

Panda House – Additional Third Party Representations – November 2020

- 1 The majority of points raised in the additional third-party representations have been covered in the previously submitted reports and documents. This note provides some additional clarification on points not previously discussed in detail.

Impact on the setting of the Lowell Street Conservation Area (and listed buildings contained within it)

- 2 The Lowell Street Conservation Area is defined by early 19th century terraced housing at 683-691 and 699-711 Commercial Road. The terraces are Grade II listed and 3 storeys in height with basement and are 2 bays wide with round headed doorways.
- 3 The Grade II listed railway bridge (a part of the Limehouse Curve) spans across Commercial Road above the junction of Commercial Road and Lowell Street. Dated 1880 the bridge (now unused) is partly supported on large round cast iron pillars.
- 4 The Conservation Area is defined by a hard building edge along Commercial Road and the Council's conservation area appraisal recognises that long views along Commercial Road highlight the surviving pockets of terrace housing which are seen in juxtaposition with other land uses that exist along this section of road between Limehouse and the junction with Salmon Lane, and clearly demonstrate the proximity of residential (the houses) and commercial (the cast iron bridge) activities at that time.
- 5 Impact on the setting of the conservation area: the application site is not directly opposite, but close to the conservation area and listed terraces. The physical and visual dominance of the listed railway bridge effectively severs visibility of the proposal from the west (including 683-691 Commercial Road) and also provides a visual marker beyond the site looking from the east. When seen in the context of the setting of 699-711 Commercial Road, the proposed architectural style has made reference to surrounding buildings and materials, chosen to complement those found in the surrounding buildings. A predominant use of brick is typical of the area, and the documentation provided by the architects demonstrates the level of detail that has been considered to ensure that the proposal will be of a high quality.
- 6 The conservation area appraisal recognises the variety of uses in the wider area and the juxtaposition of the bridge and housing within the conservation area itself is an example of such. Already the development immediately adjacent to 699-711 Commercial Road (opposite the site) rises to 6 storeys and the building to the east of that (opposite the Church of Our Lady Immaculate and Grade II listed Passmore Edwards Library) rises to 7 storeys. The proposals will add to the already very varied backdrop of buildings in terms of use, scale, form and age that already form the setting to the conservation area and therefore we believe that the proposals will preserve the setting of both the conservation area and the Grade II listed 683-691 & 699-711 Commercial Road. The significance of the listed railway bridge – particularly its dominant presence - and the contribution this makes

to not only the conservation area, but also the wider townscape will be will also be preserved.

The Statue of Christ the Steersman

- 7 The statue of Christ the Steersman sits on a plinth to the rear of the church of Our Lady Immaculate. It faces to the south and was clearly designed to be seen from that direction - the River Thames, Limehouse Basin and the railway. Other than from modern development already constructed alongside Limehouse Basin, this interrelationship and intervisibility remains and would not be affected by these proposals. The existing glimpsed view along Island Row will also be unaffected by the proposals.