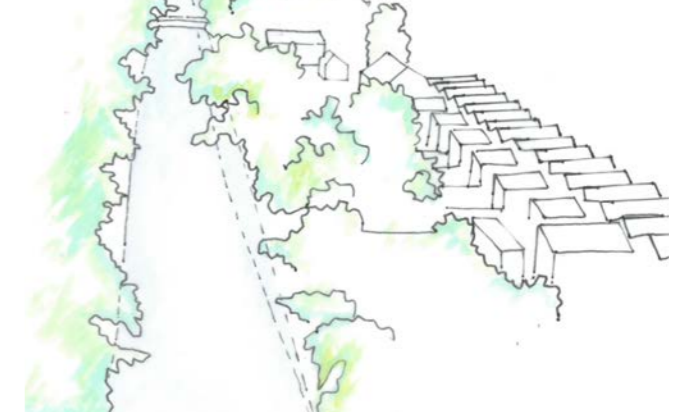
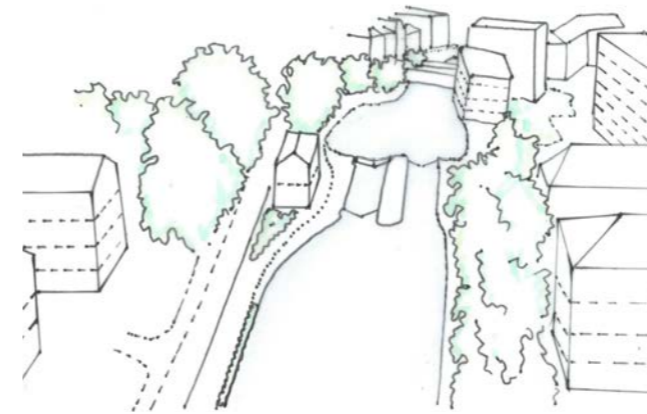
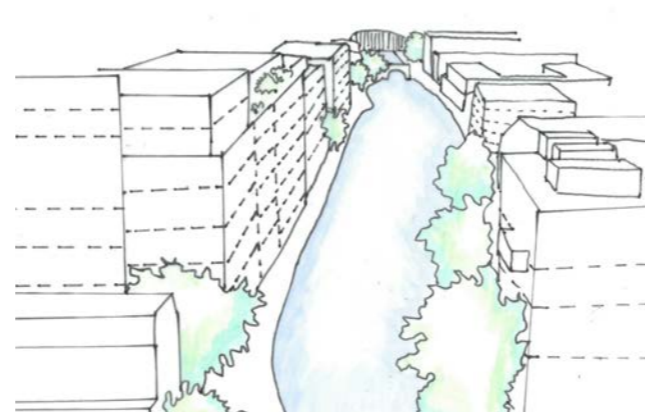
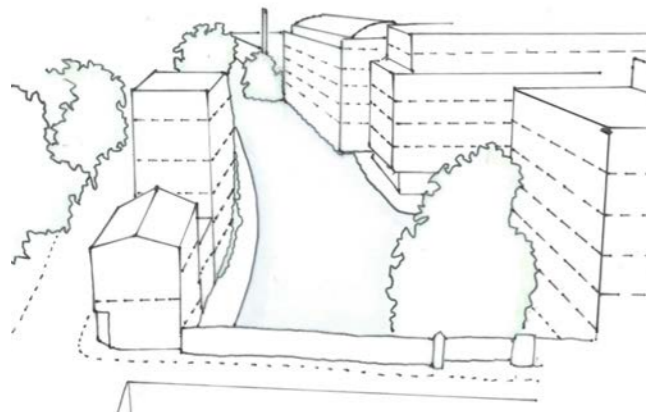


Appendix B - Context study

B1 Regent's Canal

B1.1 City Road to Limehouse



01. Vibrant mixed use -City Road Basin:

- Buildings range 3 – 6 storeys
- Dense buildings to both sides of canal
- Thriving with businesses opening to tow path
- Good permeability to surrounding streets

02. Vibrant mixed use - Kingsland Basin:

- Buildings range 3 – 8 storeys
- Developments grouped together to create longer blocks
- Cafes open onto towpath

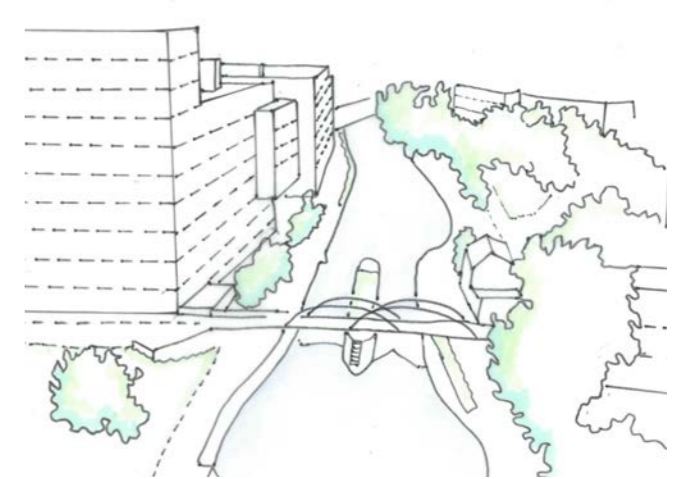
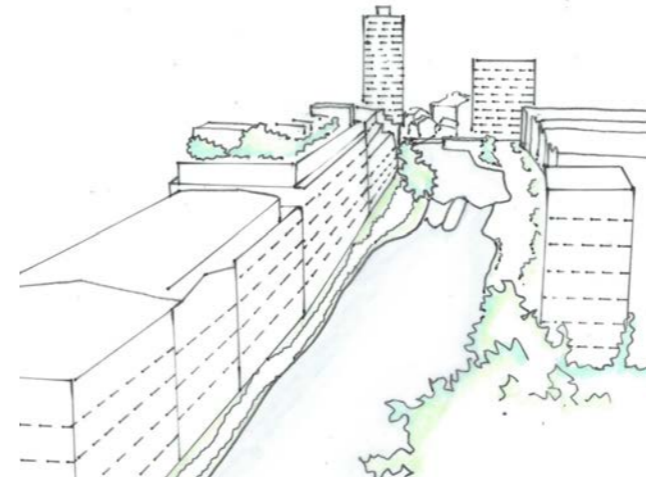
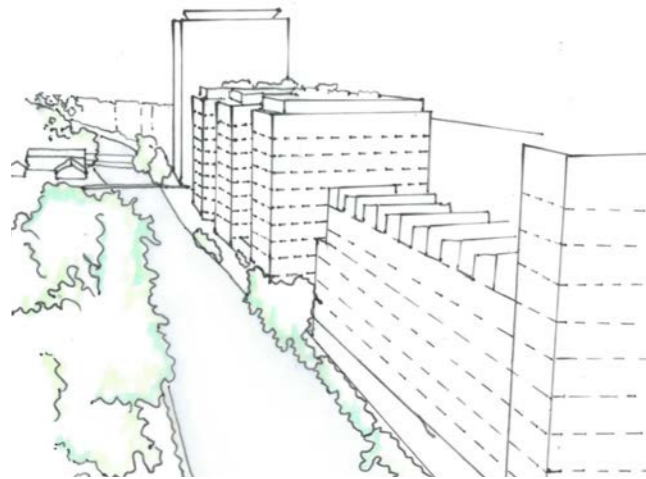
03. Industrial Heritage - Acton's Lock:

- Buildings range 2- 4 storeys
- More industrial beyond, including Bethnal Green Gasholders.
- Towpath open to adjacent road
- Open green spaces between residential blocks.

04. Tranquil parkland - Victoria Park

- Buildings not visible from tow path as gardens back onto canal.
- Quiet, tranquil amenity space
- Important habitat area
- Limited connection with surrounding area

B1.1 City Road to Limehouse



05. Residential blocks - Suttons Wharf:

- Buildings range 7 – 16 storeys
- Open recreational use in Mile End Park opposite
- Limited frontage or engagement with canal or park

06. Education - Queen Mary

- Buildings range 2 – 8
- Limited connection with Mile End Park, tow path & surrounding areas
- Opportunity to invigorate canal side and promote University and education along canal edge.

07. Industrial Heritage - Johnson's Lock:

- Buildings range 3 – 7 storeys
- Monolithic residential blocks butted up together to create long block on east bank
- Multi uses including Ragged School museum & College of East London

08. Residential blocks - Salmon Lane Lock

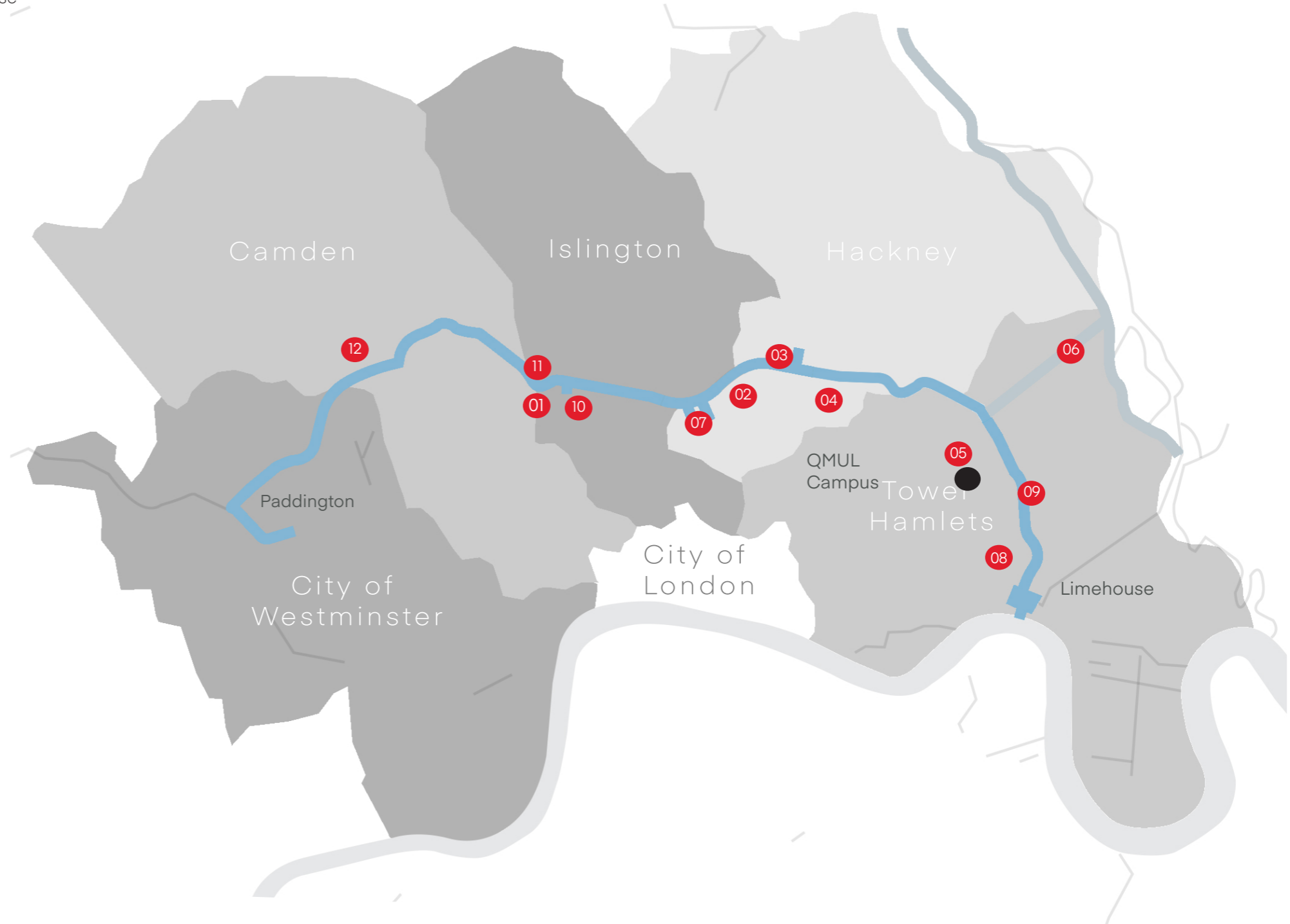
- Buildings range 1- 11 storeys
- Building frontage onto canal limited to residential use.
- Large mass buildings opposite green area.

B1.2 Scale and massing precedents

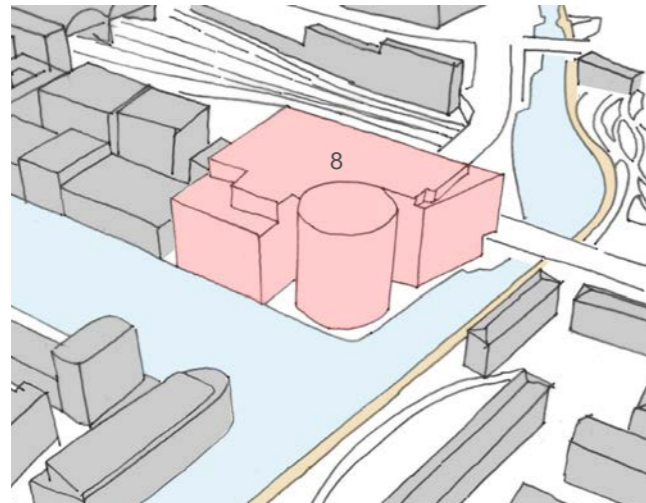
The Regent's Canal provides a link from the Paddington arm of the Grand Union Canal to the River Thames at Limehouse and was built between 1812 and 1820.

A further study is included on the following three pages of notable buildings along the length of the canal that are of significant scale and mass. Modern precedents (1-8) and historic precedents (9-12) are included.

- Key
- 01. Kings Place
 - 02. Gainsborough Studios
 - 03. Reliance Wharf
 - 04. Adelaide Wharf
 - 05. Victoria Wharf
 - 06. Carpenters Wharf
 - 07. Wenlock Building
 - 08. Repton Street
 - 09. Ragged School Museum
 - 10. Regents Wharf
 - 11. Central St Martins
 - 12. LNWR warehouse



B1.2 Scale and massing precedents

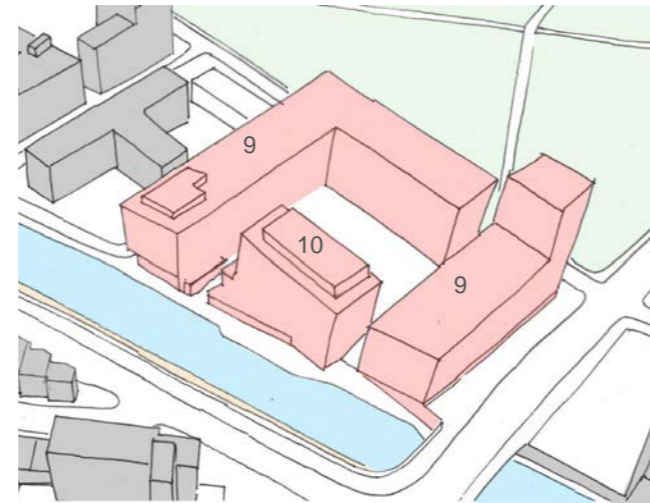


01. Kings Place, Kings Cross

Use: Commercial & arts centre
 Massing: 8 storeys / length 140m
 Typology: Urban block (articulated)

Context:

- Located at junction of Regent's canal and York Way
- Site defined by canal, basin and road
- Accommodation at canal level is accessible to public
- Building is set back from canal edge

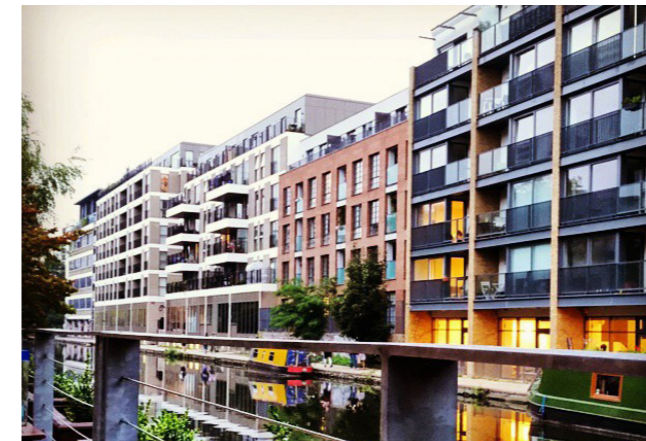
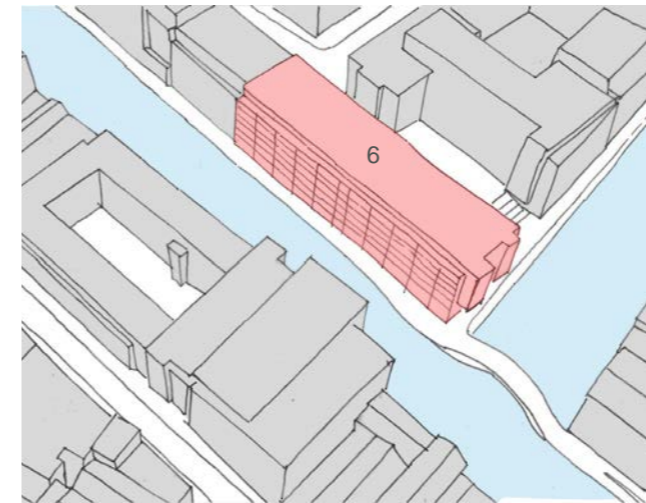


02. Gainsborough Studios, Hackney

Use: Residential & commercial
 Massing: 9-14 storeys / length 95m
 Typology: Linear blocks (courtyard)

Context:

- Located south of the canal, adjacent to New North Rd and Shoreditch Park
- Commercial opens onto large terrace space along canal
- Terrace only accessible to residents
- Towpath located on opposite side

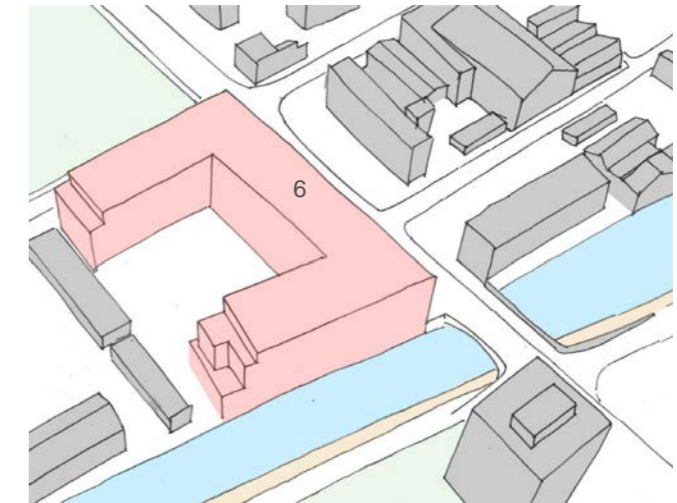


03. Reliance Wharf, Hertford Rd, Hackney

Use: Residential & commercial
 Massing: 6 storeys / length 77m
 Typology: Linear block

Context:

- Located north of canal, at junction of Regent's canal and Kingsland basin
- Café/business units open onto towpath
- Deep façade allows for terrace areas located adjacent to pedestrian bridge



04. Adelaide Wharf, Hackney

Use: Residential & commercial
 Mass: 6 storeys / length 58m
 Typology: Linear block

Context:

- Located south of the canal, adjacent to Queensbridge Road
- Sits directly on canal and offers no direct access
- Towpath and play park opposite provide relief

B1.2 Scale and massing precedents

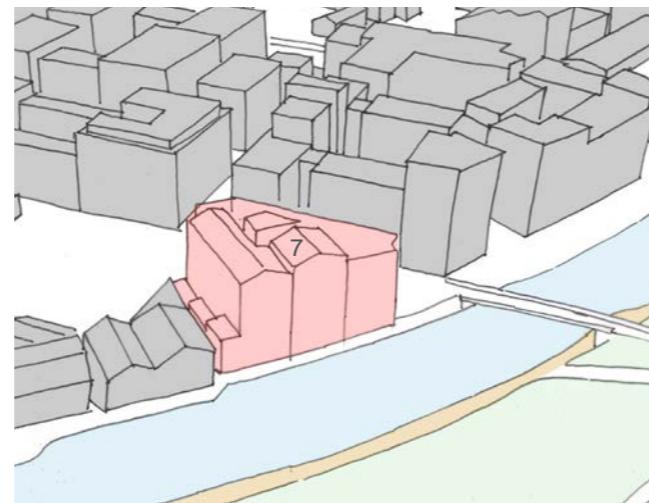


05. Victoria Wharf, Tower Hamlets

Use: Residential / Commercial
 Massing: 7 & 16 storeys / length 105m
 Typology: Linear block with tower

Context:

- Located on west of canal, adjacent to Roman Rd
- Sits on canal edge with no access
- Parking located at canal level
- Towpath and play park opposite provide relief

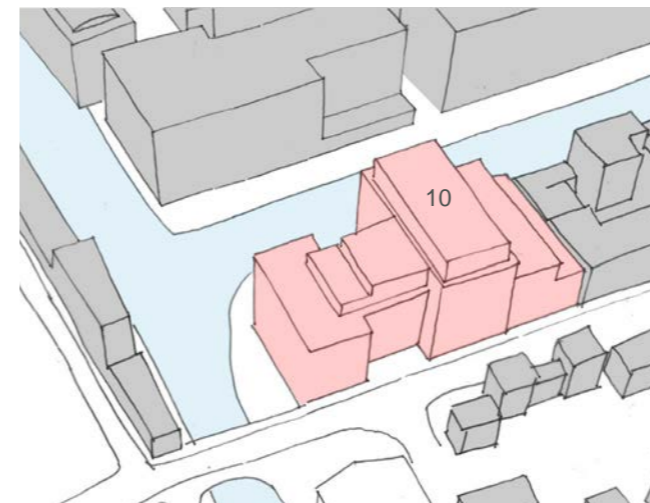


06. Carpenters Wharf, Fish Island

Use: Residential / Commercial
 Massing: 7 storeys / length 47m
 Typology: Wharf building

Context:

- Located on west of canal
- Set back from canal edge by terrace
- Commercial use located at canal level
- Towpath and Queen Elizabeth park opposite provide relief
- Located adjacent to pedestrian bridge

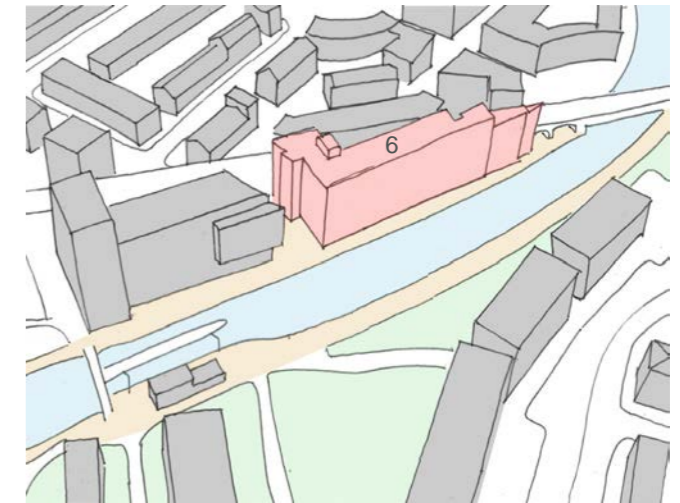


07. Wenlock Building, Islington

Use: Residential
 Massing: 7-10 storeys / length 70m
 Typology: Urban block

Context:

- Located at junction of Regent's canal and Wenlock basin
- Set back from canal edge by private wharf
- Towpath located on opposite side of canal



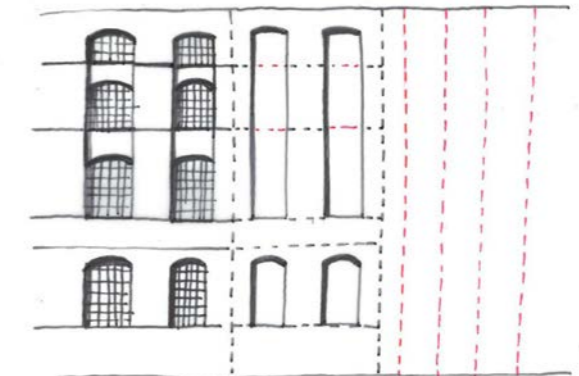
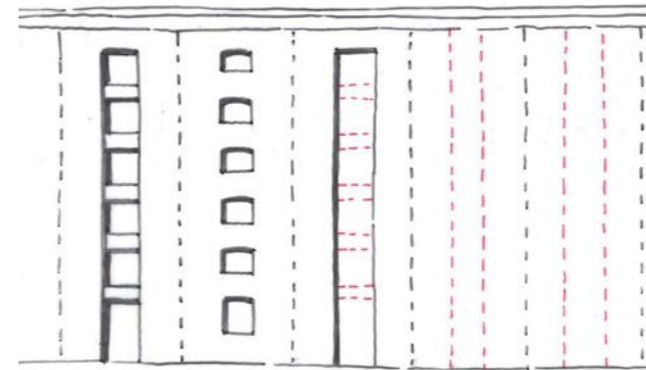
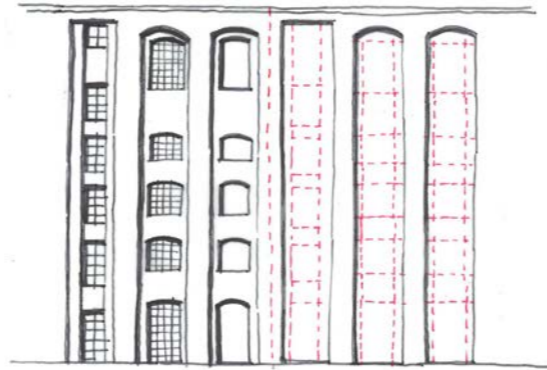
08. Repton Street, Tower Hamlets

Use: Residential
 Massing: 6 storeys / length 87m
 Typology: Linear block

Context:

- Located on west of canal, adjacent to Repton St.
- Site defined by canal and railway
- Set back from canal edge
- Canal edge accessible via Repton St.
- Located adjacent to Salmon Lane lock

B1.2 Scale and massing precedents



09. Ragged School Museum, Mile End

Use: Museum
 Mass: 3 & 5 storeys / length 68m
 Typology: Existing warehouse

Context:

- Building set back by towpath
- Parade of buildings form linear edge
- Distinct gables break down elevation
- Regular bays applied across façade
- Recessed openings and brick spandrels infill piers

10. Regent's Wharf, Kings Cross

Use: Commercial
 Mass: 5/6 storeys / length 25m
 Typology: Existing warehouse

Context:

- Building sits directly on canal
- Parade of buildings forms linear edge
- Regular piers create two bay types
- Horizontal and vertical openings infill piers

11. Central St Martins, Kings Cross

Use: Education
 Mass: 6 storeys / length 58m
 Typology: Existing warehouse

Context:

- Building set back by public square
- Façade split into equal bays
- Smaller horizontal openings set within recessed brick
- Larger openings expressed as vertical bands

12. LNWR warehouse, Camden

Use: Commercial
 Mass: 6 storeys / length 25m
 Typology: Existing warehouse

Context:

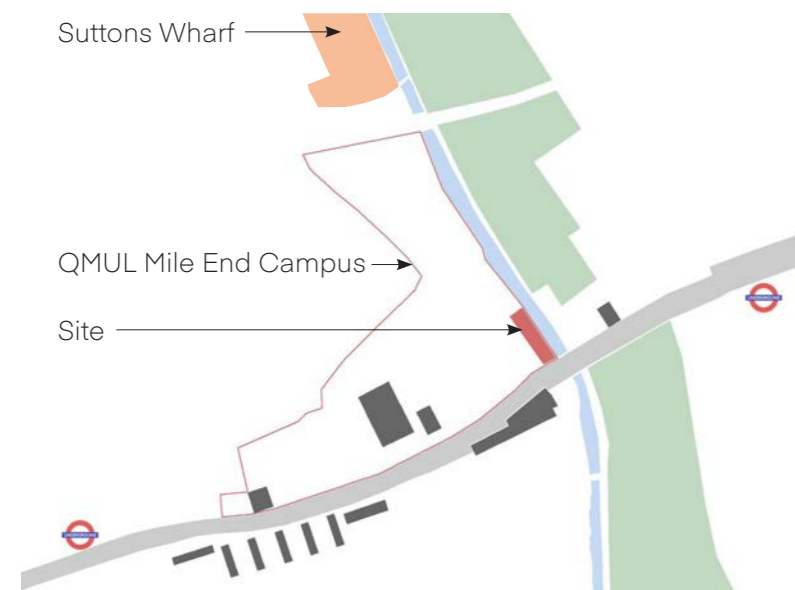
- Building set back by towpath
- Parade of buildings forms linear edge
- Regular piers create vertical bays
- Opening hierarchy expressed

B1.3 Case study: Suttons Wharf

Suttons Wharf

To the north of the Mile End Campus lies Suttons Wharf (no.5 in the study included on page 15). It is the closest precedent along Regent's Canal to the development site of buildings of scale and massing. The development was carried out in two phases (Suttons Wharf North and Suttons Wharf South). Both schemes are located adjacent to the Regent's Canal Conservation Area just north of the Mile End Campus. The sites have been transformed from low rise industrial use to between three and sixteen storey mixed use development.

Suttons Wharf South comprises of a nine and a half storey building, a semi underground car-park, access road, public open space and a canal side walk. Suttons Wharf North comprises of seven buildings ranging from seven to sixteen storeys, parking and landscaping. In determining the application consideration was given to the relationship between the site and its canal side frontage. It was considered that existing precedents for the scale of the canal frontage buildings, were set by Sutton Wharf South and by Victoria Wharf (no.5 in the study included on page 18).



Suttons wharf in relation to the Mile End Campus and site



Suttons Wharf - looking north along Regents canal



Suttons Wharf South



Suttons Wharf North



Suttons Wharf South

Suttons Wharf North (elevation submitted for planning)

B1.4 Immediate site context

The stretch of canal occupied by Queen Mary University looks across to Mile End Park on the East bank. The Park had been planned from the end of the war onwards but only fully realised in the 1990s following the clearance of residential and industrial land.

A previous park had been established on Mile End Road canal between the 1820s and 1860s and was called the New Globe Tavern Gardens. The pleasure gardens flourished in the 1840s and 50s but popularity waned and Thomas Gardner sold the tavern and the gardens were developed as houses.



Information board for New Glove Tavern Gardens - Mile End Park



Queen Mary University viewed from Mile End Park looking west

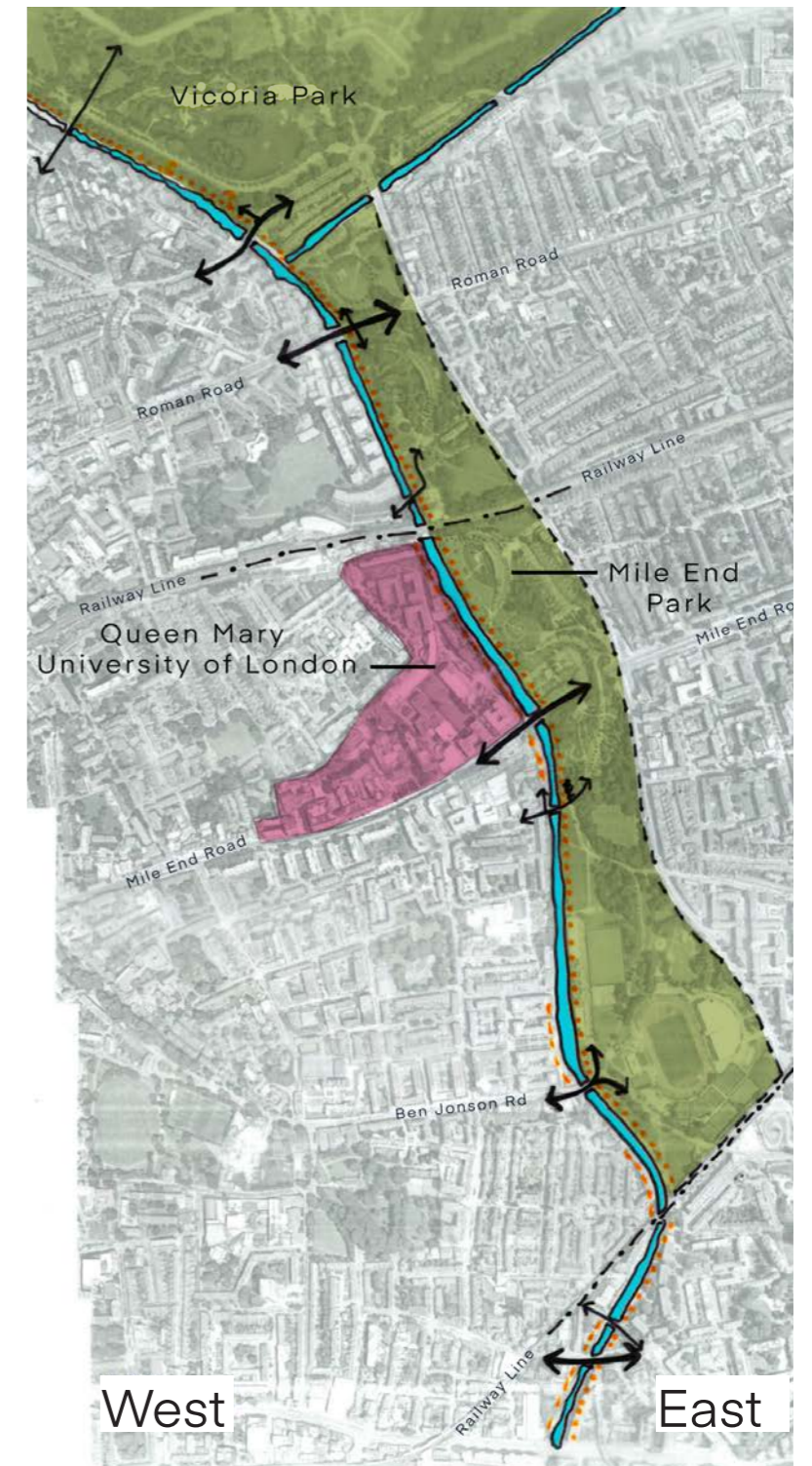
The character of the east and west banks are quite different, as summarised below:

East Bank:

- The park is part of a green corridor that allows views across the canal
- The tow path runs along this side of the canal
- Park features tend not to be canal facing
- There are tall buildings on this side of the canal at Johnson's Lock (see pages overleaf)

West Bank:

- The canal side is not easily accessible – there is no towpath on this side
- Connections across the canal are relatively limited along this stretch of the canal
- There is a dead end at Mile End Road and it is also difficult for people to cross the canal at this point as the transition to road level is hidden.
- The predominance of residential buildings limits activity along the canal edge
- The lack of overlooking or activity has an impact on the perception of personal security.
- The QMUL site lacks identity and vibrancy (being largely residential)
- There are a number of tall buildings adjacent to the Queen Mary site (see opposite)



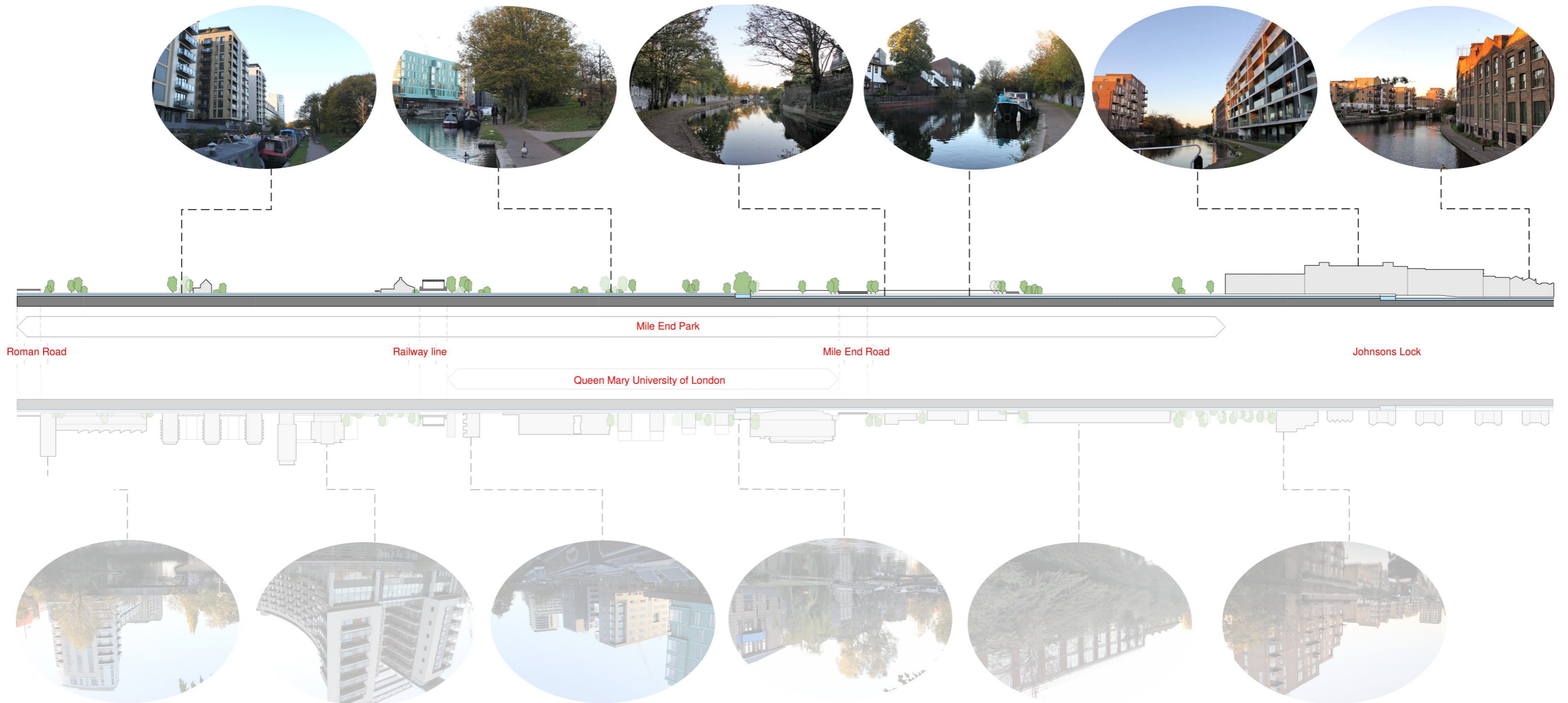
Illustrative map of the Mile End Campus, Regents canal and parkland with key crossing points and public access to the canal

B1.4 Immediate site context



Regent's Canal - QMUL immediate context (west bank)

B1.4 Immediate site context



Regent's Canal - QMUL immediate context (east bank)

B1.5 QMUL historic context

Until relatively recently the Mile End Campus was bounded to the East by the Novo Jewish cemetery. The land between the cemetery and the canal was industrial and this heritage is reflected by the fact that the Ordnance Survey maps still refer to the area as 'Commercial Wharf'.

In the 1990s and 2000s the University expanded east to the line of the Regent's Canal, acquiring the existing buildings on the site and part of the now Grade II listed (Park and garden) Novo Cemetery in order to facilitate the growth and development of the Mile End Campus.

The prior industrial use of the site is described in the heritage statement and has included warehouse buildings, railway land and sidings and more recently motor garages. On the opposite side of the canal were terraced houses that were constructed after the demise of the New Glove Tavern Gardens (referred to earlier) and still evident in the 1978 aerial photograph included below.



Aerial photograph of the Mile End Campus and industrial use of the site adjacent to the Regent's Canal 1978 (QMUL)



Mile End Lock basin looking north (pre-war, date unknown)



Mile End Lock basin looking north (pre-war, date unknown)

B1.6 Context analysis

The canal side architecture is extraordinarily varied and is not predominantly low in height. There are many examples of large and tall buildings which include new and historic developments reflecting a commercial and industrial heritage.

Modern examples of significant scale are often associated with former industrial sites in proximity to canal. The townscape associated with these new developments is of significant scale e.g. Suttons Wharf.

There are many precedents for larger scale canal side architecture that come from the canal's industrial and commercial heritage. These are substantial and often monolithic buildings of some mass and height. Their mass and solidity is broken up by brick piers and vertically expressed bays which give the elevations a strong and rhythmic grain (refer to elevational study in section XX).

The predominant material for buildings along the canal is brick, particularly the 19th century industrial buildings. Concrete and painted render is also widely used for early 20th century buildings. More recent buildings use a variety of materials including brick, insulated render, timber cladding, copper etc.

The most people-friendly buildings along the canal are those with active frontages at ground and first floors regardless of height. These have a human quality that buildings with "blind" or "closed facades" lack even if they are of a more domestic scale.



Mile End Lock looking south towards Mile End Road from Mile End Park



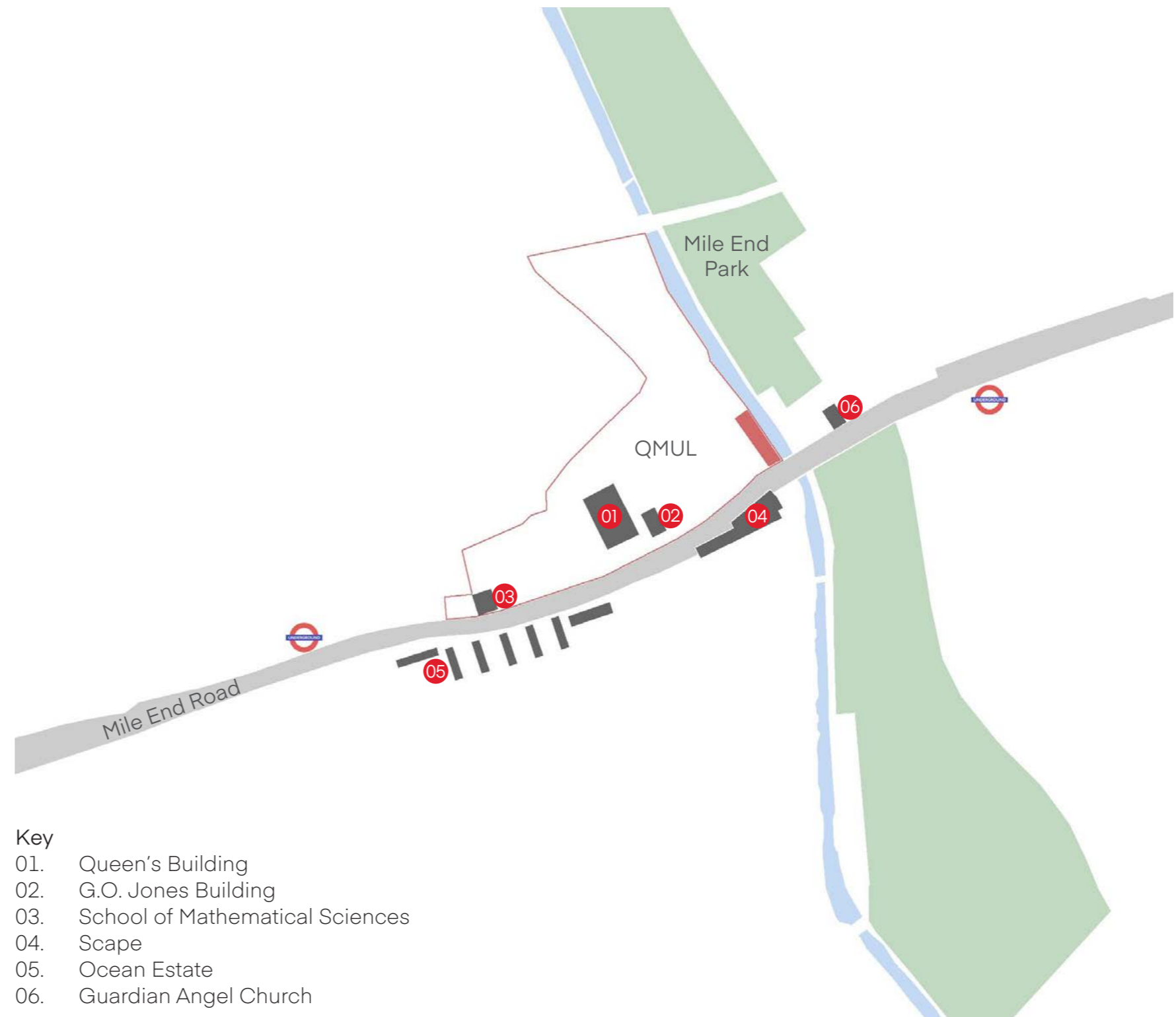
Mile End Lock looking west towards the Lock Keeper's Cottage from Mile End Park

B2 Mile End Road

B2.1 Scale and massing precedents

The Mile End Road is an ancient route leading into London from Colchester. The road previously known as 'Aldgatestrete' is named after the Mile End Old Town that was located one mile from the Aldgate of the City of London.

A further study is included on the following pages of notable buildings along the road that are of scale and mass.



- Key
- 01. Queen's Building
 - 02. G.O. Jones Building
 - 03. School of Mathematical Sciences
 - 04. Scape
 - 05. Ocean Estate
 - 06. Guardian Angel Church

B2.1 Scale and massing precedents



01. Queen's Building, QMUL
Use: Education
Mass: 3 storeys / height 17.5m



02. G.O. Jones Building, QMUL
Use: Education
Mass: 7 storeys / height 25m



03. School of Mathematical Sciences, QMUL
Use: Education
Mass: 10 storeys / height 34m



04. Scape, Mile End Road
Use: Education/Student residential
Mass: 9 storeys / height 27m



05. Ocean Estate, Mile End Road
Use: Residential
Mass: 7 storeys / height 20m

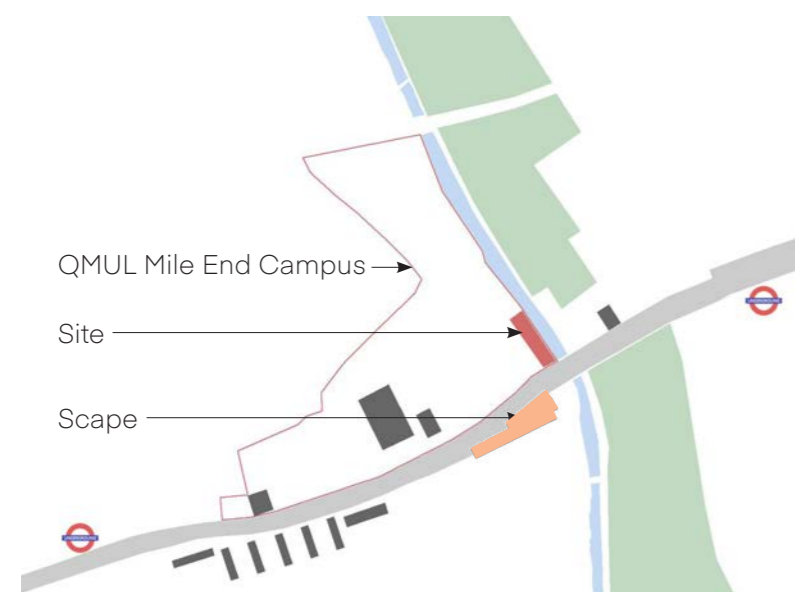


06. Guardian Angel Church, Mile End Road
Use: Church
Mass: Height 29.7m

B2.2 Case Study: Scape building

The 'Scape' development at 438-490 Mile End Road is south west across Mile End Road to the proposed site. The development ranges from three to nine storeys and provides teaching accommodation, associated facilities and student housing.

The mass of the development is divided to read as a series of interconnected buildings. The development has significantly changed the character of the area from low rise commercial use to between three and nine storey mixed use development and created a defining feature at the southern end of the Campus.



Scape building in relation to the Mile End Campus and site



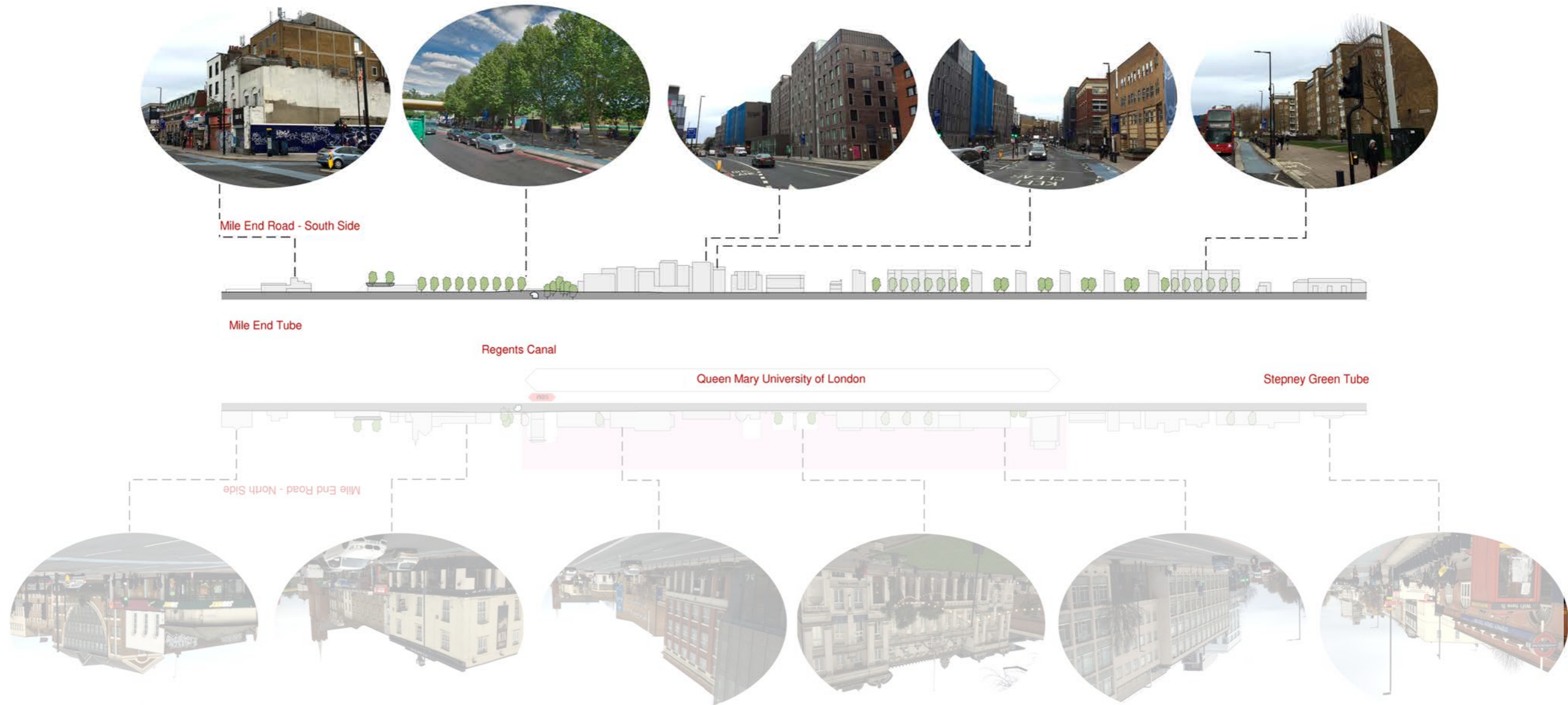
Proposed Mile End Road elevation submitted for planning

B2.3 Immediate site context



Mile End Road - QMUL immediate context (north side)

B2.3 Immediate site context



Mile End Road - QMUL immediate context (south side)

B2.4 Historic context

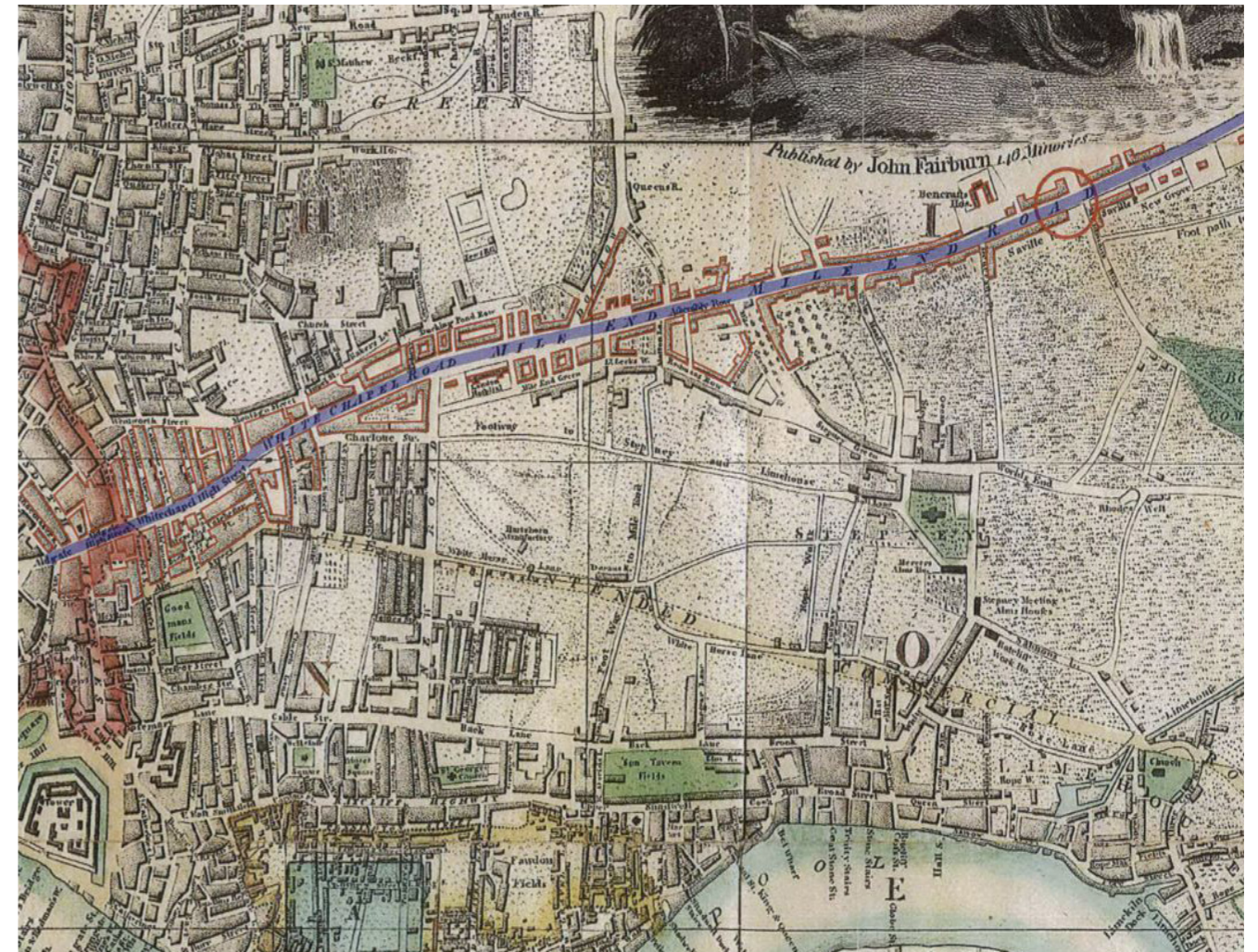
Mile End Road is an arterial route into the City of London through the heart of the East End. The industrial revolution and development of the docks brought with it new industries and dense urbanisation. However, by the second half of the 19th century the area was grossly overcrowded with poor quality housing.

Slum clearances, the blitz and post war estates changed the urban landscape before the decline of the docks and the industry on the Regent's Canal brought about further decline to the area in the 1970s and 80s.

There has been steady development along the Mile End Road which has seen an general increase in scale and height of buildings along this corridor route.

Queen Mary University fronts onto the Mile End Road with both the Mile End Campus and the Whitechapel campus and has contributed to a gradual change in the character of the road over the last century.

Further information is included in the Heritage Statement included within the application.



Fairburn Map of London: Westminster and the New Docks, 1802



Mile End Road looking west from Burdett Road (1905)



Mile End Road, 1908



Globe Tavern, Mile End Road 1954

B2.5 Context analysis

There is a very varied townscape along this stretch of the Mile End Road, some of which is of poor quality. There are several examples of buildings of height in the immediate vicinity. These include buildings on the north side forming the edge of the QMUL campus.

The QMUL presence is important on the Mile End Road. Typically, the QMUL buildings are of a larger scale and mass and this is appropriate given the civic and educational role of the University. Amongst these are examples of very tall buildings: for example, the Maths Building and the Department of Physics.

Unfortunately many of the QMUL buildings forming the elevation to the Mile End Road are rather opaque, lacking active frontages. Permeability of the campus edge is limited.

On the south side, the Ocean Estate, a collection of tall - six to seven storey - 1950s blocks, suffers in a similar way, in that it presents no active frontage to the street.

The Scape building, a mix of student residential and teaching space is also very tall: the highest block at 9 occupied storeys with storey heights of approximately 3m. Whilst the Scape building has some active frontage with a café and reception space, the building has no public realm space and the blocks sit hard up against the pavement.

The Guardian Angels church is a tall building on the northern side and is extremely prominent in the street elevation being visible for some distance along the road.



Mile End Road looking east towards with the Scape building and Arts 2 in the foreground