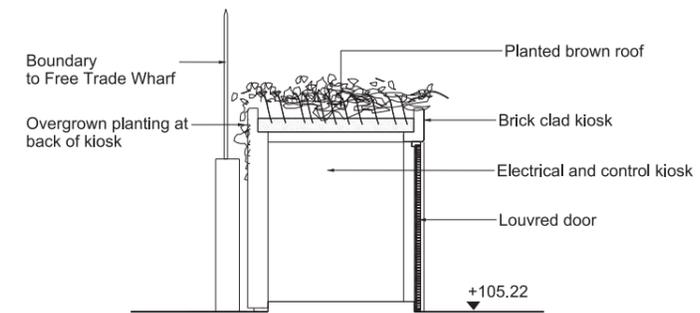
Coordinates are to be Ordnance Survey Datum OSGB36. All levels are in metres and relate to the Tunnel Datum which is 100 metres below Ordnance Datum Newlyn.



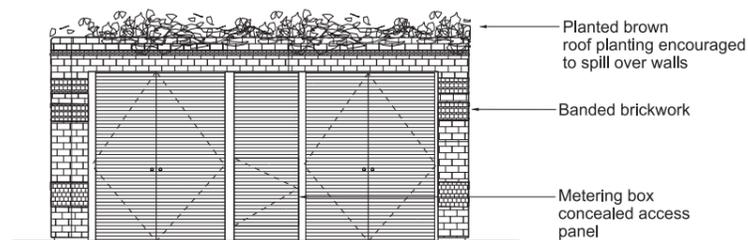
Plan at Ground Level



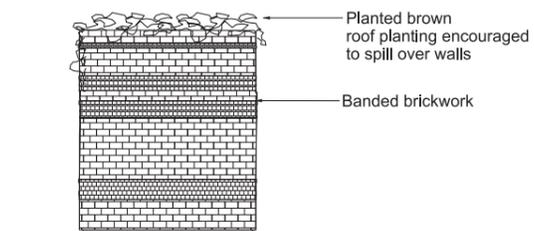
Roof Plan



Section AA



West elevation



South elevation



Scale 1:50 at A1  
1:100 if reproduced at A3

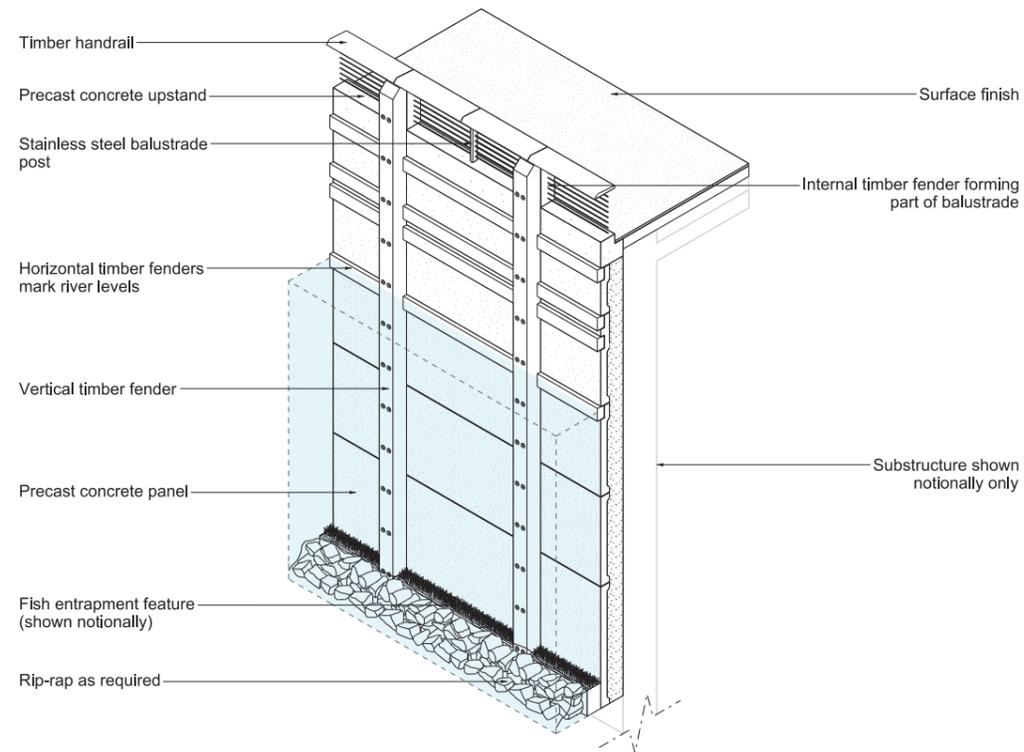
### ILLUSTRATIVE

Save for the scale of the kiosk which is indicative

**Location**  
King Edward Memorial Park Foreshore  
London Borough of Tower Hamlets

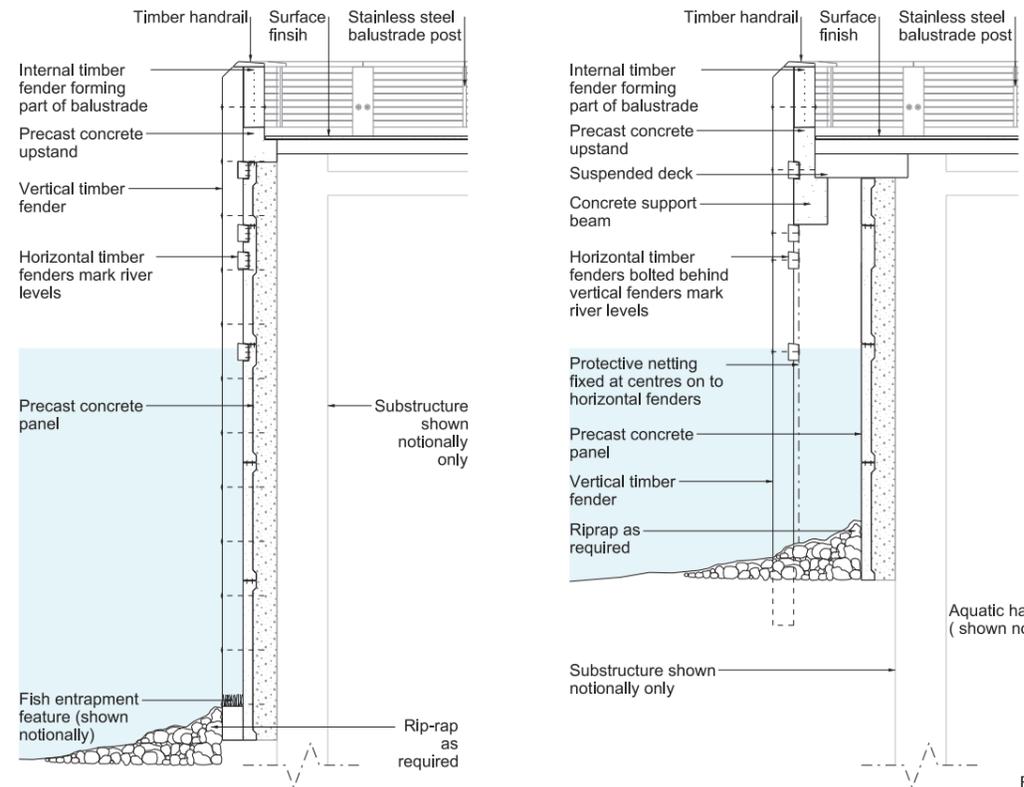
**Document Information**  
Application for Development Consent  
Kiosk design intent

Book of plans - section 25  
DCO-PP-24X-KEMPF-250013  
January 2013



**Isometric**

Scale NTS

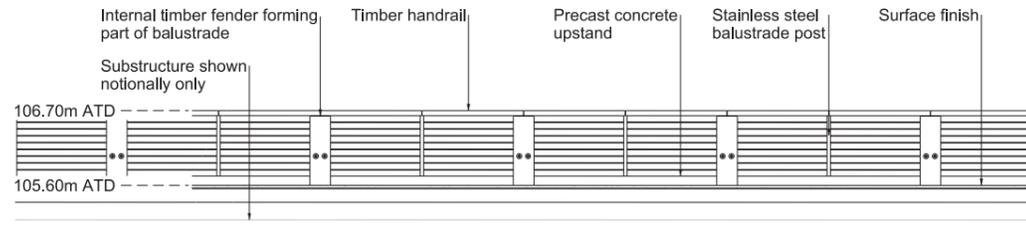


**Section BB**

Scale 1:50

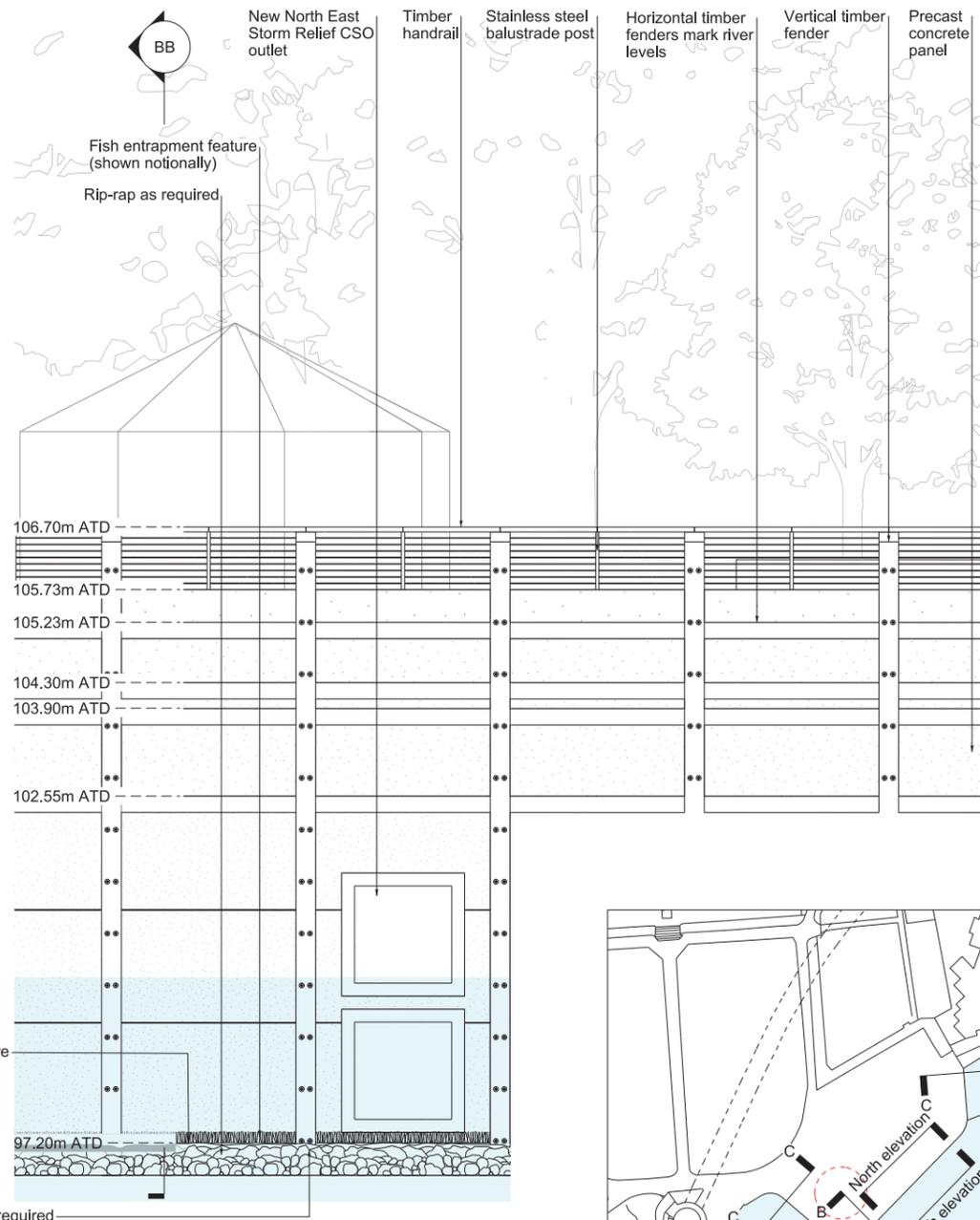
**Section CC**

Scale 1:50



**North elevation**

Scale 1:50



**Partial south elevation**

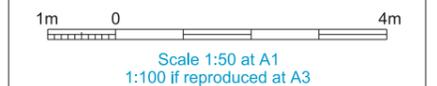
Scale 1:50



Coordinates are to be Ordnance Survey Datum OSGB36. All levels are in metres and relate to the Tunnel Datum which is 100 metres below Ordnance Datum Newlyn.

**Notes:**

- 1. All dimensions and levels are approximate.



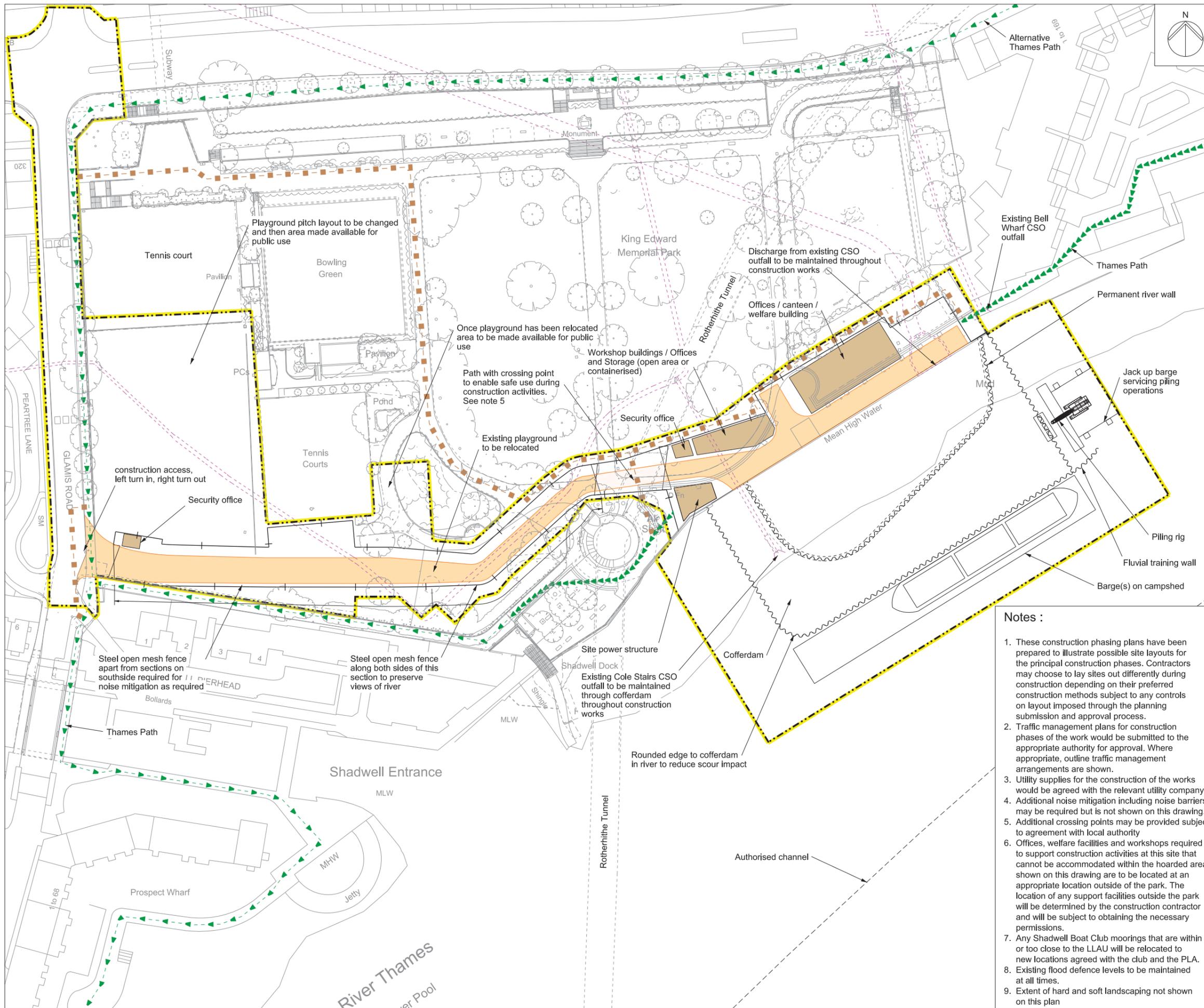
**ILLUSTRATIVE**

**Location**  
King Edward Memorial Park Foreshore  
London Borough of Tower Hamlets

**Document Information**  
Application for Development Consent  
Typical river wall design intent

Book of plans - section 25  
DCO-PP-24X-KEMPF-250014  
January 2013





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- Key:**
- Limits of land to be acquired or used (LLAU)
  - Hoarding
  - Maximum extent of working area
  - ▶▶▶ Existing permissive right of way
  - ▶▶ Existing public right of way
  - - - Route of temporary diversion of right of way
  - ⊘ Site access
  - Access / haul route
  - - - Existing sewers
  - ~ Sheet piles

**Notes :**

1. These construction phasing plans have been prepared to illustrate possible site layouts for the principal construction phases. Contractors may choose to lay sites out differently during construction depending on their preferred construction methods subject to any controls on layout imposed through the planning submission and approval process.
2. Traffic management plans for construction phases of the work would be submitted to the appropriate authority for approval. Where appropriate, outline traffic management arrangements are shown.
3. Utility supplies for the construction of the works would be agreed with the relevant utility company.
4. Additional noise mitigation including noise barriers may be required but is not shown on this drawing.
5. Additional crossing points may be provided subject to agreement with local authority
6. Offices, welfare facilities and workshops required to support construction activities at this site that cannot be accommodated within the hoarded area shown on this drawing are to be located at an appropriate location outside of the park. The location of any support facilities outside the park will be determined by the construction contractor and will be subject to obtaining the necessary permissions.
7. Any Shadwell Boat Club moorings that are within or too close to the LLAU will be relocated to new locations agreed with the club and the PLA.
8. Existing flood defence levels to be maintained at all times.
9. Extent of hard and soft landscaping not shown on this plan

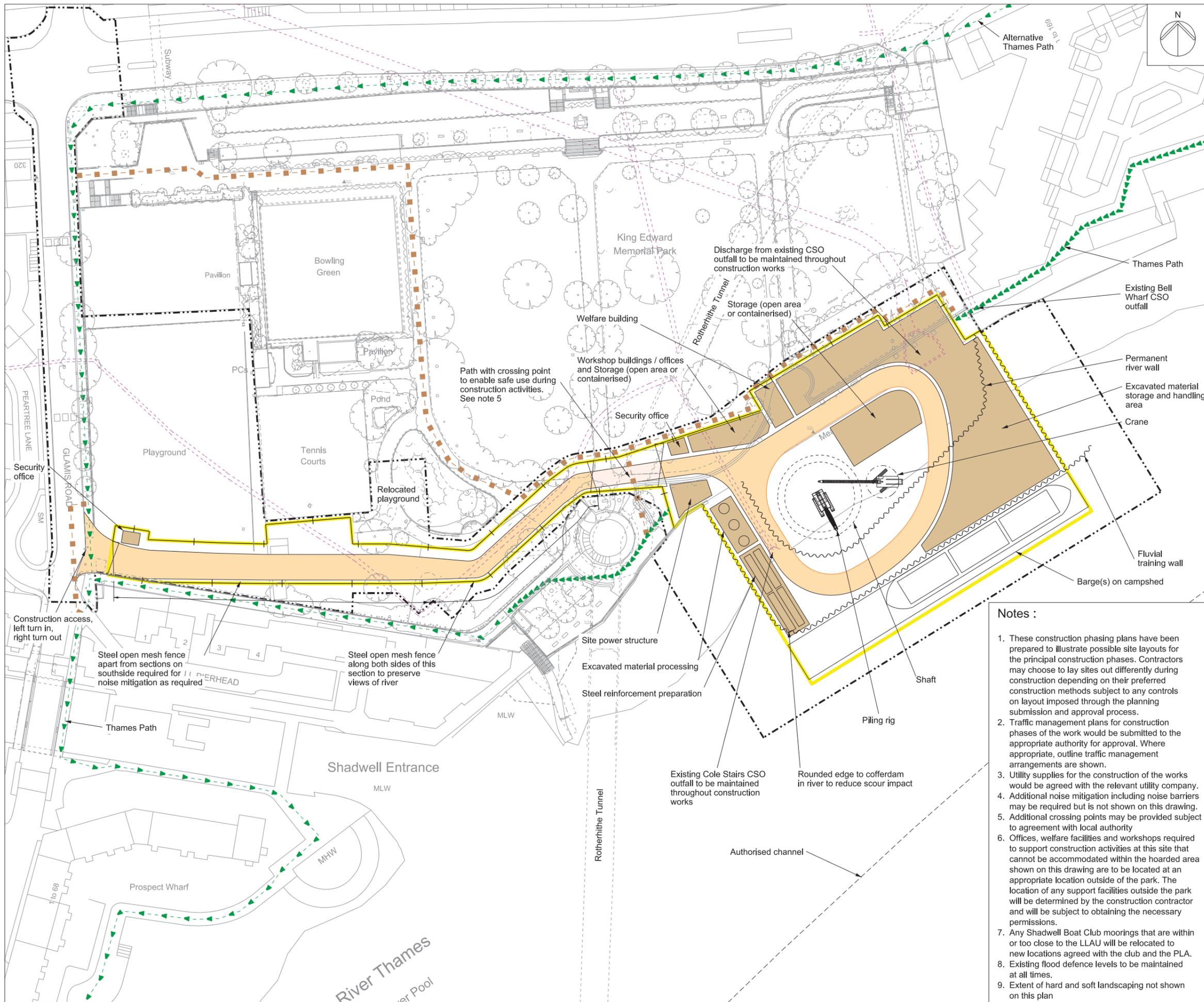


**ILLUSTRATIVE**

**Location**  
King Edward Memorial Park Foreshore  
London Borough of Tower Hamlets

**Document Information**  
**Application for Development Consent**  
Construction phases - phase 1  
Site setup  
Book of plans - section 25  
DCO-PP-24X-KEMPF-250015  
January 2013





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- Key:**
- Limits of land to be acquired or used (LLAU)
  - Hoarding
  - Maximum extent of working area
  - ▶▶▶ Existing permissive right of way
  - ▶▶▶ Existing public right of way
  - - - Route of temporary diversion of right of way
  - ⊘ Site access
  - Access / haul route
  - - - Existing sewers
  - ~ Sheet piles

- Notes :**
- These construction phasing plans have been prepared to illustrate possible site layouts for the principal construction phases. Contractors may choose to lay sites out differently during construction depending on their preferred construction methods subject to any controls on layout imposed through the planning submission and approval process.
  - Traffic management plans for construction phases of the work would be submitted to the appropriate authority for approval. Where appropriate, outline traffic management arrangements are shown.
  - Utility supplies for the construction of the works would be agreed with the relevant utility company.
  - Additional noise mitigation including noise barriers may be required but is not shown on this drawing.
  - Additional crossing points may be provided subject to agreement with local authority
  - Offices, welfare facilities and workshops required to support construction activities at this site that cannot be accommodated within the hoarded area shown on this drawing are to be located at an appropriate location outside of the park. The location of any support facilities outside the park will be determined by the construction contractor and will be subject to obtaining the necessary permissions.
  - Any Shadwell Boat Club moorings that are within or too close to the LLAU will be relocated to new locations agreed with the club and the PLA.
  - Existing flood defence levels to be maintained at all times.
  - Extent of hard and soft landscaping not shown on this plan



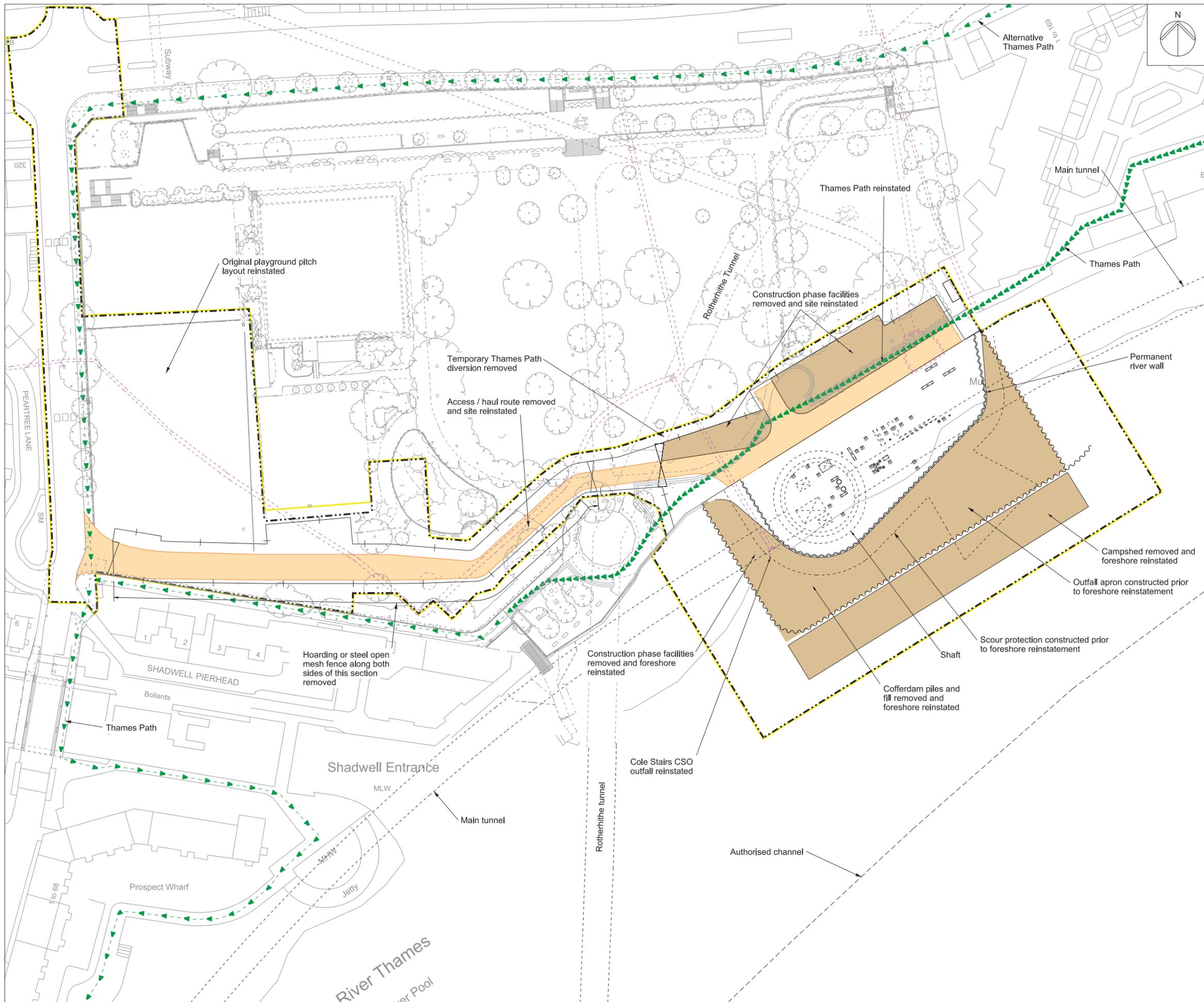
**ILLUSTRATIVE**

**Location**  
King Edward Memorial Park Foreshore  
London Borough of Tower Hamlets

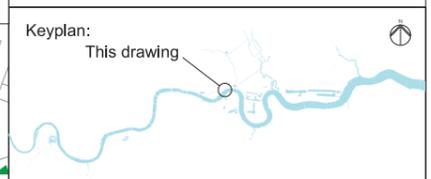
**Document Information**  
**Application for Development Consent**  
Construction phases - phase 2  
Shaft construction  
Book of plans - section 25  
DCO-PP-24X-KEMPF-250016  
January 2013







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- Key:
- Limits of land to be acquired or used (LLAU)
  - Hoarding
  - Maximum extent of working area
  - ▶▶▶ Existing permissive right of way
  - ▶▶ Existing public right of way
  - ⊘ Site access
  - Access / haul route
  - Existing sewers
  - ~ Sheet piles



## ILLUSTRATIVE

**Location**  
King Edward Memorial Park Foreshore  
London Borough of Tower Hamlets

**Document Information**  
Application for Development Consent  
Construction phases - phase 4  
Site demobilisation  
Book of plans - section 25  
DCO-PP-24X-KEMPF-250018  
January 2013



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### **Thames Water Utilities Limited**

Clearwater Court, Vastern Road, Reading RG1 8DB

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