

News Release

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**WEST FERRY CIRCUS PLANNING APPLICATION TO BE SENT TO
SECRETARY OF STATE**

The Canary Wharf Development Co. Ltd's planning application for the development of West Ferry Circus and the riverfront, outside the Isle of Dogs Enterprise Zone (EZ), was today (3 November 1986) considered by the London Docklands Development Corporation's (LDDC) Planning Committee.

Whilst favouring the development proposals for the six hectares to the West of Canary Wharf, the committee resolved that the application should be sent to the Secretary of State for the Environment, The Rt Hon. Nicholas Ridley, MP, because, in its opinion, the application is a departure from Local Development Plan. However the committee also decided to inform the Secretary of State of the reasons why it thinks the LDDC itself should determine the application.

The Canary Wharf Development Co. Ltd is seeking full planning permission for the part of West Ferry Circus outside the EZ which will comprise a two level road interchange and a two level car park, with connections north and south to West Ferry Road, and a landscaped amenity area on the upper level of the Circus. Full planning permission is also being sought for a landscaped riverside walk with a terrace and steps down from the upper level of the Circus with 550 sq. metres (m.) of shops below the steps, a new

river wall and the filling in of docks at Lower Aberdeen Wharf (Seacon site) and Robbins Marine site (including the slipway).

In addition the company is asking for outline approval to build up to 127,000 sq. m. of offices; 6700 sq. m. of commercial space, including shops, restaurants, banks and building society branch offices, employment and estate agencies and licensed premises with car parking; and a hotel up to 48,050 sq. m., including restaurants, banqueting rooms, conference facilities, shops and car parking.

Today's decision follows discussions and formal consultation with a wide variety of groups and organisations, especially the London Borough of Tower Hamlets (see Appendix 1). A public meeting for the residents of the Isle of Dogs and Limehouse was held last month to discuss the issues raised by the planning application.

The Canary Wharf Scheme

The above application seeks approval for only those parts of the overall Canary Wharf scheme which lie outside the Isle of Dogs Enterprise Zone.

The proposed overall Canary Wharf scheme covers 29 hectares, 23 of which are within the EZ and already have Enterprise Zone Scheme Approval. The development, formulated during the last 18 months, would extend from Poplar Dock westwards to the River Thames, through the heart of West India Docks straddling Canary Wharf.

The one million sq. m. scheme of medium rise development, with three towers, rising to a maximum height of 850 feet, will accommodate a financial and banking centre containing offices, dealing floors, shops, two hotels, car parking and associated servicing. The scheme is designed around five large "squares", each with its own shape, form, character and individual identity, linked by malls and boulevards allowing extensive pedestrian access to new quaysides on the north, east and south.

Vehicle access is proposed from three points: West Ferry Road in the west, a proposed new junction between EZ Road 5 and Prestons Road in the east, through Poplar Dock and over a new dock bridge between the Isthmus site (south of Billingsgate Market) and Canary Wharf; and from EZ Road 5 in the north over a second new dock bridge. Car parking will be available at lower ground and basement levels with limited provision for essential vehicle access and car parking at the new ground level.

A bus-shuttle service through the scheme is planned, linking in particular the enhanced Canary Wharf Station of the Docklands Light Railway to London Transport bus services at West Ferry Circus.

The Canary Wharf Scheme has been conceived, designed and marketed on the basis that London needs substantially more modern and greater floorspace, then can be provided within the City of London and its immediate vicinity. This need is based upon the view that larger new offices, with banking and dealing floorspace catering for essential new technological facilities, are necessary if London is to retain its position as a major world financial centre.

The constraints to providing this in established locations, notwithstanding current projects at Victoria and Liverpool Street and the proposed more accommodating City of London Corporation Plan, mean that an eastern, rather than central or western addition to the City's financial sector can be made highly desirable, viable and visible. The Canary Wharf solution is based on the availability of substantial undeveloped land in an Enterprise Zone where there is a favourable investment climate.

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LIST OF ALL CONSULTEES

Association of Island Communities

S J Baker & E S Baker

Belgrave Holdings
c/o Kalenest Ltd

British Dredging Plc

All Occupiers
Cannon Workshops

Catamaran Cruisers

Corona Soft Drinks

Docklands Forum

Dockland Investments

English Trust Co Ltd

First Boston Docklands Associates

Greenham Construction Materials

All Occupiers
Garford Hosue

George Baker & Sons
(Millwall) Ltd

Hays Business Services Ltd

J J Haulage Ltd

Joint Docklands Aciton Group

Kalenest Ltd

Kentish Homes Ltd
c/o CZWG Architects

Limehouse Development Group

London Electricity Board

Midland Montague
Industrial Leasing Ltd

Morgan Stanley Property Holdings Ltd

Otisco Corporation NV

Pioneer Aggregates Concrete (UK) Ltd

Pioneer Aggregates (Millwall) Ltd

Port of London Authority
Red Indian Services Ltd
Robbins Marine Ltd
Rombus Ltd
c/o Ready Mix Concrete (UK) Ltd
Seacon Ltd
Director of Development
LB Southwark
Tarmac Roadstone Holdings Ltd
Tarmac Roadstone (Southern) Ltd
Thames Water Authority
Director of Development
LB Tower Hamlets
Transport on Water
James Walker & Co Ltd

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