CANADA WATER MASTERPLAN

Planning Statement

May 2018

DP9

British Land

Planning Statement

Canada Water Masterplan

Prepared by DP9 Ltd

Document Control Register

Date	Issue	Prepared By	Approved by	Notes
14.02.2018	First Draft	Alice Lilly	Hugh Sowerby	Client Review
01.05.2018	Final Draft	Alice Lilly	Hugh Sowerby	Planning Submission

CONTENTS

	Executive Summary	3
1	Introduction	6
2	Site and Surroundings	9
3	The Development	17
4	Planning History Summary	29
5	Consultation Process	30
6	Planning Policy Framework Overview	33
7	Assessment of the Development	36
8	Phasing and Implementation	110
9	Planning Obligations, S106 Agreement and the Community Infrastructure Levy	112
10	Benefits of the Development	118
11	Summary and Conclusion	121

Appendices

Appendix 1: Site Location Plan 124
Appendix 2: Planning Application Documents 125
Appendix 3: Planning Policy Index 128

Executive Summary

This Planning Statement has been prepared by DP9 Ltd and is submitted in support of a hybrid planning application for the Canada Water Masterplan. The hybrid planning application is made in relation to land bounded by Surrey Quays Road to the north, Lower Road (A200) to the west, Redriff Road (B205) to the south and Quebec Way to the east (the “Site”). The application is submitted on behalf of BL CW Holdings Ltd, a subsidiary of British Land Company Plc (“The Applicant”). The hybrid planning application is formed of detailed proposals in respect of Plots A1, A2 and K1 for which no matters are reserved ("Detailed Proposals"), and outline proposals for the remainder of the Site, with all matters reserved ("Outline Proposals"). The Detailed Proposals and Outline Proposals together are referred to as the “Development”.

The Development comprises the comprehensive redevelopment of the Surrey Quays Shopping Centre, former Harmsworth Quays Printworks and Surrey Quays Leisure Park, part of the Canada Water Dock, the former Rotherhithe Police Station, former Dock Offices Courtyard and land at Roberts Close. The Development will provide new retail, office, leisure and community floorspace along with residential dwellings and other ancillary uses. The Development will also provide significant, high quality public realm, including a new Town Square, a new High Street, enhancements to the existing Canada Water Dock, and a public park.

The purpose of the Planning Statement is to assess the planning considerations associated with the Development in the context of national, regional and local planning policy and guidance.

This Planning Statement will describe and analyse the wide-ranging planning benefits of the Development and demonstrate that it substantially accords with planning policy at all levels. In summary, the Development will deliver the following planning benefits:

- **Substantial new homes and jobs**: approximately 3,000 new homes and approximately 20,000 new jobs.
- **Delivering a new Major Town Centre:** the provision of approximately 90,000 sq m of retail and up to 51,500 sq m of leisure floorspace which supports Canada Water’s status as a Major Town Centre**.**
- **The optimisation of site potential and density:** the Site benefits from a central location with good access to public transport and the Development will optimise the potential of the Site to deliver new homes, jobs and shops in line with policy objectives.
- **Creating a vibrant, diverse and inclusive place:** the Development is genuinely mixed-use; providing around 50% residential use and 50% other uses including office, retail, leisure and community. This will therefore secure regeneration benefits for all, not just new residents.
- **A truly mixed and balanced community:** the Development will offer a range of affordable housing products at a range of price points for people of different incomes. The Development will also provide for people at various stages, with the potential for student housing and assisted living.

- **A clear and transparent approach to affordable housing delivery:** British Land has published their Financial Viability Assessment within the submitted Housing Statement so that the viability process can be an open and transparent one.

- **Setting a benchmark for affordable housing delivery:** The Detailed Proposals will provide 35% affordable housing by habitable room. The remaining phases will target 35% affordable housing subject to scheme viability to be assessed at Reserved Matters stage.

- **Securing high quality, sustainable design:** The Design Guidelines and Parameter Plans will secure high-quality design of the proposed buildings and landscape. The Illustrative Masterplan demonstrates a clear intent from British Land to deliver an exemplary, high-quality development with a unique sense of place and character.

- **Creating a safe and inviting place:** Public spaces and town centre events will be managed by British Land's subsidiary management company, Broadgate Estates to ensure that the Town Centre is a welcoming, inviting and safe place to spend time and relax. The design of the Development, with permeable, accessible and easily-navigable routes and open, lively spaces will also engender a safe, comfortable environment.

- **Encouraging healthy and active lifestyles:** the network and hierarchy of streets and spaces seek to encourage walking and cycling and the diverse mix of public spaces and activities will create a stimulating place to encourage participation and foster enjoyment. The provision of a new leisure centre and as well as the potential for new health facilities will support the needs of the community. The development of the Social Regeneration Charter will set out the aspirations and objectives for achieving one of its key focus areas: "a place to be happy and healthy".

- **Supporting a good start in life:** British Land has established a good working partnership with Southwark Council's education providers and will continue to work with them to support the best start in life for children. The Development makes provision for new educational facilities including a potential new sixth form. The Social Regeneration Charter will set out British Land's strategy for creating "a place to learn and grow".

- **Ensuring access to employment opportunities:** The Social Regeneration Charter will set the framework for the delivery of bespoke strategies and initiatives which aim to secure a range of quality employment and training opportunities which will be secured through the S106 Agreement.

- **Ensuring long-term social regeneration benefits for the local community:** The Charter will establish a clear framework within which a strategy for securing long-term social regeneration benefits will be devised.

- **Enhancing the biodiversity value of the Site:** the Development will bring about a range of ecological improvements including restoring the

wetland habitat at Canada Water Dock and providing a network of green spaces to promote habitat connectivity and interaction with wildlife.

- **Enabling a joined-up approach to transport infrastructure:** British Land has undertaken extensive consultation to date with partners at Southwark Council, GLA and TfL and will continue to work with them to ensure a joined-up approach to transport infrastructure delivery. The Development will promote sustainable travel by providing healthy streets, new pedestrian and cycle links, a bus strategy and a potential new station entrance to Surrey Quays Overground Station.

It is estimated that the Development will also generate the following tangible, wider benefits:

- Estimated council tax contributions of £3.6 million per annum;
- Estimated business rates payments amounting to £62.8 million per annum;
- New Homes Bonus funding of £18.6 million (over a four-year period);
- The contribution to the value of goods and services produced in the area (GVA) is estimated at £1.5 billion per annum;
- Wages generated by the Development are projected at £785 million per annum;
- It is estimated that spending will increase in the area as follows:
    - Employees will spend up to £51.3 million per annum;
    - Households will spend approximately £40.7 million on convenience and comparison goods per annum;
    - Hotel visitors will spend approximately £1.9 million per annum;
- CIL payments to the Mayor of London and Southwark Council are estimated at circa £90m subject to the ultimate mix of land uses coming forward.

1 Introduction

1.1 This Planning Statement has been prepared by DP9 Ltd and is submitted in support of a hybrid planning application for the Canada Water Masterplan. The hybrid planning application is made in relation to land bounded by Surrey Quays Road to the north, Lower Road (A200) to the west, Redriff Road (B205) to the south and Quebec Way to the east (the "Site"). A Site Location Plan is included at Appendix 1. The application is submitted on behalf of BL CW Holdings Ltd, a subsidiary of British Land Company Plc ("The Applicant"), hereafter referred to as "British Land". The hybrid planning application is formed of detailed proposals in respect of Plots A1, A2 and K1 for which no matters are reserved ("Detailed Proposals"), and outline proposals for the remainder of the Site, with all matters reserved ("Outline Proposals"). The Detailed Proposals and Outline Proposals together are referred to as the "Development".

1.2 The Development comprises the comprehensive redevelopment of the Surrey Quays Shopping Centre, former Harmsworth Quays Printworks and Surrey Quays Leisure Park, part of the Canada Water Dock, the former Rotherhithe Police Station, former Dock Offices Courtyard and land at Roberts Close. The Development will provide new retail, office, leisure and community floorspace along with residential dwellings and other ancillary uses. The Development will also provide significant, high quality public realm, including a new Town Square, a new High Street, enhancements to the existing Canada Water Dock, and a public park.

1.3 British Land's vision for the Development can be summarised as follows:

"The vision for the Canada Water Masterplan is to create a vibrant, inclusive, mixed-use urban centre. Comprising a wide range of uses, the Masterplan includes workspace, retail, leisure, community and public spaces, as well as new homes for a range of ages, incomes and life stages."

1.4 The purpose of the Planning Statement is to assess the planning considerations associated with the Development in the context of national, regional and local planning policy and guidance. The Planning Statement comprises the following:

- Chapter 2 describes the Site and surroundings.
- Chapter 3 provides a description of the Development.
- Chapter 4 explains the Development content.
- Chapter 5 describes the planning history of the Site.
- Chapter 6 summarises the consultation process undertaken as part of the application proposals.
- Chapter 7 assesses the Development against planning policy and guidance.
- Chapter 8 describes the anticipated phasing and implementation of the Development.
- Chapter 9 sets out the relevant planning obligations, Section 106 Heads of Terms and Community Infrastructure Levy.

- Chapter 10 outlines the benefits of the Development;
- Chapter 11 provides a summary and conclusions.

1.5 The planning application seeks permission for:

"Hybrid planning application seeking outline planning permission with all matters reserved for the demolition of all existing structures and redevelopment comprising the following mix of uses: retail (A1-A5), workspace (B1), hotel (C1), residential (C3), assisted living (C2), student accommodation (Sui Generis), leisure (including a cinema) (D2), community facilities (including health and education uses) (D1), public toilets (Sui Generis), nightclub (Sui Generis), flexible events space (Sui Generis), an energy centre (Sui Generis), an interim and permanent petrol filling station (Sui Generis), a primary electricity substation (Sui Generis), a secondary entrance for Surrey Quays Rail Station, a Park Pavilion, landscaping including open spaces and public realm, works to the Canada Water Dock, car parking, means of access, associated infrastructure and highways works and demolition or retention with alterations of the Press Hall and Spine Building of the Printworks and detailed planning permission for Plot A1 to provide uses comprising retail (A1-A5), workspace (B1) and residential (C3), Plot A2 to provide uses comprising retail (A1-A5), workspace (B1) and a leisure centre (D2) and Plot K1 to provide residential use (C3)".

1.6 A full description of the Development is contained in the Development Specification, prepared by DP9 Ltd. A summary description of the Development is contained in Chapter 3 of this Statement.

Planning Application Documents

1.7 This Statement should be read and considered in conjunction with a number of planning application documents, as set out in Appendix 2 of this Statement.

1.8 Due to the nature of the Development, an Environmental Impact Assessment has been formally scoped and undertaken in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011.

1.9 Appendices to this Statement comprise:

- Appendix 1: Site Location Plan
- Appendix 2: List of Planning Application Documents
- Appendix 3: Planning Policy Index

Social Regeneration Charter

1.10 At Southwark Council's Cabinet meeting on 19th September 2017, British Land agreed to work in partnership with Southwark Council to create a Social Regeneration Charter (hereafter referred to as the Charter) which would set out how the Development would seek to address social, economic and health priorities within the local area. The four themes of the Charter were endorsed by Cabinet as a framework to inform further development of the Charter on 13th March 2018.

1.11 The Social Regeneration Charter is centred on four focus areas:

- A place to learn and grow
- A place to belong
- A place to work
- A place to be happy and healthy

1.12 For each focus area, the Charter then sets out aspirations and priorities. These have informed the design development of the Masterplan and are embedded as long-term priorities for the Development. Where relevant and appropriate, this Statement will briefly outline how the Charter priorities have influenced the design process.

2 Site and Surroundings

2.1 THE SITE

2.1.1 The Site is located in Canada Water, within the administrative boundary of Southwark Council. The Site is 21.27 hectares (approx. 53 acres) in total and comprises six identifiable areas: the Surrey Quays Shopping Centre, former Harmsworth Quays Printworks and Surrey Quays Leisure Park sites, former Dock Offices Courtyard, the former Rotherhithe Police Station and the site at Roberts Close.

2.1.2 The larger area of the Site comprises the Surrey Quays Shopping Centre, the Surrey Quays Leisure Park sites, former Dock Offices Courtyard, the former Rotherhithe Police Station and part of the Canada Water Dock. The smaller plot of land which forms part of the Site situated to the north-east of the larger area of the Site is Roberts Close.

2.1.3 The planning application boundary is defined on drawing reference CWM-AAM-MP-ZZ-DR-A-07001 'Application Site Boundary'.

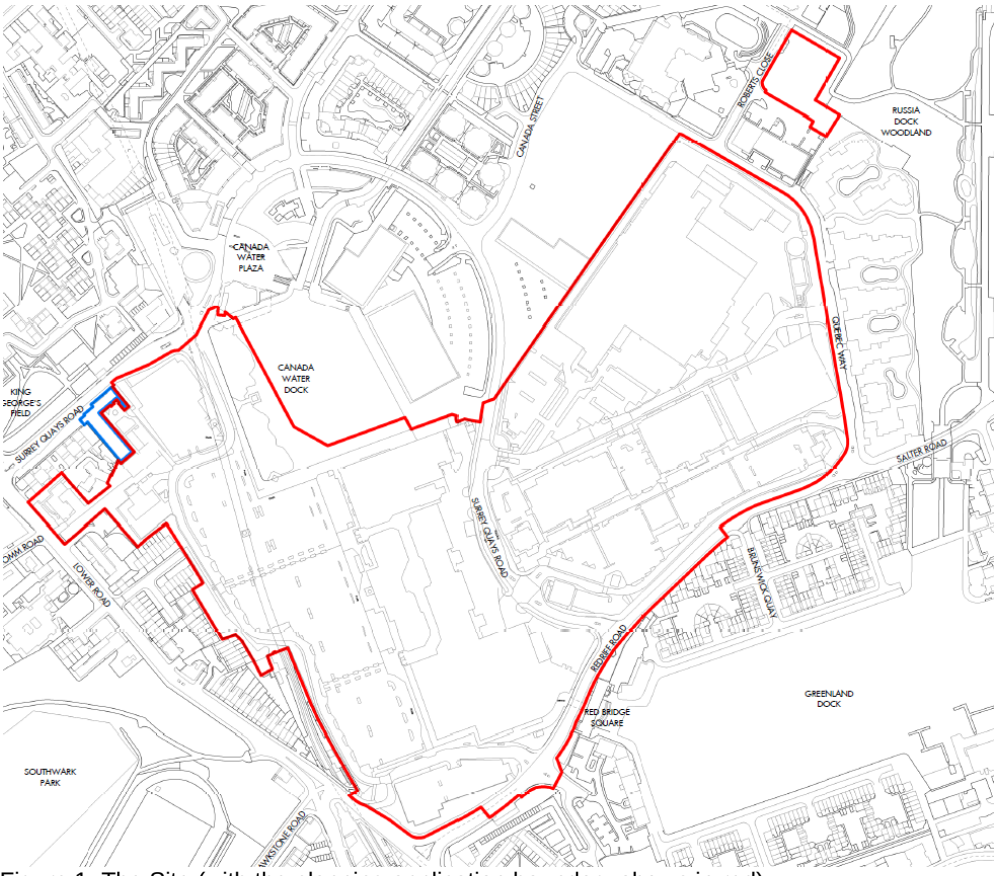


Figure 1: The Site (with the planning application boundary shown in red)

Surrey Quays Shopping Centre (22.4 acres)

2.1.4 Surrey Quays Shopping Centre was built in 1988 and includes a typical out-of-town shopping centre which sits within a large area of surface car parking, which extends up to Surrey Quays Road. The site is bounded by Canada Water Dock to the north, Surrey Quays Road to the east, Redriff Road (B205) to the south and by the rear of properties fronting onto Lower Road (A200) and Hothfield Place to the west.

Former Harmsworth Quays Printworks (13.7 acres)

2.1.5 Specifically constructed as a Printworks in the 1980s and extended in 2000, this site includes the former Daily Mail General Trust Printworks, vehicle parking and paper storage. The site comprises vacant warehouse buildings and hardstanding previously used for car parking and servicing. The site is bounded by the currently vacant former Mulberry Business Park to the north west, Quebec Way to the east, the Surrey Quays Leisure Park to the south, both sites separated by a private vehicular access road, and Surrey Quays Road to the west.

Surrey Quays Leisure Park (8.4 acres)

2.1.6 The site is currently occupied by two large metal sheeted buildings comprising an Odeon Cinema, Gala Bingo and Hollywood Bowl and four small restaurants/cafés. An extensive area of surface car parking serving these current leisure and retail uses dominates the site. The site is bounded by the Former Harmsworth Quays Printworks to the north, Quebec Way to the east, Redriff Road (B205) to the south and Surrey Quays Road to the east. Teredo Street runs through the SQLP and can be accessed via Surrey Quays Road, Redriff Road (B205) and Quebec Way.

Site at Roberts Close (0.86 acres)

2.1.7 Roberts Close is a vacant site. The Site is bounded by Russia Dock Woodland and Stave Hill Nature Park Local Nature Reserve (LNR) to the east, residential properties (under construction) off Quebec Way to the south, Alfred Salter Primary School to the west, and Our Lady of the Immaculate Conception Catholic Church to the north.

Former Rotherhithe Police Station (0.44 acres)

2.1.8 The Former Rotherhithe Police Station on Lower Road closed in 2013 although it retained some operational use until 2018. The site comprises a six-storey building fronting Lower Road (A200).

2.1.9 The tables on the following page set out the existing floor areas, land uses and car parking provision across the Site.

Building	Total Floor space (GIA sq m)	Total Floor space (GEA sq m)
Surrey Quays Leisure Park	12, 645	13,172
Surrey Quays Shopping Centre	34,754	35,435
Former Harmsworth Quays Printworks	42,047	44,541
Former Rotherhithe Police Station	1,046	1,165
TOTAL	**90,492**	**94,313**

Table 1a: Existing Buildings

Land Use	Total Floor space (GIA sq m)	Total Floor space (GEA sq m)
Residential (C3)	0	0
Retail (A1/A2/A3/A4/A5)	36,494	37,247
Office (B1)	0	0
Industrial (Printing and Publishing Works) (B1c/B2/B8)	42,047	44,541
Leisure (D2)	10,906	11,360
Sui Generis (Petrol Station)	529	541
Sui Generis (Police Station)	1,046	1,165
TOTAL	**91,021**	**94,854**

Table 1b: Existing Land Uses

Building	Car Parking	Wheelchair Accessible Parking	Motorcycle Parking	Cycle Parking
Surrey Quays Leisure Park	585	21	0	34
Surrey Quays Shopping Centre	1,260	77	18	66
Former Harmsworth Quays Printworks	270	3	0	26
Former Rotherhithe Police Station	3	0	0	0
Dock Office Courtyard	32	0	0	0
TOTAL	**2,150**	**101**	**18**	**126**

Table 1c: Existing Parking Provision

The Detailed Proposals

2.1.10 Three plots comprise the Detailed Proposals and form the first phase of the Development. These are Plot A1, Plot A2 and Plot K1.

Plot A1

2.1.11 Plot A1 is located in the north-western corner of the Site bounded by Surrey Quays Road to the north, the Canada Water Dock to the east, the former Dock Offices to the west and the new route "Dock Office Walk" and Plot A2 to the south. The Site is currently occupied by surface car parking for the adjacent Surrey Quays Shopping Centre.

Plot A2

2.1.12 Plot A2 is also located in the north-western corner of the Site, to the south of Plot A1. Plot A2 is bounded by the new route "Dock Office Walk" and Plot A1 to the north, the Canada Water Dock to the east, residential properties along Lower Road and Hothfield Place to the west and Development Zone B to the south. The Site is currently occupied by surface car parking for the Surrey Quays Shopping Centre and a petrol filling station associated with the Tesco Superstore.

Plot K1

2.1.13 Plot K1 is located at the Roberts Close site to the north-east of the Site. Plot K1 is bounded by Our Lady the Immaculate Conception Catholic Church to the north, Russia Dock Woodland to the east, Alfred Salter Primary School to the west and residential properties (under construction) off Quebec Way to the south. The Site is currently vacant.

2.2 THE SURROUNDING AREA

2.2.1 The land uses surrounding the Site are primarily residential, along with parkland, open water, and large leisure and industrial buildings. The surrounding area has some commercial land uses, with retail focussed on the local high streets of Lower Road and Albion Street. In the past decade, the surrounding area has undergone significant change with the loss of the Business Park and industrial/warehouse uses and the redevelopment of these sites for mixed-use residential. The Rotherhithe and Surrey Docks areas have more recently been defined by their low-rise, suburban character.

2.2.2 The local area has significant provision of green and open spaces, including Russia Dock Woodland to the east of the Site and Southwark Park to the west along with Canada Water Dock to the north and Greenland Dock to the south.

2.2.3 There are a number of land uses, together with significant transport infrastructure, that are located within the vicinity of the Site. These include:

- Canada Water Underground Station to the north and Surreys Quays Overground Station, located at the south-west corner of the Site.

- Late twentieth century housing surrounding Greenland Dock to the south of the Site.

- Educational facilities including Albion Primary School to the north, Alfred Salter Primary School immediately adjacent to the north-east and St John's Catholic Primary School to the north-east and St John's Catholic Primary School to the west.

- Maple Quays, a recent development on the northern side of Surrey Quays Road which includes 900 new homes, retail and community uses and a new public plaza. Ontario Point, a 27-storey residential tower forms part of the development. Canada Water Library, built in 2011, overhanging Deal Porter Square also forms part of this development.

2.2.4 In addition, there are a number of new developments planned in Canada Water, which include:

- Mulberry Business Park (Kings College London) – The creation of 770 new student beds along with 33 affordable homes and approximately 4,500 sq m of new office floorspace.

- Decathlon (Notting Hill Housing Association and Sellar) – Construction has begun on the first phase of this mixed-use scheme comprising up to 1,030 residential units, retail, office, community and leisure uses as well as a new Decathlon store. The scheme includes a 150m (40 storey) tower.

- Quebec Quarter (London and Quadrant) – Construction is ongoing on a scheme for 366 residential units, retail, community and leisure uses on Quebec Way.

- 24-28 Quebec Way (London Square) – Construction is ongoing on a scheme for 94 residential units and flexible commercial space on Quebec Way.

- Albion Primary School – permission granted for a six-storey building to provide 50 residential units.

2.3 HERITAGE CONTEXT

2.3.1 The Rotherhithe and Surrey Docks area has a rich industrial history and was once an area of working docks. The Rotherhithe Peninsula was historically one of London's key docklands comprising a series of inland docks, later known as the Surrey Commercial Docks, which was primarily associated with the shipment of timber.

2.3.2 By the mid-18th century the dock to the south of the site, Howland Dock, had become a base for Arctic whalers and was renamed Greenland Dock. By the 19th century, an influx of commercial traffic from Scandinavia and the Baltic (principally timber) and Canada (foodstuffs for London's population) led to Greenland Dock being greatly expanded and other docks being created to accommodate the increasing number of vessels. The Rotherhithe Peninsula developed a system of nine docks, six timber ponds and a canal. Several of the docks were named after the origins of their

customers' cargos, hence Canada Dock, Quebec Pond, Norway Dock and Russia Dock.

2.3.3 The area suffered severe damage from German air raids during the Second World War. The docks closed in 1969, as a result of the shipping industry adopting a container system of cargo transportation. The docks were unable to modernise and accommodate the much larger vessels needed by containerisation.

2.3.4 The Port of London Authority and the London Borough of Southwark infilled much of the docks, leaving part of the former Canada Dock. The associated warehouse buildings were also demolished during this time.

2.3.5 During the 1980's and early 1990's the London Docklands Development Corporation led an intensive building programme with a significant number of new homes developed on the Peninsula; and the station was renamed Surrey Quays alongside the shopping centre. The Canada Water Underground Station and bus station opened in 1999, as a result of the extension to the Jubilee Line.

2.3.6 The Site is not located within a Conservation Area and there are no listed buildings within the Site. Immediately adjacent to the Site is the former Dock Offices, built in 1862 by the Surrey Commercial Dock Company, it is a Grade II listed building to the northwest corner of the site on Surrey Quays Road also owned by British Land. The Greenland Dock bascule bridge is identified as a Building of Local Interest.

2.3.7 The nearest conservation areas to the Site include the St Marys Rotherhithe Conservation Area and the Edward III's Rotherhithe Conservation Area. The St Marys Rotherhithe Conservation Area is a historic village which centres on the church and tightly packed streets of warehouses which front onto the river. The Edward III's Rotherhithe Conservation Area focuses on the scheduled monument of the manor house of Edward III.

2.4 ACCESSIBILITY

Public Transport

2.4.1 The Site is well served by public transport. The site is in close proximity to Canada Water Underground Station and Surrey Quays Overground Station as well as local bus and river services.

2.4.2 Canada Water Station facilitates the Jubilee Line and is located approximately 400 metres north-west of the site. The Jubilee line, which runs from Stratford to Stanmore via central London, serves Canada Water (fare zone 2) with a peak frequency of 30 trains per hour. The Night Tube offers a 24h hour service on Fridays and Saturdays on five lines including the Jubilee Line.

2.4.3 The London Overground serves the site at two locations: Surrey Quays and Canada Water. Surrey Quays Station is located approximately 30 metres from the Site boundary to the south-west. The services currently run every 3 to 5 minutes and provide connections to Whitechapel (Crossrail), Shoreditch and Highbury and Islington to the north and New Cross, Croydon and Clapham Junction to the south and west. All-night services on Fridays and Saturdays began running on the East London route in December 2017.

2.4.4 Canada Water is served by several major bus routes, with a bus station located next to Canada Water Underground Station. Of the eight bus routes serving the Peninsula, five of these routes provide an overnight service. The Canada Water bus station is accessed from Surrey Quays Road and the buses serve the shopping centre and Rotherhithe Peninsula and wider area, with routes to the City and the southeast. In addition to this, there are bus stops located south of Tesco along Deal Porters Way, along the length of Surrey Quays Road, Redriff Road and Lower Road. Surrey Quays station is served by six bus routes, with two providing overnight services.

2.4.5 In terms of public transport accessibility, the area around Canada Water station, including the north-western part of the site, and Surrey Quays Station, have a PTAL value of 6a reflecting the proximity to train and bus services. Areas in the centre of the Site have PTAL of 5, reducing to 4 at the far east of the site.

Walking and Cycling

2.4.6 Several walking routes connect the site to the local area, including paths to and through Greenland Dock, Russia Dock Woodland, Southwark Park, the Thames Path to the north and Old Kent Road to the south. The Site itself presents a barrier to east-west and north-south pedestrian movement, with minimal through routes and poor pedestrian crossing provision.

2.4.7 Canada Water is within 15 minutes' cycling time of Greenwich, New Cross, Peckham and Southwark. The National Cycle Route 4 passes east of the site providing connection with Greenwich and Central London locally and a range of destinations on a wider scale. NCR 425 also passes close to the site (south) connecting Burgess Park and Canada Water.

2.4.8 TfL is currently developing the proposed Cycle Superhighway 4 scheme, which will connect London Bridge to Woolwich via Lower Road and Jamaica Road which already carries over 3,000 cyclists per day.

2.4.9 TfL's London Cycle Hire scheme does not yet include the Canada Water area although TfL and Southwark Council are exploring options for extending the London Cycle Hire scheme to the south-east.

Local Highway Network

2.4.10 Canada Water is strategically located on the highway network close to central London, approximately two miles east of London Bridge and three miles south-east of the City. The Site lies just south of the Rotherhithe Tunnel which connects south-east London to the A13 north of the river Thames and sits partially on Lower Road, which is the main local connector road stretching north-south from the Rotherhithe Tunnel to Deptford and Greenwich.

2.4.11 Lower Road, Salter Road, Redriff Road and Surrey Quays Road are the main arteries of the Peninsula, allowing vehicle traffic to access the different land uses with Canada Water. The Lower Road gyratory between Surrey Quays Station and Bestwood Street is one way southbound along Lower Road, with northbound traffic using Bestwood Street and Rotherhithe Old Road.

2.4.12 The A101 Rotherhithe Tunnel is the only road crossing of the River Thames between Blackwall Tunnel to the east and Tower Bridge to the west. It is accessed off the

roundabout on Jamaica Road, which provides a link from Canada Water to London Bridge to the west.

3 The Development

3.1 DESCRIPTION OF DEVELOPMENT

3.1.1 The application takes the form of a hybrid planning application, incorporating detailed proposals in respect of Plots A1, A2 and K1 for which no matters are reserved ("Detailed Proposals"), and outline proposals for the remainder of the Site, with all matters reserved ("Outline Proposals").

3.1.2 Planning permission is sought for the following:

"Hybrid planning application seeking outline planning permission with all matters reserved for the demolition of all existing structures and redevelopment comprising the following mix of uses: retail (A1-A5), workspace (B1), hotel (C1), residential (C3), assisted living (C2), student accommodation (Sui Generis), leisure (including a cinema) (D2), community facilities (including health and education uses) (D1), public toilets (Sui Generis), nightclub (Sui Generis), flexible events space (Sui Generis), an energy centre (Sui Generis), an interim and permanent petrol filling station (Sui Generis), a primary electricity substation (Sui Generis), a secondary entrance for Surrey Quays Rail Station, a Park Pavilion, landscaping including open spaces and public realm, works to the Canada Water Dock, car parking, means of access, associated infrastructure and highways works and demolition or retention with alterations of the Press Hall and Spine Building of the Printworks and detailed planning permission for Plot A1 to provide uses comprising retail (A1-A5), workspace (B1) and residential (C3), Plot A2 to provide uses comprising retail (A1-A5), workspace (B1) and a leisure centre (D2) and Plot K1 to provide residential use (C3)".

3.1.3 The application seeks approval of the parameters for the Outline Proposals. The parameters for the Outline Proposals are detailed within the Development Specification, the Parameter Plans and the Design Guidelines.

3.1.4 The application seeks to reserve all matters for the Outline Proposals, however, a sufficient level of detail has been provided in accordance with the Town and Country Planning (Development Management Procedure) Order 2015 and Planning Practice Guidance (PPG) Paragraph 006 Reference 14-006-20140306. Matters for future determination are:

- 'Access' – the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.

- 'Appearance' – the aspects of a building or place within the Development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture.

- 'Landscaping' – the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes: (a) screening by fences, walls or other means; (b) the planting of trees, hedges, shrubs or grass; (c) the formation of banks, terraces or other earthworks; (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and (e) the provision of other amenity features;

- 'Layout' – the way in which buildings, routes and open spaces within the Development are provided, situated and orientated in relation to each other and to buildings and spaces outside the Development.

- 'Scale' – the height, width and length of each building proposed within the Development in relation to its surroundings.

The Detailed Proposals

3.1.5 Detailed Proposals are submitted in respect of Plots A1, A2 and K1, for which no matters are reserved. In addition to the documents submitted for the Outline Proposals, a suite of detailed planning application documents is submitted for the Detailed Proposals, as set out in Appendix 2.

The Need for Flexibility

3.1.6 The form of the application reflects the nature of the scheme. The Development comprises a true mix of uses which will be built out over a prolonged period of time and will encounter market fluctuations, full economic cycles and demand pressures. The need for flexibility is therefore paramount to allow the Development to respond to changing needs and patterns as future phases come forward for development.

3.2 DEVELOPMENT ZONES AMOUNT

3.2.1 The hybrid application seeks planning permission for a maximum total of 731,488 sq m GEA floorspace (excluding public toilets, parking and plant), incorporating the Outline and Detailed Proposals.

Detailed Proposals

3.2.2 The proposed total floorspace by land use (in GEA sq m) for the Detailed Proposals is set out in Table 2 below:

Land Use	Use Class	Plot A1 (GEA Sq.m)	Plot A2 (GEA Sq.m)	Plot K1 (GEA Sq.m)	TOTAL
Retail	A1-A5	1,028	890	-	**1,918**
Workspace	B1	16,344	21,744	-	**38,088**
Residential	C3	21,580	-	7,723	**29,303**
Leisure Centre	D2	-	5,979	-	**5,979**
Parking and Plant	-	2,610	3,414	258	**6,282**
TOTAL (excluding parking and plant)	-	**38,952**	**28,613**	**7,723**	**75,288**
TOTAL (including parking and plant)	-	**41,562**	**32,027**	**7,981**	**81,570**

Table 2: Total Floorspace by use class within the Detailed Proposals

Outline Proposals

3.2.3 The application seeks a total maximum 656,200 sq m GEA floorspace for the Outline Proposals. Table 3 defines the maximum floorspace for each category of land use (in GEA sq m) proposed for the Outline Proposals. The total floorspace by land use exceeds the maximum GEA cap for the Outline Proposals because there is an allowance for swings between land uses, to allow flexibility for different uses to potentially come forward. The amount of floorspace that could come forward is therefore controlled by a maximum GEA cap by zone, land use and for the Development as a whole. This has been arrived at following extensive testing by the Applicant and Design Team and is justified in the documents supporting the planning application.

Development Zone	Use Class	Zone B GEA SQ M	Zone C GEA SQ M	Zone D GEA SQ M	Zone E GEA SQ M	Zone F GEA SQ M	Zone G GEA SQ M	Zone H GEA SQ M	Zone J GEA SQ M	Zone L GEA SQ M	Zone M GEA SQ M	Zone N GEA SQ M	Zone P GEA SQ M	MAXIMUM GEA CAP BY USE (SQ M)
Retail	A1-A5	9,000	2,800	32,700	6,600	3,700	21,700	5,300	3,000	800	400	500	150	**86,650**
Workspace	B1	41,500	27,600	75,300	19,000	33,500	5,000	67,600	1,500	11,500	-	-	-	**282,500**
Hotel	C1	-	-	7,500	-	-	-	-	-	-	-	-	-	**7,500**
Assisted Living	C2	-	-	-	3,700	-	15,500	14,400	20,200	9,700	-	-	-	**35,700**
Residential	C3	27,300	23,000	38,700	13,600	60,700	44,200	41,200	57,700	27,600	4,500	-	-	**338,500**
Community Facilities	D1	4,600	-	4,600	2,900	33,500	5,000	-	4,000	4,000	700	-	150	**45,650**
Leisure/ Cultural	D2	-	-	20,000	7,500	7,500	-	25,000	-	-	-	-	-	**51,500***
Night Club	Sui Generis	-	-	1,500	-	-	-	1,500	-	-	-	-	-	**1,500**
Student Accommodation	Sui Generis	27,300	23,000	-	-	31,200	30,000	-	-	-	-	-	-	**50,300**
Energy Centre	Sui Generis	2,000	2,000	-	-	-	-	-	-	-	-	-	-	**2,000**
Primary Sub-Station	Sui Generis	-	-	-	3,000	-	-	-	-	3,000	-	-	-	**3,000**
Multi-Storey Car Park	Sui Generis	-	17,200	-	17,200	-	-	-	-	-	-	-	-	**17,200**
Petrol Filling Station	Sui Generis	-	3,000	-	3,000	-	-	-	-	-	-	-	-	**3,000**
Transport Infrastructure (potential second entrance to SQ Station)	Sui Generis	500	-	-	-	-	-	-	-	-	-	500	-	**500**
Flexible Events Space	Sui Generis	-	-	5,000	-	-	-	-	-	-	-	-	-	**5,000**
Parking and Plant	-	10,200	7,300	30,400	10,500	8,000	31,000**	18,400	13,700	3,400	400	250	200	**133,750**
Public Toilets	Sui Generis	-	-	-	-	-	-	-	-	-	-	-	-	**500*****
MAXIMUM GEA CAP PER ZONE (SQ M) (excluding public toilets, parking and plant)	-	**76,000**	**48,900**	**159,800**	**36,600**	**89,900**	**65,900**	**82,500**	**60,700**	**29,800**	**5,200**	**750**	**150**	
TOTAL MAXIMUM GEA CAP (SQ M) (excluding public toilets, parking and plant)	**656,200**													

Table 3: GEA Floorspace Parameters by Zone and use class within the Outline Proposals

NB - The cumulative total of the maximum floorspace figures for each land use in each Zone in Table 3 exceeds the maximum GEA floorspace cap for each zone. This is to allow flexibility in the detailed design and delivery of individual zones. The total floorspace of all the Outline Proposals across the Site will not exceed the maximum GEA floorspace cap of 656,200 sq m GEA (excluding parking and plant) and there is a maximum GEA cap per zone.

** The maximum D2 floorspace for the Development (both Detailed and Outline Proposals) is capped at 51,500 sqm GEA.*

*** The parking and plant area can be incorporated in both Zone G and the Maximum extent of basement under public realm area as defined by Parameter Plan Ref: CWM-AAM-MP-ZZ-DR-A-07005 'Proposed Basement Extents'.*

**** The area for public toilets can be incorporated in any Development Zone and within the public realm subject to future detailed design at reserved matters stage.*

***** In addition to the above areas, permission is sought for an interim petrol station of 3,000 sq m GEA associated with the retail superstore in Zone G. The location of the interim petrol filling station is shown on Parameter Plan ref. CWM-AAM-MP-ZZ-DR-A-07012 'Proposed Interim Petrol Filling Station' and is required to release Plot A2 for development.*

3.2.4 The Development is divided into several Development Zones and the individual Development Zones are shown on Parameter Plan ref. CWM-AAM-MP-ZZ-DR-A-07003 'Proposed Development Zones and Public Realm'. Table 3 sets out the maximum total floorspace cap by land use and Development Zone (in GEA sq m) for the Outline Proposals.

Minimum Delivery Targets

3.2.5 The Applicant is committing to deliver a minimum amount of retail, office and residential provision to ensure that the regional and local policy aspirations for the Site as an Opportunity Area, Major Town Centre and Housing Zone are met. On this basis, the following minimum delivery targets will be secured once the Development as a whole has been completed:

- A minimum of 1,500 residential dwellings (including affordable housing and potentially assisted living);
- A minimum of 500,000 sq ft GIA (or 46,452 sq m GIA) of Use Class B1 commercial floorspace;
- A minimum of 500,000 sq ft GIA (or 46,452 sq m GIA) of Use Class A1-A5 Retail floorspace and Use Class D2 Leisure floorspace;

3.2.6 Table 4 below provides an indicative summary of each Development Zone. The Zones shaded in blue form part of the Detailed Proposals.

Development Zone	Summary Description
Zone A	Plot A1 will provide retail (A1, A2, A3, A4, A5), workspace (B1) and residential (C3) uses. Plot A2 will provide retail (A1, A2, A3, A4, A5), workspace (B1) and leisure (D2) uses. Parking and plant is provided.
Zone B	The principal land uses could be workspace (B1) on upper floors with retail use (A1, A2, A3, A4, A5) at lower levels. There is potential for residential (C3), community facilities (D1), student accommodation (Sui Generis) and an energy centre (Sui Generis). There is also provision for a potential second entrance for Surrey Quays Rail Station. Parking and plant will also be provided.
Zone C	The principal land uses could be residential (C3) and/or workspace (B1), with retail use (A1, A2, A3, A4, A5) at lower levels. There is potential for a multi-storey car park (Sui Generis), a petrol filling station (Sui Generis), an energy centre (Sui Generis) and student accommodation (Sui Generis). Parking and plant will also be provided.
Zone D	The principal land uses could be workspace (B1) with residential (C3) and/or hotel (C1), along with retail uses (A1, A2, A3, A4, A5) at lower levels. There is potential for community facilities (D1), leisure/cultural uses (D2), a nightclub (Sui Generis) and flexible events space (Sui Generis). Parking and plant will also be provided.
Zone E	The principal land uses could be residential (C3) and/or assisted living (C2) and/or workspace (B1), with retail uses (A1, A2, A3, A4, A5) at lower levels. There is potential for community uses (D1), leisure/cultural uses (D2), a primary sub-station (Sui Generis), multi-storey car park (Sui Generis) and petrol filling station (Sui Generis). Parking and plant will also be provided.
Zone F	The principal land uses could be residential (C3) and/or workspace (B1), and/or student accommodation (Sui Generis) with retail use (A1, A2, A3, A4, A5) at lower levels. There is potential for community facilities (D1) and leisure/cultural uses (D2). Parking and plant will also be provided.
Zone G	The principal land uses could be residential (C3) and/or assisted living (C2) and/or student accommodation (Sui Generis) with a retail superstore at ground and basement levels. There is potential for workspace (B1) and community facilities (D1). Parking and plant will also be provided.
Zone H	The principal land uses could be residential (C3) and/or assisted living (C2) and/or workspace (B1), with retail uses (A1, A2, A3, A4, A5). There is potential for leisure and cultural uses (D2) and a nightclub (Sui Generis). Parking and plant will also be provided.
Zone J	Residential (C3) and/or assisted living (C2) with retail use (A1, A2, A3, A4, A5) and workspace (B1) at lower levels. There is potential for community facilities (D1). Parking and plant will also be provided.
Zone K	Plot K1 will provide residential use. Parking and plant is provided.
Zone L	The principal land uses would be residential (C3) and/or assisted living (C2) and/or workspace with retail use (A1, A2, A3, A4, A5). There is potential for community facilities (D1) and a primary sub-station (Sui Generis). Parking and plant will also be provided.
Zone M	The principal land use would be residential. There is potential for retail use (A1, A2, A3, A4, A5) or community facilities (D1) at lower levels. Parking and plant will also be provided.
Zone N	This Zone contains a potential secondary entrance to the Surrey Quays Rail Station and ancillary retail. Parking and plant will also be provided.
Zone P	This Zone contains a Park Pavilion building which could include retail (A1/A3 uses only), community facilities (D1) and public toilets (Sui Generis). Parking and plant will also be provided.

Table 4: Development Zone Description

**Please note that there are no Development Zones labelled 'I' or 'O' and this is intentional.*

3.3 PROPOSED LAND USES

Residential

3.3.1 The Outline Proposals seek permission for a maximum level of Use Class C3 residential floorspace of 338,500 sq m GEA distributed across Development Zones B, C, D, E, F, G, H, J, L and M as part of the Outline Proposals.

3.3.2 The Outline Proposals seek permission for up to 35,700 sq m GEA of assisted living (Use Class C2) in Zones E, G, H, J and L as well as up to 50,300 sq m GEA of student accommodation (Sui Generis) in Development Zones B, C, F and G.

3.3.3 In terms of the Detailed Proposals, Plot A1 will provide 21,580 sq m GEA of residential floorspace and Plot K1 will provide 7,723 sq m GEA of residential floorspace.

3.3.4 The Development will provide a mix of housing types including studio, 1, 2, and 3+ bedroom units. The number of residential units and the mix to be delivered as part of the Outline Proposals is to be agreed at the reserved matters stage.

3.3.5 The Detailed Proposals will provide 35% affordable housing by habitable room. The amount of affordable housing to be delivered in subsequent phases will be subject to scheme viability, grant availability and other scheme requirements.

Retail

3.3.6 The Outline Proposals seek permission for a maximum of 86,650 sq m GEA of Use Class A1/A2/A3/A4/A5 floorspace across Development Zones B, C, D, E, F, G, H, J, L, M, N and P.

3.3.7 Additional incidental and ancillary retail uses could occur within the public open space identified on Parameter Plan ref. CWM-AAM- MP-ZZ-DR-A-07003 however, any incidental retail use would be small scale and additional permanent structures will be subject to separate planning applications.

3.3.8 In terms of the Detailed Proposals, Plot A1 will provide 1,028 sq m GEA of retail floorspace and Plot A2 will provide 890 sq m GEA of retail floorspace.

Workspace

3.3.9 The Outline Proposals seek permission for a maximum of 282,500 sq m GEA of Use Class B1 floorspace across Development Zones B, C, D, E, F, G, H, J and L.

3.3.10 In terms of the Detailed Proposals, Plot A1 will provide 16,344 sq m GEA of Use Class B1 floorspace and Plot A2 will provide 21,744 sq m GEA of Use Class B1 floorspace.

Hotel

3.3.11 The Outline Proposals seek permission for a maximum of 7,500 sq m GEA of Use Class C1 floorspace in Development Zone D.

Community Facilities

3.3.12 The Outline Proposals seek permission for a maximum of 45,650 sq m GEA of Use Class D1 floorspace, comprising community facilities in Development Zones B, D, E, F, G, J, L, M and P.

3.3.13 Community facilities could include a new health centre subject to on-going discussions with Southwark Council and Southwark's Clinical Commissioning Group (CCG). Educational facilities including a new sixth form building could also be provided as part of the Development.

3.3.14 Additional incidental and ancillary community uses could occur within the public open space Parameter Plan ref. CWM-AAM- MP-ZZ-DR-A-07003 'Proposed Development Zones and Public Realm', however, any incidental community use would be small scale and additional permanent structures will be subject to separate planning applications.

Leisure and Cultural Uses

3.3.15 The Development seeks permission for a maximum of 51,500 sq m GEA of Use Class D2 floorspace, comprising leisure and cultural uses in Development Zones D, E, F, H. The maximum GEA floorspace includes the Outline Proposals and the Detailed Proposals.

3.3.16 The proposed leisure facilities within the Development would include a replacement cinema as part of the Outline Proposals; and a new leisure centre of 5,979 sq m as part of the Detailed Proposals for Plot A2.

Energy Centre

3.3.17 The Outline Proposals seek permission for an energy centre (Sui Generis) with a maximum floorspace of 2,000 sq m GEA.

3.3.18 The energy centre could be located within Development Zones B or C.

Primary Sub-Station

3.3.19 The Outline Proposals seek permission for a single primary sub-station (Sui Generis) with a maximum floorspace of 3,000sq m GEA.

3.3.20 The Primary Sub-Station could be located within Development Zones E or L.

Petrol Filling Station

3.3.21 The Outline Proposals seek permission for a single petrol filling station (Sui Generis) with a maximum floorspace of 3,000 sq m GEA, associated with the retail superstore in Zone G.

3.3.22 The petrol filling station could be located within Development Zones C or E.

Interim Petrol Filling Station

3.3.23 The Outline Proposals seek permission for a single interim petrol filling station (Sui Generis) with a maximum floorspace of 3,000 sq m GEA, associated with the retail superstore in Zone G.

3.3.24 The location of the interim PFS is identified on Parameter Plan ref. CWM-AAM-MP-ZZ-DR-A-07012 'Proposed Interim Petrol Filling Station' and is required to release Plot A2 for development.

Multi-Storey Car Park (MSCP)

3.3.25 The Outline Proposals seek permission for a single multi-storey car park (Sui Generis) with a maximum floorspace of 17,200 sq m GEA.

3.3.26 The multi-storey car park could be located within Development Zones C or E.

Flexible Events Space

3.3.27 The Outline Proposals seek permission for flexible events space (Sui Generis) with a maximum floorspace of 5,000 sq m.

3.3.28 The flexible events space could be located in Zone D.

Night Club

3.3.29 The Outline Proposals seek permission for a night club with a maximum floorspace of 1,500 sq m.

3.3.30 The nightclub could be located in Zones D or H.

Public Toilets

3.3.36 The application seeks permission for a maximum floorspace of 500 sq m for the provision of public toilets, within any Development Zone and/or public realm.

Surrey Quays Station Entrance

3.3.37 The application seeks permission for a maximum floorspace of 500 sq m for a secondary entrance to Surrey Quays Rail Station within Development Zone B or N with ancillary retail.

Park Pavilion

3.3.38 The application seeks permission for a maximum floorspace of 150 sq m for a park pavilion building within Development Zone P to provide retail (A1/A3) and/or community facilities (D1) and/or public toilets (Sui Generis).

Open Space and Child Playspace

3.3.39 In addition to the built floorspace set out above, the Outline Proposals will include areas of open space. These areas include the following:

- Minimum of 49,500 sq m of accessible public realm (this figure does not include public realm within the Development Zones and excludes the Detailed Proposals Zones A and K);
- A new public Park, which will include a minimum area of 13,000 sq m of public realm;
- A new Town Square, which will include a minimum area of 4,500 sq m of public realm (as measured from building face to building face).

3.3.40 The Development will provide dedicated playspace provision when calculated in line with the Mayor's "Shaping Neighbourhoods: Play and Informal Recreation (September 2012)".

3.3.41 The Development will meet this demand through the provision of a variety of different play environments to be provided throughout the scheme and within the local area. The pedestrian dominated areas of the development will be encouraged to provide play opportunities. The Design and Access Statement and Design Guidelines provide a greater overview of the distribution and form of these areas within the Development.

Car Parking

3.3.42 A Site-Wide Framework Travel Plan has been submitted in support of the Application. This document sets out a strategy for promoting sustainable modes of transport during the life of the Development and reducing the reliance on car use in the future. The provision of car parking in the Development will be reviewed in accordance with the site-wide Travel Plan as the Development evolves.

3.3.43 The Development will provide car parking spaces comprising the following:

- Zero standard car parking spaces for office uses, with limited provision for disabled users only;
- A maximum of 1,000 town centre car parking spaces for public use including disabled parking;
- An average of 0.2 spaces per residential unit across the Development, including disabled parking.

3.3.44 The town centre car parking facilities are proposed in two locations:

- Beneath a new Tesco superstore in Zone G, which would be accessed from Redriff Road; and;

- Within a purpose built multi-storey car park, to be located at the southern end of the proposed High Street and the new Tesco superstore, close to the junction with Redriff Road in either Zone C or E.

3.3.45 For residential parking, a minimum of 20% of the overall number of parking spaces will be equipped with electric vehicle charging facilities with a further 20% with passive provision. For retail parking, 10% of all spaces will have electric car charging points with an additional 10% passive provision for electric vehicles in the future.

3.3.46 An appropriate level of car club spaces is to be provided. The provision will be reviewed as the Development evolves through the Framework Travel Plan.

Cycle Parking

3.3.47 Cycle parking for the Outline Proposals will be provided in accordance with the minimum standards set out in Appendix 2 of the Development Specification.

3.3.48 Cycle parking for the Detailed Proposals is provided in line with the minimum London Plan (2016) requirements.

Highway Commitments

3.3.49 The Application seeks permission to carry out works to existing highways. Details of these commitments are set out within the Design Guidelines, and supported by the Transport Assessment. These works will be shown on proposed plans as part of future reserved matters applications and include:

- Minor carriageway and footway realignments to the junction of Deal Porters Way (the High Street) and Redriff Road in order to facilitate a realigned Deal Porters Way through the Development;
- Minor kerb realignments to Redriff Road between its junctions with Deal Porters Way and Surrey Quays Road;
- Minor kerb realignments at the junction of Redriff Road and Surrey Quays Road, and its conversion to a signalised junction with associated pedestrian crossing improvements;
- A series of new junctions on Surrey Quays Road, Redriff Road and Quebec Way in order to provide new vehicular and pedestrian routes through the Development; and
- New or relocated pedestrian crossing facilities along Surrey Quays Road in order to provide improved pedestrian connectivity through the Development.

3.3.50 The Development also includes proposals to realign the route of the private Deal Porters Way, with associated pedestrian crossing facilities.

3.3.51 Further vehicular access points are expected to be proposed to access various plots in the Development and these will be developed at Reserved Matters stage although they are controlled by Parameter Plans CWM-AAM-MP-ZZ-DR-A-07006 ‘Proposed Vehicular Access for Planning Application Boundary’ and CWM-AAM-MP-ZZ-DR-A-07007 ‘Proposed Servicing and Access’.

3.4 THE DETAILED PROPOSALS

Plot A1

3.4.1 The Plot A1 Proposal will provide a mixed-use scheme comprising retail and office at lower levels and residential units within the tower element. The Plot A1 Proposal is formed of a 35-storey tower, with three lower blocks of 5 storeys. The floor areas for each land use are set out in Table 2 under Chapter 4.

3.4.2 Plot A1 will provide 186 residential units with a mix of studio, 1-bed, 2-bed and 3-bed units comprising both market and affordable housing subject to grant funding:

Unit Type	No. of units	Proportion of Units (%)
Studio	10	5%
1-bed	82	44%
2-bed	78	42%
3-bed	16	9%
TOTAL	**186**	**100%**

3.4.3 A total of 19 of the dwellings, representing 10% of the total units, are for wheelchair users and have been designed in compliance with Building Regulations Part M4 Category 3. The remaining 90% of residential units will be wheelchair adaptable and have been designed in compliance with Part M4 Category 2.

3.4.4 The scheme will be car-free with no car parking provided on-site and new residents will not have the ability to apply for parking permits. Blue-badge parking will be provided on the High Street associated with the leisure centre on Plot A2. Long-stay cycle parking will be provided in the basement for the office and residential elements, with 204 no. of cycle parking spaces for long-stay office and 274 no. of cycle parking spaces for long-stay residents. 10 long-stay cycle parking spaces for retail staff will be provided at ground floor level and short-stay cycle parking in accordance with London Plan standards will be provided in the public realm as part of the wider Development.

Plot A2

3.4.5 The Plot A2 Proposal will provide a mixed-use scheme comprised of leisure and office uses. Plot A2 is a 6-storey building with a leisure centre at ground and basement levels, with retail units along the High Street at ground and workspace at upper levels.

3.4.6 The building is formed of an L-shape, with ground plus five storeys fronting the High Street, and a rear wing which steps down towards the residential properties on Hothfield Place.

3.4.7 The scheme will be car-free except for 4 no. wheelchair blue-badge parking spaces on the High Street to serve the leisure centre. Long-stay cycle parking will be

provided in the basement for the office and leisure uses including 270 no. spaces office cycle parking and 5no. spaces for leisure centre staff. All short-stay cycle parking will be provided within the public realm. A coach-drop off is also incorporated as part of a shared coach bay and loading bay on the High Street outside Plot A1 to the north of Plot A2.

Zone A Public Realm

3.4.8 As part of the Plot A1 and A2 proposals, an illustrative landscaping scheme for the former Dock Office courtyard, Dock Office Path, Surrey Quays Road and western edge of the Canada Water Dock is provided. Please refer to the Zone A Public Realm Strategy within Volume V of the Design and Access Statement for further details. Final details of the landscaping scheme are to be secured by planning condition.

Plot K1

3.4.9 Plot K1 will provide a residential development formed of 84 residential units. The residential units will be social and intermediate affordable housing, with a mix of 1-bed, 2-bed and 3-bed units provided. The unit mix is as follows:

Unit Type	No. of units	Proportion of Units (%)
1-bed	24	29%
2-bed	26	31%
3-bed	34	40%
TOTAL	**84**	**100%**

3.4.10 9 wheelchair accessible dwellings (representing 10% of all units) will be provided as part of the scheme and have been designed in compliance with Building Regulations Part M4 Category 3. The remaining 90% of residential units will be wheelchair adaptable and have been designed in compliance with Part M4 Category 2.

3.4.11 The scheme will be car-free except for 4 wheelchair blue-badge parking spaces to serve the wheelchair accessible units. New residents will not have the ability to apply for parking permits. 142 long-stay and 4 short-stay no. of cycle parking spaces will be provided in line with London Plan and Southwark Council minimum standards.

3.4.12 Affordable housing is calculated using a number of measures. Subject to grant funding, Phase 1 combined will provide the following percentage of affordable housing:

Units	Floorspace	Habitable Rooms (Southwark Adopted Measure)	Habitable Rooms (Southwark Emerging Measure)	Habitable Rooms (GLA Adopted Measure)
34%	33%	35%	39%	40%

4 Planning History Summary

4.1 This chapter highlights the key planning history records relevant to the Site. There is no relevant or recent planning history for the site at Roberts Close, the former Dock Offices Courtyard and the former Rotherhithe Police Station, although there are a number of minor and historic applications for various alterations/extensions.

Surrey Quays Leisure Park

4.2 Planning permission was granted by the London Docklands Development Corporation on 24th September 1996 for redevelopment of the site by the erection of buildings to provide a leisure park consisting of D2 and A3 uses, together with 669 car parking spaces (ref. S/95/310).

4.3 In October 2010, planning permission was granted on the Leisure Park site for a comprehensive redevelopment to provide 11,105 sq m of leisure floorspace (including a cinema), 2,695 sq m retail floorspace (A1-A3), 49,276 sq m of private and affordable residential accommodation (approximately 509 flats), 123 student beds, 2,500 sq m of commercial floorspace and 495 car parking spaces and associated works under outline planning permission reference 09/AP/1999. A Reserved Matters application for Phase 1 of the Development was approved in January 2016 (ref. 15/AP/4099), however, this permission is not implementable.

Surrey Quays Shopping Centre

4.4 Permission for a retail shopping centre with car parking and petrol filling station, ancillary accommodation and a separate two storey building of up to 12,000 sq ft gross floorspace for retail/pub/restaurant or related leisure use was granted in October 1986 (ref. S/86/181).

4.5 An application to extend the Tesco superstore was granted in July 2004 (ref. 04/AP/0238), with minor amendments to the permission granted in 2008 (ref. 08/AP/0758).

4.6 In March 2012, planning permission was granted for a retail extension of approximately 10,500 sq m (ref. 11/AP/4206).

Former Harmsworth Quays Printworks

4.7 On 20th December 2016, planning permission was granted for the temporary use of the Printworks as an events and entertainment space with ancillary food, drink and ancillary storage for up to five years. The Printworks is currently in use as an events and entertainment venue.

4.8 On 10th October 2017, the Secretary of State for Digital, Culture, Media and Sport determined not to list the Printworks building and granted a Certificate of Immunity from Listing.

5 Consultation Process

This Chapter should be read in conjunction with the Statement of Community Involvement, prepared by Soundings, which is submitted in support of the application.

5.1 PRE-APPLICATION DISCUSSIONS

5.1.1 The Statement of Community Involvement explains all public consultation carried out during the pre-application stage, together with an explanation of the approach to consultation that will continue through the determination of the planning application and beyond. Section 3.3 of Volume I of the Design and Access Statement also sets out the key stages in the design development of the Canada Water Masterplan since 2014.

5.1.2 This Chapter provides a detailed description of the statutory consultation process undertaken, including the pre-application process with Southwark Council; the Greater London Authority (GLA): Transport for London (TfL); and other consultees. It also summarises the public consultation exercise set out in detail in the Statement of Community Involvement.

EIA Scoping Request

5.1.3 Due to the nature of the Development, an Environmental Impact Assessment has been formally scoped and undertaken in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011. The Scoping Opinion was requested from the Council on 15th May 2017 (reference: 17/AP/2077). The Environmental Statement submitted in support of the application has been prepared in accordance with the Council's Scoping Opinion received on 27th April 2018, following a number of meetings with Southwark Council and their environmental consultant advisor.

Mayor Referral

5.1.4 The application is referable to the GLA as it exceeds the relevant thresholds set out in The Town and Country Planning (Mayor of London) Order 2008. Accordingly, the GLA has been involved in formal pre-application discussions with the Applicant and Southwark Council from an early stage with ongoing pre-application discussions.

Pre-application Discussions

5.1.5 Formal pre-application discussions have been held with the Council; the GLA; and TfL on the evolving masterplan since 2014. The 2017 Updated Masterplan was presented to the Design Council CABE Design Review Panel (DRP) with Southwark Council and the GLA on 9th June 2017 and 11th October 2017. The team also attended the GLA's Inclusive Design and Access Panel on 20th September 2017.

5.1.6 Consultation has also taken place with statutory consultees including Historic England, Environment Agency, London Underground, London Overground, Thames Water, Homes and Communities Agency and London City Airport.

5.1.7 Pre-application meetings on the 2017 Masterplan have been held regularly at the Council's Offices. The principal meeting topics included:

- Planning Policy and Land Use;
- Design and Townscape;
- Transport;
- Environmental Considerations (including Energy Strategy and Sustainability); and
- CIL and Section 106.

Representations to Planning Policy

5.1.8 British Land has engaged in statutory consultation exercises for a number of emerging policy documents including the New Southwark Plan, the draft New London Plan, the Mayor's Transport Strategy and Cycle Super Highway 4, amongst others. British Land has submitted representations as a key stakeholder with substantial land interests in Southwark and London with a view to promoting development at Canada Water and raising the profile of key local issues.

5.2 COMMUNITY CONSULTATION

5.2.1 Consultation on the Masterplan began in 2014. Initial consultation related solely to the Former Harmsworth Quays Printworks site and the Roberts Close Site. Since then, the Masterplan area has evolved to include the Surrey Quays Shopping Centre in 2014/2015, the Surrey Quays Leisure Park in 2015/2016, the Former Dock Offices Courtyard in October 2016 and most recently, in Autumn 2017, the former Rotherhithe Police Station.

5.2.2 Since Spring 2014, there has been an ongoing process of consultation with local residents and interest groups. During this time, 110 public consultation events and outreach (such as a stall at a local festival) have been held engaging over 5,000 individuals. Consultation events have included exhibitions, liaison groups, site walks, local pop-up consultations, design workshops, and topic sessions with 10,000 recorded attendees, 13 newsletters (with 23,000 distributed copies of each), more than 12,000 feedback comments, and 3,000 local groups and individuals on the project contact list. Alongside this, British Land is involved with a range of community activities and engagement in the local area through their local investment and pilot projects, for example through supporting Global Generation's work with local young people. The Social Regeneration Charter provides more detail on their work in the local area.

5.2.3 In May 2017, British Land presented the 2017 Updated Draft Masterplan to the local community, with five separate public exhibition events over a two-week period. In January 2018, the final masterplan proposals were shared with the local community, with public exhibitions held over a period of three weeks including dedicated sessions for residents adjacent to Plots A1, A2 and more recently with residents near to K1. A number of topic sessions on key local issues have also been held, including transport, the Dock, the Charter, heritage, planning and design and local character.

5.2.4 From the start, the consultation process has informed the design team of local community objectives, aspirations and expectations. At the subsequent stages, the feedback from the consultation events has been integral to the design process and has helped British Land and the design team develop their vision for the Masterplan.

5.2.5 A consultation hub was set up in Surrey Quays Shopping Centre, opposite the Tesco superstore. The venue is being used on a regular basis to host feedback exhibitions, liaison group meetings, community outreach, and drop-in information sessions.

5.2.6 The Canada Water Masterplan website [www.canadawatermasterplan.com] provides information on the project and can be used to follow the consultation process, view presentations, give feedback and download reports. The consultation process will continue throughout the determination of the application and beyond and a new "Local Communications Commitment" has been launched.

Key Themes from the Consultation Process

5.2.7 A wide range of themes have emerged throughout the consultation process, including:

- Recognition that the area will be redeveloped and undergo change.
- Support for the mix of uses and public spaces and routes.
- Key issues arising from the density of the development including transport, local infrastructure (education and healthcare) and affordable housing.
- General support for a wide range of housing tenures for different ages and incomes.
- Need for an understanding of the transport implications of the Development.
- Appreciation of the focus on green and blue infrastructure.
- Relocation of Tesco was well received.
- Support for the inclusion of a new leisure centre as part of the Development.

5.2.8 Full details of the consultation process, the outputs, feedback and extent to which it informed the Development is included in the Statement of Community Involvement which is submitted as a separate document.

6 Planning Policy Framework Overview

6.1 The purpose of this Chapter is to identify the key national, regional and local planning policy and guidance relevant to the determination of the application for the Development, and against which the proposals have had regard to during design development. An analysis of the key policies and tests is included in the relevant sections. A Planning Policy Index is included at Appendix 3 of this Statement.

6.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan, unless material considerations indicate otherwise.

6.3 The Development Plan for the Site comprises the following:

- The London Plan (consolidated with Alterations since 2011) (2016);
- Southwark Council Core Strategy (April 2011);
- Saved polices of the Southwark Plan (April 2013);
- Canada Water Area Action Plan (2015).

6.4 In addition to the Development Plan, regard has been had to the following:

National Planning Policy and Guidance

- National Planning Policy Framework (NPPF) (2012);
- Planning Practice Guidance.

6.5 The Draft Revised National Planning Policy Framework was published in March 2018. The Draft Revised NPPF does not introduce any material changes to the policies relevant to the Development and the determination of the application.

Regional Supplementary Planning Documents and Guidance (GLA)

- Affordable Housing and Viability (August 2017);
- Housing (March 2016);
- Social Infrastructure (May 2015);
- Accessible London: Achieving an Inclusive Environment (October 2014);
- The control of dust and emissions during construction and demolition (July 2014);
- Town Centres (July 2014);
- Character and Context (July 2014);
- London Planning Statement (May 2014);

- Sustainable Design and Construction (April 2014);
- Use of planning obligations in the funding of Crossrail, and the Mayoral Community Infrastructure Levy (April 2013);
- Informal Play and Recreation (September 2012);
- All London Green Grid (March 2012);
- London View Management Framework (March 2012);
- London's Foundations (March 2012);
- London World Heritage Sites (March 2012);
- Planning for Equality and Diversity in London (October 2007).

Local Supplementary Planning Documents and Guidance (Southwark Council)

- Affordable Housing SPD (2008);
- Draft Affordable Housing SPD (2011)
- Design and Access Statements SPD (2007);
- Development Viability SPD (2016);
- Residential Design Standards SPD (2011 with 2015 technical update);
- Section 106 and CIL SPD (2015);
- Sustainability Assessments SPD (2007);
- Sustainable Design and Construction SPD (2009);
- Sustainable Transport SPD (2009).

6.6 The Development has also had regard to various relevant GLA and Southwark Council strategies and guidance documents, which although do not form part of the Development Plan against which the Development is assessed, have been taken into consideration where relevant.

Emerging Planning Policy

6.7 In addition to the adopted planning policy and guidance, regard has been given to emerging policy. The most significant emerging policy documents are the draft New London Plan and the draft New Southwark Plan.

6.8 The New Southwark Plan has been subject to public consultation and it is anticipated that the Plan will be adopted in 2019.

6.9 Whilst we anticipate that the New Southwark Plan will not be adopted by the Council in advance of the application being determined, it has been subject to extensive consultation and we expect an Examination in Public in 2019.The Applicant has

been involved in extensive discussions with the Council regarding the proposed Development during the preparation of the New Southwark Plan and it is entirely appropriate that this planning application should be submitted alongside the preparation of the New Southwark Plan.

6.10 The draft New London Plan was published for public consultation in December 2017. It is anticipated that the Plan will be adopted at the end of 2019. The Plan sets out the strategic economic, environmental, transport and social framework for London over the next 20-25 years. The draft New London Plan is at an early stage of production and has not been subject to an independent examination. In accordance with the NPPF, little weight can be afforded to it at the current time although the Development is cognisant of the draft London Plan requirements and has sought to respond to the emerging objectives where relevant.

Site Designations

6.11 The Site has the following policy designations at a regional and local level:

- Canada Water Opportunity Area;
- Canada Water Housing Zone;
- Canada Water Action Area Core;
- Major Town Centre;
- Protected Shopping Frontage (Ground Floor Surrey Quays Shopping Centre);
- Air Quality Management Area;
- Urban Density Zone;
- Site of Importance for Nature Conservation (SINC) (Canada Water Dock);
- Strategic District Heating Area;
- Borough Open Land (Canada Water Dock);
- London View Management Framework Landmark Viewing Corridor;
- London View Management Framework Wider Setting Consultation Area.

7 Assessment of the Development

7.1 INTRODUCTION

7.1.1 This Chapter assesses the Development in the context of key national, regional and local planning policy and guidance relevant to the determination of the application.

7.1.2 The Development as a whole is assessed within this Chapter. Where relevant additional commentary on the Detailed Proposals is provided to reflect the greater level of detail submitted as part of the planning application.

7.2 PRINCIPLE OF THE DEVELOPMENT

Policy Context

National Planning Policy

7.2.1 The principle of the redevelopment of the Site to deliver a high-density mix of uses is supported by planning policy at all levels.

7.2.2 The National Planning Policy Framework (NPPF) was published on 27 March 2012 and sets out the Government's economic, environmental and social planning policies.

7.2.3 The NPPF states that *"At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking".* For decision-taking, this means that development proposals which accord with the development plan should be approved without delay.

7.2.4 Section 1 of the NPPF sets out the Government's strategic objective to support sustainable economic growth. The NPPF states that *"significant weight should be placed on the need to support economic growth through the planning system".*

7.2.5 Section 2 of the NPPF seeks to promote competitive town centre environments and requires local planning authorities to *"recognise town centres as the heart of their communities and pursue policies to support their viability and vitality".*

7.2.6 Section 6 of the NPPF requires the delivery of a wide choice of homes to widen opportunities for home ownership and create sustainable, inclusive and mixed communities. The NPPF states that housing applications should be considered in the context of the presumption in favour of sustainable development.

7.2.7 The national strategic objectives are supported by the Planning Practice Guidance, which sets out further detail on how the Government's objectives can be achieved through plan-making and decision-taking.

Regional Planning Policy

7.2.8 The London Plan (2016) sets out the Mayor's spatial vision and overall strategic plan for London.

7.2.9 The visions and objectives established in the London Plan focus on ensuring that Londoners experience a good quality of life and this is a key theme which runs through the Plan. In light of this, the policies set out in the Plan focus on:

- Ensuring equal life chances for all addressing health inequalities, ensuring an adequate supply of good quality homes for all Londoners and sufficient social infrastructure;
- Ensuring and developing a London economy that provides jobs, goods and services Londoners need – including developing the economy, arts, culture and entertainment, retail, town centres and small shops and encouraging a connected economy;
- Mitigating the scale of future climate change and adapting to change;
- Providing a transport network enabling easy access to jobs, opportunities and facilities while mitigating adverse environmental and other impacts;
- Supporting a high quality urban living space including building neighbourhoods, inclusive environments, high quality built environments, protection of London's heritage, air and noise pollution, protection and enhancement of open and natural environments.

7.2.10 Canada Water is identified in the London Plan as an Opportunity Area, where development proposals should seek to optimise residential and non-residential densities, contain a mix of uses, contribute towards meeting minimum guidelines for housing and/or employment capacity, realise potential to improve public transport accessibility and support wider regeneration, as set out under Policy 2.13.

7.2.11 Opportunity Areas are defined in the Plan as*: "London's principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing, each typically more than 5,000 jobs and/or 2,500 homes, with a mixed and intensive use of land and assisted by good public transport accessibility"*.

7.2.12 Canada Water Opportunity Area is identified as having an indicative employment capacity of 2,000 workers and could deliver a minimum of 3,300 new homes.

7.2.13 The text in Annex One of the Plan describes Canada Water as an:

"Opportunity Area with good public transport accessibility including stations on the Jubilee and East London Line. The Area has significant potential for mixed use regeneration on infill sites and intensification of existing commercial sites focussed on the transport interchanges and the District shopping centre. Subject to retail demand Canada Water may evolve to become a Major town centre in the network and the scope for a substantial increase in the minimum new homes target and employment capacity should be explored. There is also potential to develop a new science cluster linked to an academic institution (King's College)".

7.2.14 Canada Water is identified as having the potential to evolve into a Major Town Centre. A Major Town Centre is defined as *"typically found in inner and some parts of outer London with a borough-wide catchment. They generally contain over 50,000 sq m of retail, leisure and service floorspace with a relatively high proportion of*

comparison goods relative to convenience goods. They may also have significant employment, leisure, service and civic functions".

7.2.15 The Draft New London Plan is consistent with the adopted policy position in terms of maximising the potential of sites to deliver new housing and employment. Canada Water is identified in the draft New London Plan as an Opportunity Area which is "ready to grow" with the capacity to provide 5,000 new homes and 20,000 new jobs. Canada Water is also identified as having the potential to become a Major Town Centre.

Local Objectives for Growth at Canada Water

7.2.16 Canada Water has long been identified as a significant opportunity for development, with Canada Water identified as a growth area in the Core Strategy in 2011 and as an Action Area in the Southwark Plan (2007).

7.2.17 The Core Strategy seeks to create a new destination around the Canada Water basin which combines shopping, civic and leisure, business and residential uses to create a new heart for Rotherhithe.

7.2.18 Strategic Policy 3 of the Core Strategy states that *"Through the Canada Water area action plan, we will enable the provision of around 35,000sqm of additional shopping space and increased leisure space at Canada Water to create a range of retail opportunities and improve choice, particularly for non-food shopping. Canada Water will become a major town centre."*

7.2.19 Policy SP2 of the emerging New Southwark Plan seeks to ensure that all residents, and particularly existing residents, can access the benefits of the Council's regeneration programmes and the opportunities created by those programmes for new homes, new jobs and new infrastructure.

7.2.20 Strategic Policy 5 sets a minimum target of 2,500 net new homes within the Canada Water Action Area.

7.2.21 Strategic Policy 6 requires the Canada Water Action Area to provide a minimum of 875 affordable housing units between 2011 and 2026.

7.2.22 The Canada Water Area Action Plan (CWAAP) was adopted in 2012 and later updated in 2015 following the Daily Mail vacating the Printworks site. The CWAAP sets out Southwark Council's vision to regenerate the Canada Water area, focusing on the opportunity to create a new town centre for Rotherhithe. The CWAAP identifies large development opportunities with the capacity to contribute significantly to the regeneration of Canada Water within the core area.

7.2.23 Key objectives of the CWAAP include:

- A genuine town centre and neighbourhood facilities;
- Improved connections;
- A great place to visit, to relax in and have fun;
- Better and safer streets, squares and parks;

- Providing more and better homes;
- Enhanced social and economic opportunities.

7.2.24 The Vision for Canada Water includes strengthening Canada Water's role as a shopping destination by expanding the amount of retail space by around 35,000 sqm net additional comparison shopping and providing a much more diverse range of shops than at present as well as creating an open environment with a high street feel, and high quality public realm and open spaces. Further, the vision seeks to diversify and strengthen the local economy and contribute to generating over 2,000 new jobs and deliver at least 4,500 high quality new homes in the Core Area with at least 1,000 affordable housing units in the Action Area.

7.2.25 This is further bolstered by the emerging New Southwark Plan Proposed Submission Version (December 2017) which establishes an area vision for Rotherhithe. The Area Vision seeks to create a new destination around the Canada Water Dock which combines shopping, civic, education, and leisure, business and residential uses. Further, a key aim is to provide as many homes as possible of a range of tenures including social housing while respecting the local character. This policy outlines an expectation for development on this site to maximise the amount of employment space and its contribution to the regeneration of the town centre.

7.2.26 The vision aims to *"transform Canada Water into a new heart for Rotherhithe with a new leisure centre, shops and daytime and evening events and activities around the basin and in the Harmsworth Quays Printworks. A further 35,000 m2 of retail space will be provided including a new department store and independent shops, offices and places to eat and drink".* In addition, Canada Water should provide new education opportunities and health services.

7.2.27 The Site is identified as an opportunity site under emerging Site Allocation NSP82. The Site Vision requires any future development to provide retail uses (A1, A2, A3, A4), a new health centre (D1) of approximately 2,000 sq m; provide new education places for 14-19 year olds (D1); new homes (C3); enhanced public realm and civic space; employment floorspace (B1) and leisure uses (D2). NSP82 also identifies the potential to provide student accommodation (sui generis) new visitor accommodation (C1), extra care housing (C2) and community uses (D1, D2).

Assessment of the Development

7.2.28 The Development fully accords with current and emerging planning policy and guidance. National policy, the London Plan, the Core Strategy and the Canada Water Area Action Plan seek to optimise the potential to deliver a high-quality, high density mixed-use development, which is focussed around the town centre as the heart of Canada Water.

7.2.29 The London Plan and the Core Strategy identify Canada Water as an Opportunity Area, and as one of the most appropriate locations for accommodating major development and "good growth". The CWAAP and the emerging New Southwark Plan identify the Site as a key component of the wider vision for Canada Water and specifies that development should include a range of uses.

7.2.30 The Development will deliver strategic change and growth in the area by making the best use of a substantial brownfield site in a highly accessible, central location. The redevelopment of the Site is key to unlocking the wider potential of Canada Water.

The current built environment is based on a low-density, suburban model with existing town centre facilities currently separated and poorly linked, being built originally to serve car-borne visitors. The Development will deliver significant planning benefits, including a new town centre centred on a new High Street and Town Square, as well as a significant number of new homes and jobs. In accordance with policy, the Development will provide a true mix of uses, with residential, retail, business, community and leisure uses proposed. The principle of the Development therefore accords with the central theme of policy which seeks to deliver sustainable growth.

7.2.31 The Development is considered an appropriate response to the overarching objective of sustainable development in this location and will comprehensively redevelop the Site and act as a catalyst for the future regeneration of the Opportunity Area. The Development is considered to be in accordance with planning policy for the following reasons and will have the following benefits in delivering Opportunity Area objectives:

- National planning policy promotes sustainable development and positive/good growth, as well as encouraging the effective use of Brownfield land. The NPPF promotes mixed-use developments and delivering a wide choice of high quality homes to deliver mixed and balanced communities.

- The delivery of significant new housing and economic growth is closely linked to realising the development potential of Opportunity Areas. The regional housing targets for London, as set out in the London Plan, are predicated on housing-led redevelopment and regeneration of the Opportunity Areas. Opportunity Areas are fundamental to the growth of London and key to achieving physical, social and economic regeneration.

- Opportunity Areas are identified to stimulate strategic growth with the potential to deliver significant new jobs and homes. The purpose of designating an Opportunity Area is to deliver change and foster regeneration of a substantial scale.

- A key priority of the Core Strategy is regeneration. The Development achieves the comprehensive physical regeneration of this important strategic site which will ensure that the Development achieves wide-reaching positive outcomes which are unlikely to be able to be achieved through smaller scale intervention. This is further bolstered by the New Southwark Plan Policy SP2 relating to social regeneration which seeks to revitalise neighbourhoods and promote healthy living.

- The Development will include a mix of uses that respond to multiple considerations including: planning policy; site specific constraints and circumstances; phasing; viability and feasibility. The mix of residential and non-residential uses is acceptable and in accordance with planning policy for the following reasons:

    - The Development is focussed on a new town centre and will deliver a truly mixed-use built environment, in accordance with policy at all levels which requires a mixed-use approach to development.

    - The Site is centrally located (Zone 2), accessible and underutilised, thereby presenting a prime opportunity to make an

important contribution to sustainable, mixed-use place-making in London.

- The Development represents the opportunity to create a new mixed-use neighbourhood that is distinctive whilst integrated into its local context.

- The Development delivers change on a strategic scale in keeping with its location and context as one of London's important Opportunity Areas whilst ensuring significant benefits for the existing local communities.

- The Development will deliver a significant number of new homes, catering to a range of ages, incomes and life stages. The Development will make a substantial contribution to regional and local housing delivery targets and maximise the potential of the site to deliver new housing, including affordable housing, in accordance with the Development Plan.

7.2.32 For the above reasons, the principle of the Development is entirely consistent with adopted and emerging planning policy for the Site and in accordance with the Governments overarching objectives for sustainable growth specifically Sections 1, 2 and 6 of the NPPF, London Plan Policy 2.13, Southwark Core Strategy Policies 3 and 5 and the core objectives of the CWAAP.

Assessment of the Detailed Proposals

7.2.33 Turning to the Detailed Proposals specifically, combined they will provide 270 new residential units. Subject to grant funding, this comprises a minimum of 35% affordable housing (using the adopted Southwark measure) and up to 40% affordable housing (using the adopted GLA measure). A new leisure centre of approximately 6,000 sq m GEA, approximately 2,000 sq m GEA of new retail floorspace along the northern part of the new High Street and approximately 38,000 sq m GEA of new office floorspace, also situated along the High Street in the town centre will be provided.

7.2.34 Each Plot Proposal seeks to optimise the potential of its location to provide new housing, employment, leisure and retail, taking into account site specific constraints and opportunities. The Detailed Proposals will significantly contribute to the local and regional objectives for the Site as a Major Town Centre, Opportunity Area and Housing Zone. The provision of new housing, business floorspace, leisure and retail uses is deemed appropriate for each of the Plots.

7.2.35 Accordingly, the principle of the Detailed Proposals is in line with national, regional and local policy objectives, specifically Sections 1, 2 and 6 of the NPPF, London Plan Policy 2.13, Southwark Core Strategy Policies 3 and 5 and the core objectives of the CWAAP.

7.3 SITE SUITABILITY AND LAND USE

7.3.1 This Section assess the Site's suitability for the range of uses proposed as part of the Development. The assessment evaluates the acceptability of the principle of each of the land uses, with design specific considerations analysed under Section 7.3 of this Statement.

Retail

Please refer to the Retail and Leisure Statement, prepared by DP9 Ltd for a full assessment of the retail and leisure elements of the Development.

Policy Context

7.3.2 The NPPF requires local planning policies to:

- Recognise town centres as the heart of their communities and pursue policies to support their viability and vitality.
- Promote competitive town centres that provide customer choice and a diverse retail offer and which reflect the individuality of town centres.
- Retain and enhance existing markets and, where appropriate, re-introduce or create new ones, ensuring that markets remain attractive and competitive.
- Allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, office, tourism, cultural, community and residential development needed in town centres.

7.3.3 Paragraph 40 of the NPPF states that Local Authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles. Further, they should set appropriate parking charges that do not undermine the vitality of town centre.

7.3.4 London Plan Policy 2.15 (C) states that town centre developments should sustain and enhance the vitality and viability of the centre, accommodate economic and/or housing growth, support and enhance the competitiveness, quality and diversity of town centre retail, leisure, employment, arts and cultural, other consumer services and public services, promote access to public transport, walking and cycling and contribute to the public realm.

7.3.5 London Plan Policy 4.7 states that retail, commercial, culture and leisure development should be focused on sites within town centres and Policy 4.8 emphasises that the Mayor will *"support a successful, competitive and diverse retail sector which promotes sustainable access to the goods and services that Londoners need…"*

7.3.6 Southwark's Core Strategy Strategic Policy 3 identifies Canada Water as a Major Town Centre and states that *"Through the Canada Water area action plan, we will enable the provision of around 35,000sqm of additional shopping space and increased leisure space at Canada Water to create a range of retail opportunities and improve choice, particularly for non-food shopping. Canada Water will become a major town centre*".

7.3.7 Saved Policy 1.7 of Southwark's Local Plan states that new developments for retail and other town centre uses should be accommodated within existing centres, including Canada Water.

7.3.8 Policy P52 of the draft New Southwark Plan requires off-street town centre car parking to be appropriately located and sized to support the vitality of the town centre and ensure the use of the site is optimised.

7.3.9 The Site lies within the Canada Water Town Centre boundary. New retail floorspace is promoted on this Site in the CWAAP, with a target to expand shopping floorspace by around 35,000 sq m (net) (Policy 1).

Assessment of the Development

7.3.10 Given that the retail component of the Development is in accordance with the policies set out in the Development Plan, a Retail and Leisure Statement has been prepared to assess the impact of the Development on existing centres and assess the appropriateness of the scale of retail floorspace proposed.

7.3.11 The Development will provide up to 88,568 sq m (GEA) of retail floorspace, Use Classes A1-A5. The Detailed Proposals provide approximately 2,000 sq m GEA of retail floorspace. The provision of new retail floorspace is strongly supported by planning policy, given the site's capacity to be a Major Town Centre and aspirations for significant retail growth.

7.3.12 Canada Water is currently underperforming as a Major Town Centre, as evidenced in the Retail and Leisure Assessment and therefore the creation of a new, diverse town centre will realise Canada Water's full potential as a Major Centre.

7.3.13 The Emerging New Southwark Plan further supports this, with the Rotherhithe Area Vision seeking to *"Transform the Canada Water town centre into a renewed shopping destination with a range of town centre activities including a leisure centre, entertainment facilities and daytime and evening activities around the basin".*

7.3.14 The Retail and Leisure Statement supporting the application reports that the existing centre is relatively poor quality, lacks quality comparison retailing and cafes/restaurants, and diversity, both in terms of quality major multiple retailers and niche/specialist and independent retailers. Further, the existing centre is disjointed, and lacks effective linkages and a high quality public realm.

7.3.15 The retail vision for the Development is based upon the following broad principles:

- A key focus for retail floorspace in the new Town Centre, which will see retail uses spread across the Site, including in the new High Street, the Cuts and southern Dock Edge and the Central Cluster character areas, around the Park, along with enlivenment of Deal Porter Square and Red Bridge Square.

- Creating a town centre that will serve a variety of different ages, genders, family types, incomes and offer a diversity of spaces, including outdoor and indoor shopping, eating and drinking, public activities, entertainment, and leisure.

- The High Street will be the focus of larger-format retailer offers whilst the Cuts will provide opportunities for smaller retailers. The neighbourhood,

including the Park, will have a more locally focussed retail offer more suited to the residential nature of the area. The intention is to secure a mix of branded and independent units.

- Providing high-quality public realm which will improve 'dwell' time and encourage people to stay, rest, shop, play, eat and drink in the area, including the provision of a Park Pavilion.

- Developing an evening economy through the provision of cafes, bars and restaurants as well as night-time events and activities across the Site but predominantly focussed around the key public spaces, including the Town Square, the southern edge of Canada Water Dock and the Park to create vibrancy and activity across the Development. The Culture Strategy, submitted as part of the planning application, will identify objectives and approaches to boosting the evening and night-time economy.

- Complement and bolster the existing shopping facilities on Lower Road and Albion Street by creating improved linkages into and through the Development, as well as signposting and public realm improvements.

- Embrace emerging retail concepts, including digitally enabled retail and public realm improvements.

7.3.16 The Retail and Leisure Statement concludes that the Development is of an appropriate scale to accommodate the forecast retail floorspace capacity need and available spend within north-east Southwark and will not harm the vitality or viability of competing retail town centres within the borough. In addition, the Development will materially enhance the vitality and viability of the existing parts of the Centre, including Lower Road, by increasing the local catchment, creating increased footfall, better linkages and public realm improvements, which will be delivered in accordance with a strategy to enhance this part of the centre.

7.3.17 The Surrey Quays Shopping Centre has a mix of retail occupiers with various tenancy lengths. The majority of these tenancies have been negotiated over a long period of time and the operators have been made aware by the Applicant of the imminent desire to commence a large-scale regeneration project on the Site. Where there are protected tenancies in existence the options have been served and the case to prove development is progressing through the statutory process in advance of the planning application. Where there are unprotected tenancies, there is a maximum of six months' notice for possession which can be served on a rolling basis. In terms of the Detailed Proposals, other than the existing petrol filling station which is planned to be relocated elsewhere on the Site, there are no existing businesses or retailers on Plots A1, A2 and K1.

7.3.18 In addition to the above, the retail provision results in the following benefits for the Site and wider area:

- High levels of pedestrian movement and activity in all parts of the Development – with associated benefits in terms of safety and commercial viability.

- Strong linkages to the existing shopping parade on Lower Road and improved footfall to increase business for existing retailers and traders.

- The creation of a unique and diverse mix of uses, including the integration of independent and local operators focussing on offering a unique, welcoming and memorable experience for shoppers and visitors.

- Creating a new reputation for Canada Water as a shopping and leisure destination.

- Parking provision commensurate with the Site's position in the retail hierarchy and to support the town centre's vitality and viability.

- The Development will have a positive placemaking impact enhancing the potential for future public and private investment in the centre as it forms part of the wider vision for the Opportunity Area and will act as a catalyst for future development.

- There will be significant employment benefits arising from the Development, with up to an estimated 20,000 people employed on site once the development is completed; this includes retail jobs and those of different skill and qualification levels.

7.3.19 In light of the above, the retail element of the Development is entirely in accordance with the provisions set out in the NPPF, London Plan policies 2.15, 4.7 and 4.8 as well as Core Strategy Strategic Policies 1 and 3 and the objectives of the CWAAP.

Assessment of the Detailed Proposals

7.3.20 As part of the Detailed Proposals, Plots A1 and A2 provide approximately 2,000 sq m GEA of retail (A1-A5) floorspace. Plots A1 and A2 are located within Canada Water Town Centre and they will form the first part of the new High Street on Deal Porter's Way. The retail elements of the Detailed Proposals will enliven the northern part of the new High Street and create active frontages. The retail units will enhance the vitality and viability of the existing centre and is in accordance with the provisions set out in the NPPF, London Plan policies 2.15, 4.7 and 4.8 as well as Core Strategy Strategic Policies 1 and 3 and the objectives of the CWAAP.

Business and Workspace

Policy Context

7.3.21 London Plan Policy 4.2 supports *"mixed use development and redevelopment of office provision to improve London's competitiveness and to address the wider objectives of this Plan, including enhancing its varied attractions for businesses of different types and sizes including small and medium sized enterprises".*

7.3.22 Draft New London Plan Policy E1 supports new office development in Town Centre locations, with good access to public transport.

7.3.23 Core Strategy Policy 10 supports additional business floorspace to help meet general demand for office space in Action Area Cores.

7.3.24 Policy 25 of the CWAAP promotes a business cluster in the Core Area, requiring the provision of around 12,000 sq m of new office and light industrial space (Use Class B1) to meet local office needs and additional space where there is demand from

specific end users. The Site is identified as a key site within which business space will be provided.

Assessment of the Development

7.3.25 The Development comprises up to 320,588 sq m (GEA) of new office (B1) floorspace. (GEA). The majority of the office floorspace will be focussed within the new town centre.

7.3.26 The Development will provide a variety of business units for small, medium and large enterprises, catering to a variety of occupiers. The business floorspace will enhance the vibrancy of the town centre and will contribute to the mix of uses within the Development, supporting the retail, leisure, cultural, community and residential uses.

7.3.27 The London Plan estimates an employment capacity for Canada Water of approximately 2,000 workers. The draft New London Plan significantly increases the employment capacity of Canada Water Opportunity Area, within a minimum of 16,000 new jobs projected. The CWAAP recognises the potential to provide new office floorspace as part of a wider residential and retail/leisure mixed use development and that there is scope for a substantial increase in employment capacity under Policy 25. The Development could provide for an estimated 20,000 people employed on site (depending on the mix of commercial and residential uses that come forward). subject to the mix of uses brought forward as well as other associated roles including estate management, which will significantly contribute to the aims of the New London Plan. The Development is also projected to generate a significant number of construction employment over the build period, including apprenticeships and training.

7.3.28 The Development fully accords with the policy aspirations for Canada Water and will deliver an appropriate mix of uses for its location. The range and quantum of business floorspace is entirely appropriate for its location and will deliver a significant and substantial number of jobs.

7.3.29 British Land have been in discussions with potential commercial occupiers during the design development stage to inform the quantum of office floorspace being sought by the Development Specification and influence the design principles set out in the Design Guidelines. British Land's discussions have been extremely positive given that the Masterplan is at an early stage in the development process and many businesses see the potential of Canada Water as a great working environment which could offer the accessibility, scale and diversity of the best urban centres but with the advantages that many other central locations cannot offer. Discussions with occupiers have provided the Applicant with considerable knowledge to shape the proposals, as well as providing the confidence to support the amount of commercial floorspace being applied for in the Development Specification. Commercial interest in Canada Water is coming from across the business spectrum, from large corporate business to professional consultancies, higher education providers and start-up business, thereby demonstrating the diversity of choice that Canada Water has to offer.

7.3.30 British Land as a land owner and commercial developer recognise that the way in which people work is rapidly changing. The rise of technology has dramatically influenced the way in which people work and has enabled more flexible working practices. International businesses such as Google, Facebook and Amazon recognise that at the heart of any successful business is talent and that in order to attract skilled, talented employees they need to find a competitive advantage to

attract and retain them. It has therefore become increasingly important for employers to offer innovative, uplifting and flexible workspace in a stimulating urban environment. It is widely recognised that urban environments have long been considered as essential for successful commerce and economic growth. The notion that “people go where people are” is never more evident than in the global cities where providing a diversity and choice of culture, entertainment and social activities/uses fosters an inspiring and productive working environment; this is very much at the heart of British Land’s commercial strategy for Canada Water.

7.3.31 Discussions with potential occupiers have highlighted four key factors that influence the attractiveness of an office location:

1. **Accessibility and connectivity**

   Canada Water is an attractive location for new businesses, with good accessibility to the City, Canary Wharf and the West End. The population growth areas are London are all highly accessible to Canada Water, more so than many traditional central London locations. It is evident therefore that any company seeking to attract large numbers of younger employees will considering connectivity to these growth areas when choosing an office location.

2. **The Place and the Scale of Opportunity**

   A key consideration from potential occupiers is whether the Masterplan will create the scale needed to create the “urban buzz” that attracts businesses. The CWAAP and Mayoral Opportunity Area provide the policy support for the creation of a new “urban place” and Major Town centre. The Development will incorporate up to 320,588 sq m of offices and workspace, offering a variety of building types, specification, price points and sizes which will attract business from all sectors of the economy. This, coupled with the diverse mix of retail, leisure and cultural uses will create the opportunity for a stimulating and exciting place to work, visit, stay and live.

3. **Health and Wellbeing**

   Businesses are increasingly cognisant of the importance of the physical and mental health and wellbeing of their workforce. Canada Water has the unique advantage of being supported by significant green and blue infrastructure, located between Southwark Park, Russia Dock Woodland and Canada Water Dock. A key objective of the Development is to promote active and healthy lifestyles which will be achieved through the proposed network of routes and spaces to encourage walking, running and cycling, green links connecting into the existing green spaces and a public realm strategy which seeks to create a safe, inviting and inclusive urban environment for workers to enjoy and spend time in.

4. **Inspiring workspaces**

   British Land is strongly committed to providing high-quality, innovative and flexible workspaces which are attractive to a range of occupiers. The commitment to high-quality workspace is evidenced by the detailed

proposals for Plots A1 and A2, which have been designed flexibility to cater for small and large businesses to suit occupier demand.

7.3.32 In light of the above, the Canada Water Masterplan will:

- Provide London with a dynamic and vibrant major mixed use urban centre,
- Deliver a range of workspaces to support businesses of different sizes, sectors and stages of development,
- Ensure the creation of a thriving local economy where different businesses complement each other and work together,
- Use British Land's new Storey workspace concept which offers flexible workspace and co-working space to support and nurture businesses and entrepreneurs – including new businesses and start-ups,
- Offer a range of lease terms - including turnover rents.

7.3.33 As one to the largest workspace and retail landlords in London, British Land recognises that the success of start-up businesses is related to more than just the rent they have to pay. As such, British Land are trialling a range of employment and business initiatives at Canada Water via Tree Shepherd and GoodPeople to support and mentor new businesses to build their capacity to flourish. British Land are also active on the Southwark Chamber of Commerce and are looking to ensure existing local businesses in the Canada Water area benefit from the opportunities arising from the Development.

7.3.34 British Land is confident that the Canada Water Masterplan has the potential to support a new, leading business cluster in London which can support a diverse, creative and varied workforce and to help deliver the Council and GLA aspirations for the Opportunity Area and wider London.

7.3.35 Further, British Land's strategy aligns with the Mayor's draft Economic Development Strategy (September 2017) which seeks to promote London as the world's greatest city for business and continue to offer London as the most competitive business in the world by fostering productivity and innovation as well as remaining open to the most talented workers from across the globe. British Land are in advanced discussions with a range of potential occupiers across many of the sectors listed in the Mayors Economic Development Strategy - including: advanced urban sciences, academic, cultural, creative and digital. These major enquiries demonstrate that Canada Water Masterplan has the ability to attract interest from all sectors and will reinforce London's status as a global hub for business.

7.3.36 The provision of workspace within the Development will contribute to achieving British Land's aspiration for Canada Water as a "place to work", as set out in the Social Regeneration Charter. The Charter priorities are to support local people to access quality employment opportunities, enable a varied retail and workspace mix, reflecting local diversity and support local businesses, existing and new. This will be achieved by providing a significant amount of retail and workspace, and through the proposed development of bespoke strategies and action plans to deliver on these priorities, aiming to maximise the local benefit of the opportunities the masterplan will create.

7.3.37 In short, the proposed office provision is fully in accordance with the relevant development plan policies including London Plan Policy 4.2, Core Strategy Policy 10 and CWAAP Policy 25.

Assessment of the Detailed Proposals

7.3.38 The Detailed Proposals will provide 38,088 sq m (GEA) of B1 office floorspace. Plots A1 and A2 are currently surface car park and therefore do not generate any employment opportunities at present. The provision of 38,088 sq m of employment floorspace will therefore represent a significant increase the number of jobs on site. The office floorplates have been designed flexibly and can be easily adapted to cater for a range of tenants, including smaller and medium sized businesses.

7.3.39 The Detailed Proposals are fully in accordance with London Plan Policy 4.2, Core Strategy Policy 10 and CWAAP Policy 25.

Community, Leisure and Cultural Use

This section should be read in conjunction with the Cultural Strategy prepared by Graham Devlin Associates.

Policy Context

7.3.40 London Plan Policy 3.16 supports development proposals which provide high quality social infrastructure in light of local and strategic social infrastructure needs assessments.

7.3.41 London Plan Policy 4.6 supports London's diverse range of arts, cultural, professional sporting and entertainment enterprises and the cultural, social and economic benefits that they offer to its residents, workers and visitors. Developments should address deficiencies in facilities and provide a cultural focus to foster more sustainable local communities.

7.3.42 Draft New London Plan Policy HC5 seeks to ensure that "Opportunity Areas and large-scale mixed-use developments include new cultural venues and/or facilities and spaces for outdoor cultural events".

7.3.43 Policy 1.7 of Southwark's Saved Local Plan notes that Canada Water has capacity for growth in the leisure sector and Policy 2.2 supports new community facilities to serve all members of the community, where there would be no detrimental impact to neighbouring amenity.

7.3.44 Policy 11 of the CWAAP supports additional leisure and entertainment facilities in the town centre, whilst Policy 13 seeks to strengthen arts, cultural and tourism facilities including by providing new hotel bed spaces in the town centre.

7.3.45 Policy 11 of the CWAAP establishes a requirement to re-provide the Surrey Quays Leisure Park leisure and entertainment floorspace and the existing cinema. Policy 11 requires that a cinema of a similar size to the existing cinema is re-provided within the town centre.

Assessment of the Development

7.3.46 The Development comprises a maximum of 51,500 sqm (GEA) of leisure and cultural uses (D2 Use Class) which are envisaged to be distributed across the site. This floorspace includes provision for a new cinema as well as the new leisure centre as part of the Detailed Proposals. Leisure floorspace will be focussed along the southern Dock Edge and Central Cluster. The Development also comprises a maximum of 45,650 sqm (GEA) of community uses (D1 Use Class).

7.3.47 The precise mix of, and range of community, leisure and cultural uses to come forward within the Site will be informed by on-going discussions with the Council, stakeholders and the general public. It is anticipated that uses could include Crèches, day nurseries, a sixth form and a Health Centre as set out in the Development Specification.

7.3.48 A central aim of the Development is to create a new sustainable and vibrant place that includes a range of uses that draws people to the Site and surrounding area and which caters for the existing and future residents, workers and visitors of the Development and the surrounding area.

7.3.49 The CWAAP identifies the town centre of which the Site is the principal part, as being suitable for a range of town centre uses, including D class uses whereby the range and distribution of uses should contribute to Canada Water's status as a Major Town Centre.

7.3.50 The Cultural Strategy submitted as part of the application provides a vision and framework for cultural development and activities as part of the Development. The Strategy explores how the public realm, arts and entertainment events, community events and celebrations, heritage projects as well as talent attraction and retention can all contribute to the cultural offer of Canada Water. The preparation of the Cultural Strategy for Canada Water has taken into consideration the Mayor's draft Culture Strategy (March 2018) which sets out the Mayor's strategy for supporting, saving and sustaining cultural places and spaces.

7.3.51 The Social Regeneration Charter includes a focus on creating a "place to learn and grow". The measures to achieve this will include strengthening and connecting local education, as well as promoting future skills, growth and training. British Land will work with various stakeholders including Southwark Council, other developers, education and training providers and the local community to meet this objective, including the development of more detailed strategies and action plans [post planning/by phase]. In summary, the Development will accord with policies 3.16 and 4.6 of the London Plan, saved policies 1.7 and 2.2 of Southwark's Local Plan and policy 11 of the CWAAP.

Assessment of the Detailed Proposals

7.3.52 The Detailed Proposals include a new leisure centre on Plot A2. It is anticipated that this leisure centre will be operated by Southwark Council as a replacement to the Seven Islands Leisure Centre.

7.3.53 The Detailed Proposals fully accord with London Plan Policy 3.16, Southwark Saved Local Plan Policies 1.7 and 2.2 and CWAAP Policy 11.

Residential

Please refer to the Housing Statement, prepared by Quod, for a full assessment of the residential element of the Development.

Policy Context

7.3.54 The NPPF seeks to significantly boost the supply of housing. Paragraph 49 states that housing applications should be considered in the context of the presumption in favour of sustainable development.

7.3.55 Paragraph 123 (c) of the emerging draft revised NPPF states that local planning authorities should refuse applications which they consider fail to make efficient use of land and when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site.

7.3.56 London Plan Policy 3.3 recognises the pressing need for more homes in London and Policy 3.4 states that "taking into account local context and character, the design principles in Chapter 7 and public transport capacity, development should optimise housing output for different types of location within the relevant density range…"

7.3.57 Table 3.1 of the London Plan sets out annual monitoring housing targets by borough, with Southwark required to provide 2,736 new homes per annum up to 2025.

7.3.58 Table 4.1 of the draft New London Plan sets an annualised average target for Southwark of 2,554 between 2019/20 and 2028/29 and directs housing delivery to sites with PTALs 3-6 or which are located within 800m of a Tube station, rail station or town centre boundary as well as mixed-use redevelopment of car parks and low-density retail parks.

7.3.59 London Plan Policy 3.8 seeks to ensure that "new developments offer a range of housing choices, in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups and the changing roles of different sectors in meeting these."

7.3.60 Draft New London Plan Policy SD6 (Part 5) states that "the particular suitability of town centres for smaller households, Build to Rent, older people's housing and student accommodation should be considered and encouraged".

7.3.61 Draft New London Plan Policy H12 states that appropriate mix of unit sizes should be determined based on a number of factors including the mix of uses in the schemes, the aim to optimise housing potential on sites, the nature and location of the site and the role of one and two bed units in freeing up family housing. The Policy notes that a higher proportion of one and two beds is generally more appropriate in more central or urban locations and boroughs should not prescribe dwelling size mix requirements (in terms of number of bedrooms) for market and intermediate homes.

7.3.62 Southwark Council's Core Strategy Policy 5 sets a target of 2,500 net new homes in the Canada Water Action Area. Strategic Policy 7 requires new developments to provide at least 60% 2 or more bedrooms with at least 20% of these with 3, 4 or 5 bedroom homes. Policy 7 also sets a maximum of 5% studio units and only for private housing.

Assessment of the Development

7.3.63 The Site is located within the Canada Water Opportunity Area and the Canada Water Housing Zone and the provision of significant new housing as part of the Development is therefore supported by planning policy at all levels.

7.3.64 The Development will comprise up to 367,828 sq m (GEA) of residential floorspace. It is envisaged that this could accommodate approximately 3,000 residential units. This will be dependent on scheme viability, grant availability as well as the mix of uses, the level of student housing and assisted living that could be provided and the precise mix of unit sizes. The Applicant is committing to a minimum of 1,500 residential units (including affordable housing) in order to ensure policy objectives for the Site are met.

7.3.65 There is currently no housing on the Site and the Development therefore represents a significant increase in the number of new homes, in accordance with the strategic policies for Canada Water set out in Policy 21 of the CWAAP and the emerging New Southwark Plan (specifically NSP82).

7.3.66 The precise mix, tenures and typologies of the housing units for the Outline Proposals is not set at this stage; however, the Development Specification provides maximum parameters against which the Outline Proposals can be assessed. In line with emerging London Plan policy and given the lifespan of the Development, it would not be appropriate to set a prescriptive unit size mix for new homes within the Development. Instead, the Development should have the ability to respond to market demand and identified local need, with details of housing mix to come forward at Reserved Matters Stage.

7.3.67 The Social Regeneration Charter seeks to support access to a diverse housing mix, as part of creating a “place to belong” and British Land will enable a variety of choice by providing a range of housing types, tenures, price points and sizes to ensure a truly mixed and balanced community catering for all incomes and life stages.

7.3.68 In addition to the above, the Applicant is proposing to provide a Local Lettings Plan, with the aim of allowing people that live locally to have priority access to a number of new properties. Details of the Local Lettings Plan will be discussed with Southwark Council and secured through the Section 106 Agreement.

7.3.69 Housing delivery is one of the most important benefits of the Development and will play a crucial role in meeting the regional and borough-wide housing targets which can only be brought forward through the comprehensive redevelopment of the Site.

7.3.70 In accordance with policy at all levels the Development will achieve the following objectives:

- The Development will provide a significant level of new housing in an area with good public transport accessibility, in accordance with London Plan Policies 3.3 and 3.4 and Core Strategy Strategic Policy 5.
- Provide a diverse range of housing types and products to cater for a wide range of life stages and incomes.
- The Development optimises the potential of the Site to provide the maximum number of residential units, in line with the Site’s status as an Opportunity

Area and Housing Zone, thereby achieving the Mayor and Council's strategic housing objectives for the Site.

- Providing a balanced and integrated mix of new homes to support a mixed and balanced community. The Development will make a significant contribution to family housing, in accordance with London Plan Policy 3.8 and Core Strategy Strategic Policy 7.

- Maximising the amount of affordable housing provision, subject to viability, grant availability and prevailing planning policy at the time of each reserved matters application.

- Designing new homes to the highest quality, meeting policy standards and securing quality of accommodation through the Design Guidelines for approval. The Design Guidelines secure high-quality housing standards and stipulate that all new residential units be designed to the minimum standards of the London Plan and the Southwark Residential Design Standards SPD. A minimum of ten per cent of the dwellings will be wheelchair accessible, in accordance with London Plan Policy 3.8 and Southwark's Residential Design Standards SPD.

7.3.71 The Development therefore complies with the NPPF, London Plan policies 3.3 and 3.8 and Southwark Core Strategy Policy 5.

Assessment of the Detailed Proposals

7.3.72 The Detailed Proposals will provide 270 new residential units. Plot K1 provides solely residential use, with a focus on delivering family housing which is appropriate and desirable given the location of the Plot adjacent to Russia Dock Woodland and other new residential schemes along Quebec Way.

7.3.73 Plot A1 will provide a mix of residential along with office, retail and leisure floorspace, which is in accordance with the Site's town centre status. Smaller units are provided in Plot A1 which is considered appropriate given the building typology and tenures and its town centre location adjacent to Canada Water Station.

7.3.74 Section 4.3 of this Statement sets out the amount and mix of proposed residential units for the Detailed Proposals, located within Plots A1 and K1. Across the Detailed Plots, 4% of new homes will be studios, 38% are 1-bedroom units, 39% are 2-bedroom units and 19% are 3-bedroom units. In accordance with Policy 7 of Southwark's Core Strategy, almost 20% of the proposed units are family units and almost 60% are 2+ bedroom units.

7.3.75 In conclusion, the Detailed Proposals comply with the NPPF, London Plan policies 3.3 and 3.8 and Southwark Core Strategy Policy 5.

Affordable Housing

Please refer to the Housing Statement, prepared by Quod and which includes the Financial Viability Assessment, for a full assessment of the residential element of the Development including affordable housing.

Policy Context

7.3.76 The NPPF requires that where Local Planning Authorities identify a need for affordable housing, LPA's should "set policies for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities".

7.3.77 London Plan Policy 3.8 states that "Londoners should have a genuine choice of homes that they can afford and which meet their requirements for different sizes and types of dwellings in the highest quality environments".

7.3.78 Policy 3.11 further states that the Mayor will seek to maximise affordable housing provision and ensure that an average of at least 17,000 more affordable homes per year in London over the term of this Plan.

7.3.79 London Plan Policy 3.12 requires the maximum reasonable amount of affordable housing, taking into account a scheme's individual circumstances including development viability, the availability of public subsidy, the implications of phased development and other scheme requirements.

7.3.80 Draft New London Plan sets out a strategic need for approximately 43,500 affordable homes per year.

7.3.81 The Mayor's Affordable Housing and Viability SPG identifies that Opportunity Areas are a key source of housing for London, with the potential to create fundamentally new places and communities due to the scale of development (paragraph 2.80).

7.3.82 Paragraph 2.80 also identifies that Opportunity Areas are complex to bring forward and often require significant investment in infrastructure. Against this backdrop of creating new places and infrastructure requirements, paragraph 2.84 notes that LPAs may also consider a local approach in terms of housing mix and tenure through the plan process.

7.3.83 Paragraph 2.84 of the SPG threshold approach will apply in Opportunity Areas, Housing Zones and for industrial land where a local approach has not been progressed.

7.3.84 The SPG introduces a threshold approach to affordable housing, comprising two 'routes' with one comprising a 'fast track' for qualifying schemes:

- 'Fast Track Route': for applications that meet or exceed the 35% threshold along with all other specified criteria; and
- 'Viability Tested Route'; for applications that do not meet the 35% threshold.

7.3.85 The SPG also sets out the Mayor's approach to transparency of information and states that the Mayor will treat information submitted as part of, and in support of, a viability assessment transparently.

7.3.86 Strategic Policy 6 of the Core Strategy targets a minimum provision of 8,558 net affordable housing units between 2011 and 2026, with a minimum of 875 affordable housing units in Canada Water Action Area between 2011 and 2026. Policy 22 of the CWAAP expands further on this, requiring a minimum of 1,000 new affordable homes between 2011-2026 in AAP area.

7.3.87 Emerging New Southwark Plan Policy SP1 sets a target to build 11,000 new council homes by 2043.

7.3.88 Strategic Policy 6 requires developments to provide as much affordable housing as is financially viable.

Assessment of the Development

7.3.89 In line with planning policy at all levels, the Development proposes a diverse mix of types and tenure of homes, to meet a range of needs in the local area. As the Development will take place over a 15-year period, planning policy, availability of grant and market circumstances will be subject to change. Therefore, affordable housing for future phases as part of the Outline Proposals will be determined through reviews at the point that each residential reserved matters application is submitted. This results in the maximum amount of affordable housing being provided for each residential phase as it comes forward. Mechanisms to secure the delivery of affordable housing alongside the delivery of market housing will be secured within the Section 106 Agreement.

7.3.90 The Development will deliver a range of affordable housing products including social rented and intermediate housing. The affordable housing will be 'tenure blind', meaning that there will be no outward difference between market and affordable units and will be distributed throughout the residential areas within the Development and throughout the phases of delivery.

7.3.91 The approach taken in seeking to deliver the maximum amount of affordable housing, subject to viability, on the Site fully accords with London Plan Policy 3.12, the GLA's Affordable Housing and Viability SPG and Core Strategy Strategic Policy 6.

Assessment of the Detailed Proposals

7.3.92 Turning to the Detailed Proposals specifically, combined they will provide 270 new residential units. Subject to grant funding, this comprises a minimum of 35% affordable housing (using the adopted Southwark measure) and up to 40% affordable housing (using the adopted GLA measure). This fully accords with London Plan Policy 3.12 and Core Strategy Strategic Policy 6.

Student Housing

Policy Context

7.3.93 Core Strategy Policy 8 supports student homes within the town centres, and places with good access to public transport services, providing that these do not harm the local character.

7.3.94 The CWAAP notes that student housing is an appropriate use in the town centre which can help support town centre activities and establish an urban character.

7.3.95 CWAAP Policy 30 states that proposals for new student housing developments will be supported where they form part of mixed use schemes. Large student housing developments in the core area will be supported, provided that the development:

- Is part of a campus development which also provides a significant amount of teaching and/or research facilities and supporting infrastructure or is linked to a campus by good public transport services.
- Is part of a mixed and inclusive community.
- Includes a range of student housing types such as cluster flats, studio flats and accommodation for couples, families and staff.
- Is accompanied by a satisfactory student management plan.

Assessment of the Development

7.3.96 The Outline Proposals could provide up to 50,300 sq m GEA of student accommodation depending on ongoing and future discussions with higher education providers.

7.3.97 The principle of student housing is supported on this Site, given its town centre location and subject to the requirements of CWAAP Policy 30 being addressed as future phases are developed.

Assessment of the Detailed Proposals

7.3.98 The Detailed Proposals do not include any student accommodation and these polices are therefore not relevant in the assessment of the Detailed Proposals.

Assisted Living

Policy Context

7.3.99 London Plan Policy 3.8 requires planning decisions to take account of *the "changing age structure of London's population and, in particular, the varied needs of older Londoners, including for supported and affordable provision".*

7.3.100 Emerging New Southwark Plan Policy P5 states that development of new specialist housing for older people should provide excellent accessibility and amenity for residents and be located in areas suitable for older people which have good access to local goods and services and should be located in, or close to, town centres.

Assessment of the Development

7.3.101 The Outline Proposals could provide up to 35,700 sq m GEA of assisted living for elderly people. The assisted living units would be in a town centre location, with excellent public transport accessibility and close to amenities for elderly residents. The assisted units would be designed to the highest standards and would provide communal amenity facilities for residents, this would be secured as part of future Reserved Matters Applications.

7.3.102 The Development therefore accords with London Plan Policy 3.8.

Assessment of the Detailed Proposals

7.3.103 The Detailed Proposals do not include any assisted living units and these polices are therefore not relevant in the assessment of the Detailed Proposals.

7.4 DESIGN

This chapter should be read in conjunction with the Design Guidelines prepared by Allies and Morrison Architects and Volumes I-VI of the Design and Access Statement prepared by Allies and Morrison Architects, Duggan Morris Architects and Townshend Landscape Architects.

Policy Context

7.4.1 Section 7 of the NPPF *"attaches great importance to the design of the built environment"* and identifies good design as a key aspect of sustainable development

7.4.2 The NPPF considers that *"Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people". It goes on to say that "it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes".*

7.4.3 The NPPF further states that *"in determining applications, great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area".*

7.4.4 Paragraph 60 of the NPPF asserts that *"Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness".*

7.4.5 The London Plan promotes development of the highest architectural quality. Chapter 7 focuses on policies relating to the built environment, both the historic built environment and new development. Of particular relevance are policies 7.1 (Lifetime neighbourhoods), 7.2 (an inclusive environment) which promotes the highest standards of accessible and inclusive design, 7.3 (designing out crime) and policies 7.4 (Local Character) and 7.5 (Public Realm), which require development to respect and respond to local character and protect public realm. Policy 7.6 (Architecture) makes provision for the highest architectural quality (7.6Ba) and requires that architecture should make a positive contribution to the city (7.6A). Policy 5.10 (Urban Greening) and 5.11 (Green Roofs and Development Site Environs), encourage planting and the incorporation of green measures into proposals.

7.4.6 Specifically, London Plan Policy 7.6 requires buildings and structures to be of the highest architectural quality. The policy sets out design principles, which include providing high quality indoor and outdoor spaces and integrating well with the surrounding streets and open spaces.

7.4.7 London Plan Policy 7.7 requires that tall buildings relate well to the form, proportion, composition, scale and character of surrounding buildings, urban grain and public realm (including landscape features), particularly at street level and they should make a significant contribution to local regeneration. Policy 7.7 further states that tall buildings should not impact on local or strategic views adversely.

7.4.8 Core Strategy Policy 12 requires developments to reach the highest possible standards of design for buildings and public spaces to help create attractive and distinctive places.

7.4.9 Saved Southwark Plan Policy 3.13 requires developments to consider height, scale and massing of buildings, urban structure, space and movement, townscape, local character and context, site layout, streetscape, landscaping and inclusive design.

7.4.10 Saved Southwark Plan Policy 3.12 *"requires Developments to achieve a high quality of both architectural and urban design, enhancing the quality of the built environment in order to create attractive, high amenity environments people will choose to live in, work in and visit".*

7.4.11 Saved Southwark Plan Policy 3.20 requires tall buildings to be located at a point of landmark significance and states that they should contribute positively to the London skyline as a whole, consolidating a cluster within that skyline or providing key focus within views.

7.4.12 Policy 17 of the CWAAP that all tall buildings over 30 metres must have due regard to the London View Management Framework (LVMF), including the strategic views of St Paul's Cathedral from Greenwich and Blackheath and river prospect views from London Bridge.

Assessment of the Development

7.4.13 This analysis should be read in conjunction with a number of other application documents, of which the principal documents are listed below:

- Outline Proposals
    - Parameter Plans
    - Design Guidelines: Volume I (Masterplan) and Volume II (Masterplan Public Realm)
    - Design and Access Statement: Volume I (Masterplan) and Volume II (Masterplan Public Realm)
    - Environmental Statement Volume II: Townscape, Visual and Built Heritage Assessment.
- Detailed Proposals
    - Proposed plans and elevations
    - Volumes III, IV, V and VI of the Design and Access Statement

7.4.14 These documents provide a detailed analysis of the design principles of the Development and justify the proposals against planning policy.

7.4.15 Achieving high quality urban design is an overarching planning objective. The importance of place making has been a key driver of the design philosophy for the Canada Water Masterplan. The Development has been the subject of extensive pre-application discussions with the Council's Planning and Design Officers and has been

reviewed on four separate occasions by the Council/CABE Design Review Panel as well as the GLA's Inclusive Design and Access Panel. This review process has resulted in numerous and significant changes to the Canada Water Masterplan. These are detailed in Section 3.3 of the Design and Access Statement (Volume I Masterplan).

7.4.16 There are a number of fundamental design principles that have underpinned the Development, which are explored in detail in the Design and Access Statement and have been used to inform the parameters set by the Design Guidelines which is submitted for approval. The guiding principles are summarised below:

- **Unique and Memorable:** With a tapestry of different character areas that build on the site's rich context and history;
- **Connected and permeable:** With a legible network of streets and spaces that ties together surrounding networks;
- **Sustainable and healthy:** spaces that prioritise active leisure, walking and cycling to support and promote healthy lifestyles;
- **Diverse and vibrant:** with a range of different environments for people of all ages and backgrounds to live, work, learn and play;
- **Contextual and responsive:** with appropriate and well-considered opportunities for growth;
- **Enduring and adaptable:** with long-lasting spaces and buildings that allow for growth and change.

7.4.17 The Development has been designed as a framework with three specific character areas. These character areas have been established to develop a hierarchy of places and spaces as well as create a series of specific design relationships to the plots and their edges. This approach maintains flexibility and opportunities for design development at later stages.

7.4.18 The character areas are described in detail in Section 4 of the Design and Access Statement. The three character areas are:

- The Town Centre
- The Central Cluster
- The Park Neighbourhood

The Town Centre

7.4.19 The Town Centre is framed between the two historic water bodies of Canada Water and Greenland Dock and creates a retail destination at the heart of the Rotherhithe and Surrey Docks. The Town Centre transitions in scale from the new London High Street along Deal Porters Way which will be lined with larger retailers, High Street brands and chains to the more intimate, informal and narrow network of streets, known as the "Cuts". The Cuts will provide opportunity for smaller independent retailers, boutiques and food and beverage operators. The Cuts will be characterised

by enduring, warehouse-style architecture with linking elements such as high-level bridges creating a strong sense of character. The key public spaces of the Dock and the Town Square provide places to sit, eat, rest and play. The Dock will provide an opportunity for people to interact with the wetland habitat through the creation of a new boardwalk along the western edge and stepped seating along the southern edge. A Landmark building on the southern Dock Edge will engender a sense of place and arrival. The Town Centre will be a centre for social gathering and activity, lined with cafés, bars and restaurants and containing a flexible space events space for a programme of outdoor events and activities. The whole development and the town centre events programmes will be managed by British Land's subsidiary management company, Broadgate Estates.

The Central Cluster

7.4.20 The Central Cluster is a transition zone that links the Town Centre with the Park Neighbourhood. The Central Cluster introduces a new tall building cluster and will contain the relocated Tesco superstore as well as basement town centre car parking. Dissecting the Central Cluster is Park Walk, the spine of the Development. This wide pedestrian boulevard links Southwark Park and Russia Dock Woodland and will be characterised by pocket spaces and raised beds, with integrated seating, seasonal planting and playable landscape features for all ages. Surrey Quays Road is the main vehicular route within the Development and will be defined by the curvilinear form of the existing street, which is being maintained as part of the proposals.

The Park Neighbourhood

7.4.21 The Park Neighbourhood is the residential focus of the Development, with walkable, playable residential streets defining much of the character of this area. The Development has been carefully designed to respond to the existing context along Redriff Road and Quebec Way by creating a dense and well-defined urban fabric, stitching existing and new routes together and connecting surrounding communities. The Park is the focus of the Neighbourhood, consisting of lawns, mounds, gardens, playgrounds, kiosks and community hubs, supported by cafes and restaurants around the green to create a more local destination. The Park will be surrounded by a mix of uses, including workspace and residential. The Printworks site which frames the northern edge of the Park has the potential to be reimagined either through its retention and reuse or its redevelopment.

Assessment of the Development

7.4.22 The design of the Development and the resulting maximum parameters are the result of extensive review and refinement having been well considered and developed over a number of years, in consultation with Southwark Council, the GLA, the local community and other relevant stakeholders. The Development relates well to the Site's existing context and the overarching ambitions for the wider opportunity area. It is considered to accord with planning policy for the following reasons:

- The Development is legible, permeable and strongly connected to the surrounding context and wider area.

- It has been designed to an appropriate scale and density for its location and in the context of the policy drivers for the Site, including the Major Town Centre, Opportunity Area and Housing Zone designations.

- The Development will create a genuinely mixed- use, major town centre and neighbourhood, with a range of uses proposed to support a successful, safe and vibrant place.
- The Design Guidelines secure a clear hierarchy of high quality public realm, focussed on three principal public spaces: the Town Square, the Park and the Dock which will create a regional and local destination.
- It will create a network of safe and navigable pedestrian and cycle routes.
- It will provide significant new areas of public open space with green amenity for all to enjoy, joined by green and linkages and routes
- Responding sensitively to and enhancing the existing natural and built context and the existing heritage assets and their settings.
- The sensitive siting of land uses across the Site, with particular regard to their impact on neighbouring residential communities.
- Delivering a sustainable masterplan which encourages healthy and active lifestyles.
- Delivering varied building typologies and responding to tall building opportunities as well as having regard to the LVMF viewing corridor.
- Securing the highest quality of design through the Design Guidelines.
- Creating strong entrance and access points into the Site and new vistas and views.
- Setting an overall framework for development and design to be delivered through a phased approach, ensuring the long-term aims and policy objectives for the Site can be realised.

7.4.23 In addition to the above, the design of the public realm and the built environment will contribute towards social regeneration creating a “place to belong”, which is one of the four focus areas of the Social Regeneration Charter. A key aspiration of the design of the Development is to create places which encourage social interaction and cohesion, both to the benefit of the existing community and future residents, workers and visitors, aiming to ensure that over time they become indistinguishable from one another. Moreover, improving connectivity and linkages as part of the street network as well as curating a programme of activities and events within the key public spaces to promote activity and vibrancy, thereby creating “a place to be happy and healthy”, another focus area of the Charter.

Assessment of the Outline Proposals

7.4.24 The Design Guidelines (which also include a specific Tall Buildings Chapter) contain the key guiding principles for the Outline Proposals and a series of site-wide, individual plot, and tall buildings design guidelines. The Design Guidelines will instruct the future physical development of the Site when determined through subsequent reserved matters applications.

7.4.25 The Design and Access Statement (Volume I Masterplan) explains the principles which underpin the Design Guidelines and provides more detail about the types of places that will be created. The Design and Access Statement also describes and explores the Illustrative Masterplan, which represents one way in which the Development could come forward within the parameters set by the three control documents, the Development Specification, the Parameter Plans and the Design Guidelines. The role of the Illustrative Masterplan throughout the pre-application period has been as a vehicle for continual testing and seeking to reach consensus with stakeholders, whilst directly informing the Design Guidelines. The Illustrative Masterplan has been shaped and adjusted to reflect feedback received during the consultation process.

7.4.26 Section 5.9 of the Tall Buildings Chapter in the Design and Access Statement provides a detailed assessment matrix of the proposals against tall building criteria set out under regional and local policy.

7.4.27 The Outline Proposals will deliver high quality design with exemplary place-making governed by adherence to the Design Guidelines which are submitted for approval. The Development will accord with the Section 7 of the NPPF, Chapter 7 of the London Plan, Southwark Core Strategy policy 12 and Southwark Plan saved policies 13.2 and 13.3 which all seek to secure good design.

Assessment of the Detailed Proposals

Plot A1

7.4.28 At the corner of the new High Street, Deal Porters Way, and Surrey Quays Road, Plot A1 has an important role in mediating between the small grain of existing buildings and the larger scale of the proposed blocks forming the Development. To achieve a transition between these two scales, the Plot is broken down into a family of buildings, with a smaller scale facing the west and south, and a larger frontage facing the new High Street and Canada Water Dock. Roof tops are set back, respecting the scale of the adjacent buildings, in particular the Grade II Listed Dock Office.

7.4.29 Plot A1 proposes to create a building both prominent in its local context and within the wider London skyline. The mixed-use development will offer residential accommodation within three articulated ‘towers’ designed to be at different heights to further emphasise the impression of a family of individual, yet complementary, buildings. Lower levels will offer flexible, accessible and adaptable workspace with good levels of natural light and access to external terraces. Retail frontage is maximised at ground floor to activate a dynamic public realm and form the first part of the emerging High Street.

7.4.30 Plot A1 forms part of an existing tall building cluster and its height is considered appropriate given prevailing planning policy and its proximity to a transport hub at Canada Water Station, its adjacency to a key public space, the Canada Water Dock, and the neighbouring taller buildings which form part of the existing context. Materials and details have been carefully chosen to reflect the local context but have been interpreted to form a distinctly new aesthetic.

7.4.31 Part of the plot lies within the LVMF viewing corridor and the heights of these parts of the building have been set below the 30m AOD height to avoid any obstruction to the viewing corridor.

7.4.32 The relationship between the clock tower of the listed former Dock Offices and Plot A1 was a key design driver throughout the design process, and great care was taken to ensure that the profile of the clock tower remains a distinctive townscape element. Whilst Plot A1 is taller than the clock tower, it is set back on Deal Porters Way which not only allows for the retention of the existing street trees, another important townscape feature, but it also allows for the profile of the clock tower to remain the visual focus. The heights of the shoulder buildings of Plot A1 were also considered in relation to the heights of the Dock Offices, acting as mediation between the scales of the Dock Offices and the tower element of Plot A1, visually separating them, to enable the clock tower to be clearly distinguished. Beyond the clock tower, the relationship to the adjacent residential properties has also been a consideration, with the taller element anchored on the corner of the High Street, at a further distance from these properties. The stepping down of the office blocks provide a transition in scale, aiming to address some of the concerns raised.

Plot A2

7.4.33 The design concept for Plot A2 is that of a “modern warehouse”. Taking inspiration from the historic deal sheds of its dockside setting, the striking, functional and repetitive form of the deal sheds which has strongly influenced the approach to facade composition, materials and detailing.

7.4.34 Influenced by the heritage of the area, a simple palette of materials echoes the industrial language which were inherent to the large deal timber sheds that previously occupied the area. The design seeks to create a high quality, simple and robust structure where the component parts work hard to provide benefits to the architecture and surrounding public realm.

7.4.35 The building is six storeys to Canada Water Dock and 4 storeys to the rear; the rear block has a stepped rear elevation to Hothfield Place, to minimise overlooking and to reduce daylight/sunlight impacts. The relationship of the building to its neighbours on Hothfield Place has been a key design driver and an important consideration in developing the massing for the building. The design of Plot A2 has been an iterative process, with a number of massing studies undertaken to optimise daylight/sunlight and respond to comments from stakeholders. To address overlooking issues, the massing of the rear building has evolved to create a series of stepped inaccessible planted terraces to help prevent overlooking of adjacent residences. The appearance of the building has developed to create opportunities to integrate planting into the design, resulting in a softer building edge and the planting will be secured in the form of a Landscaping Management Plan.

Plot K1

7.4.36 Plot K1 is a masonry building, influenced by the historical and contemporary context of the area which relies heavily on brick as the predominant building material.. Visual interest and differentiation is subtly achieved through a careful approach to detailing and use of material, openings, string courses and balconies. The two main entrances have balconies above; an architectural device which both relieves the frontage and provides a hierarchy to the entrance. The street elevations are robust and masonry with lighter, colonnaded bays to the inner courtyard. All the flats are dual aspect, with private and communal amenity space.

7.4.37 The building is six storeys at its maximum height, reflecting the heights of the recent adjacent developments but steps down to five storeys towards Russia Dock Woodland, creating a contextual response to the surrounding natural environment and ensuring that it is not visible from the main grassed space of Russia Dock Woodland.

Density of the Development

Policy Context

7.4.38 Paragraph 122 of the draft revised NPPF requires planning policies and decisions to support development that makes efficient use of land, taking into account the identified need for housing, local market conditions and viability, the availability and capacity of infrastructure and services, the desirability for promoting regeneration and change and the importance of well-designed, attractive places.

7.4.39 Policy 3.4 of the London Plan states that development should optimise housing output for different types of location within the relevant density range shown in Table 3.2.

7.4.40 The Site is located within a 'central' setting. The notes to London Plan Table 3.2 define 'central' as: "areas with very dense development, a mix of different uses, large building footprints and typically buildings of four to six storeys, located within 800 metres walking distance of an International, Metropolitan or Major town centre".

7.4.41 Table 3.2 sets a density range of 650-1100 habitable rooms per hectare for central sites with a PTAL of 4-6. This is consistent with the draft Southwark Plan.

7.4.42 Whilst the CWAAP Policy 24 sets a density range of 200-700 habitable rooms per hectare for developments in the core area this is increased in the draft new Southwark Plan to be consistent with the adopted London Plan with densities within the Core Area of up to 1,100 habitable rooms per hectare.

7.4.43 Emerging London Plan Policy D6 removes the density matrix and requires development proposals to make the most efficient use of land and be developed at the optimum density. The optimum density of a development should result from a design-led approach to determine the capacity of the site. Particular consideration should be given to: the site context, its connectivity and accessibility by walking and cycling, and existing and planned public transport (including PTAL) and the capacity of surrounding infrastructure. The Policy goes on to state that proposed residential development that does not demonstrably optimise the housing density of the site in accordance with this policy should be refused.

Assessment of the Development

7.4.44 Adopting the Southwark measure for density of mixed-use schemes, the Illustrative Masterplan would deliver a density of 917 habitable rooms/hectare. This density level is within the range of the London Plan density matrix and emerging Southwark Plan and is considered appropriate given the site's central location, its high level of accessibility and the exemplary quality of design. Whilst the density level exceeds the density range set out in the CWAAP, Policy 24 of the CWAAP allows development to exceed the density range where development has an exemplary design standard. The 2015 CWAAP does not reflect emerging guidance in the draft Southwark Plan or adopted guidance in the London Plan. The quality of design is secured through the

Design Guidelines for the Outline Proposals and is demonstrated in the Design and Access Statements for the Detailed Proposals.

7.4.45 It is therefore considered that the Development accords with Policy 3.4 of the London Plan, Policy 24 of the CWAAP and emerging Southwark Plan and draft London Plan policies.

Residential Design Quality

Policy Context

7.4.46 London Plan 3.5 requires housing development to be of highest quality internally, externally and in relation to their context and to the wider environment, taking into account the strategic policies in this plan to protect and enhance London's residential environment and attractiveness as a place to live. Table 3.3 of the London Plan sets out the minimum dwelling space standards.

7.4.47 The supporting text of Southwark's Core Strategy Strategic Policy 7 requires all new development to be high quality with good living conditions.

7.4.48 Emerging New Southwark Plan Policy P13 sets out residential design quality standards, including minimum space standards in line with the Nationally Described Space Standards (NDSS) and private amenity provision, as well as guidance relating to aspect, privacy, shared entrances and overheating.

Assessment of the Development

7.4.49 All residential development will be designed to the minimum standards set out in the Technical Housing Standards – Nationally Described Space Standards (NDSS) (DCLG, 2015) which have been adopted under Policy 3.5 of the London Plan.

7.4.50 Any future development will also have regard to Southwark Council's Residential Design Standards SPD 2015 or equivalent policy at the time of any Reserved Matters Application submission.

7.4.51 The design principles which will guide any future residential development for the Outline Proposals are set out in the Design Guidelines (Volume I Masterplan), prepared by Allies and Morrison, which is submitted for approval.

Assessment of the Detailed Proposals

7.4.52 In terms of the Detailed Proposals, all residential dwellings either meet or exceed the NDSS minimum space standards. Both Plots A1 and K1 provide at least 10% wheelchair accessible housing and designed in accordance with Building Regulations Part M4 Category 3. The remaining 90% of residential units will be wheelchair adaptable and have been designed in compliance with Part M4 Category 2.

7.4.53 The residential accommodation is of a very high quality, with all flats in Plot A1 significantly exceeding the minimum dwelling space standards and 95% of units being dual aspect. Further, all units benefit from good daylighting levels with 92% of the rooms tested meeting or exceeding guidance and floor-to-ceiling heights significantly exceeding the Building Regulation requirements.

7.4.54 The design brief was to maximise the quality of the residential units. All residential units within Plot K1 either meet or exceed the minimum space standards, are dual aspect as a minimum unless triple aspect, and achieve good levels of daylighting. The residential quality of both Plot A1 and K1 is considered to be exceptional.

Tall Buildings, Townscape and Views

Please refer to the Townscape, Built Heritage and Visual Impact Assessment, prepared by The Robert Tavernor Consultancy contained within Volume III of the Environmental Statement for a full assessment of the townscape and visual impact of the Development.

Policy Context

7.4.55 London Plan Policy 7.7 states that tall buildings should, inter alia, generally be limited to sites opportunity areas and town centres that have good access to public transport. Further, tall buildings should relate well to the form, proportion, composition, scale and character of surrounding buildings, urban grain and public realm (including landscape features), particularly at street level. Moreover, tall buildings should enhance the skyline and image of London and incorporate the highest standards of architecture and materials.

7.4.56 London Plan Policy 7.11 states that the Mayor will seek to protect vistas towards strategically important landmarks by designating landmark viewing corridors and wider setting consultation areas.

7.4.57 Core Strategy Policy 12 seeks to ensure that the height and design of development conserves and enhances strategic views and is appropriate to its context, the historic environment and important local views.

7.4.58 Core Strategy Policy 12 requires tall buildings to have an exemplary standard of design and make a positive contribution to regenerating areas and creating unique places.

7.4.59 Saved Southwark Plan Policy 3.20 states that tall buildings which are significantly taller than their surroundings or have a significant impact on the skyline of sites where they make a positive contribution to the landscape, are located at a point of landmark significance, are of the highest architectural standard, relate well to their surroundings and contribute positively to the skyline.

7.4.60 Saved Southwark Plan Policy 3.21 protects designated strategic views of St Pauls and Policy 3.22 protects important local views.

7.4.61 CWAAP Policy 17 asserts that tall buildings will be appropriate in important locations in the town centre, where they reinforce the character and function of the centre and help make the centre easy to understand and move around. Tall buildings should provide public space at ground level, provide town centre uses at ground or lower floors, contribute towards creating or reinforcing a coherent hierarchy of spaces and streets in the area and have regard to the London View Management Framework (LVMF), including the strategic views of St Pauls Cathedral from Greenwich and Blackheath and river prospect views from London Bridge.

Assessment of the Development

7.4.62 The Townscape, Built Heritage and Visual Impact Assessment (TBHVIA), prepared by Tavernor Consultancy and contained within Volume III of the Environmental Statement assesses the impact of the Development on surrounding townscape character areas. It assesses the Parameter Plans, Design Guidelines and verified images against planning policy. The TBHVIA also assess the Illustrative Masterplan in the verified views, as an example of how the Development could come forward and the effect it would have in townscape terms.

7.4.63 A full assessment of the impact of the Development on the surrounding townscape character and views forms Volume III of the Environmental Statement. In addition, a suite of Tall Building Guidelines forms part of the Design Guidelines. The Guidelines will be used to assess the tall buildings identified in the Parameter Plans in the context of strategic and local views of the Site. The Guidelines ensure that appropriate design quality and public realm contribution is embedded in the design principles to support the inclusion of these elements of the Outline Proposals.

7.4.64 As part of the TBHVIA, the suitability of the design of the Development in its spatial location has been assessed using 52 different viewing positions, including 5 LVMF viewpoints and a kinetic sequence of views from London Bridge, which were selected in consultation with Southwark Council. The assessment demonstrates that the Development would have negligible, minor to major beneficial likely effects on regional and sub-regional designated LVMF views. The likely effects on district views would range from minor to moderate, neutral to beneficial. The likely effect on local views would range from moderate to major in magnitude and would be beneficial. Taking into account the sensitivity to change of the view and the high design quality of the Development sought for approval none of the likely significant effects of these views (other than the two discussed below) are judged to be adverse.

7.4.65 The TBHVIA considers that only 2 views of the 52 views assessed would have minor adverse effects, and this is where the Development is seen within and above the frame of Tower Bridge. Although there is a minor adverse effect on these views (which, it should be noted, are not the protected LVMF view), when all other aspects of setting are taken into account, the significance of Tower Bridge is preserved with the TBHVIA concluding that no harm is caused.

7.4.66 Throughout the design development process, Allies and Morrison have been working closely with Tavernor Consultancy and Miller Hare and in conjunction with Southwark Council, the GLA and Historic England, to assess the form of the cluster and ensure that the Development will make a positive contribution to the London skyline.

7.4.67 Whilst the majority of the tall buildings are being proposed in outline (other than Plot A1), the parameter of each tall building has been carefully fixed and is tightly controlled by the Parameter Plans. The Design Guidelines further require tall buildings to be of exemplary design standard, setting out the key design principles but without being overly prescriptive. Plot A1, which forms part of the Detailed Proposals acts as a benchmark in design quality for tall buildings in the Development and demonstrates a strong commitment from the Applicant to securing good design.

7.4.68 In summary, the Development complies with London Plan policies 7.7, 7.11, Core Strategy Policy 12, Southwark Plan Policies 3.20, 3.21, 3.22 and CWAAP Policy 17 and should therefore be considered acceptable in this regard.

Heritage

Please refer to the Townscape, Built Heritage and Visual Impact Assessment, prepared by The Robert Tavernor Consultancy contained within Volume III of the Environmental Statement for a full assessment of the townscape and visual impact of the Development.

Policy Context

7.4.69 Section 12 of the NPPF relates to "conserving and enhancing the historic environment". The NPPF states that applications should describe the heritage assets affected and that when considering a proposed development and its impact on the significance of a designated heritage asset, great weight should be given to the assets conservation. Paragraphs 132 – 134 NPPF identify the manner in which the proposed development of a designated heritage asset should be assessed and the weighing of the public benefits against any perceived harm.

7.4.70 Policy 7.8 of the London Plan deals with heritage assets and archaeology. Parts C – E of Policy 7.8 identify the matters that planning decisions relating to heritage assets should take in to account. Specifically, it is stated that development affecting heritage assets and their setting should conserve their significance by being sympathetic to their form, scale, materials and architectural detail.

7.4.71 The Core Strategy sets out the vision for Southwark until 2026 by identifying a series of Strategic Objectives. Strategic Objective 2F aims to conserve and enhance Southwark's heritage assets and the wider historic environment.

7.4.72 Saved Southwark Plan Policy 3.18 seeks to protect the setting of heritage assets including Listed Buildings, Conservation Areas and World Heritage Sites.

7.4.73 Emerging New Southwark Plan Policy P16 states that development will only be permitted where it avoids unjustifiable harm to the special significance of listed buildings and structure and their setting by conserving and enhancing the fabric, setting and views that contribute positively to their significance. Any harm to the significance of the listed building must be robustly justified.

7.4.74 Emerging New Southwark Plan Policy P17 states that development will only be permitted where the development conserves and enhances the significance of the conservation areas including their settings, including views to and from the conservation area.

7.4.75 Emerging New Southwark Plan Policy P18 aims to conserve and enhance the significance and setting of scheduled monuments, protected London squares, registered parks and gardens and protected trees.

Assessment of the Development

7.4.76 The Built Heritage Assessment has assessed the likely long-term significant effects of the completed Development on the settings of listed structures and identified undesignated heritage assets in the local area, and Grade I and II* assets within the wider area, where it is judged that through their location or setting they may be sensitive to the impact of the Development. The Development has no or insignificant

impacts on the majority of the heritage assets, other than the following: 1) minor harm in two views of Tower Bridge although overall the setting is preserved and the development has a neutral impact, 2) the Development creates a new backdrop to the St Mary's Conservation Area in long views across the Thames although the character and appearance of the Conservation Area is preserved and no harm is caused, 3) Plot A1 will enhance the setting of the former Dock Offices and 4) the Development will provide a direct link to the Bascule Bridge (which is locally listed) and therefore enhancing its significance.

7.4.77 In terms of heritage benefits, the Development will replace low quality buildings which contribute little to the townscape with a high quality mixed-use Town Centre, with a series of streets and spaces which will create a distinct sense of place.

7.4.78 The Development has been designed through a process of pre-application consultation with stakeholders to respond in scale and mass, to the existing townscape, including the local conservation areas, and listed buildings. Likely adverse effects have been considered throughout the design process, and have been mitigated by design through an iterative design evolution process.

7.4.79 Furthermore, the design process has been based on a thorough understanding and respect of the existing context, drawing from the Site's extraordinary dock history, to repair the urban grain and root the Development into the Rotherhithe and Surrey Docks area. The Site's history has informed design decisions and is threaded through the Development on every level, from strategy to detail. The cluster formation on Canada Water Dock, the structure of streets and spaces which link Greenland Dock to Canada Water Dock (which in turn links to Surrey Water), and connect Southwark Park to Russia Dock Woodland, the enhanced setting of the former Dock Manager's Office and the Bascule Bridge, the subtle juxtaposition of metal and brick in Plot A1, the saw tooth roof form of Plot A2 and the robust detailing of Plot K1, are all design ideas which were inspired by the spirit of Canada Water, to produce something distinct and new.

7.4.80 The heritage benefits of the Development can be summarised as follows:

- Providing a revitalised and enhanced courtyard setting for the grade II listed former Dock Managers Office, improving its viability and embedding the Dock Office into the local community;
- Enhancing the setting of the locally listed Bascule Bridge, re-establishing its symbolic role of connecting Greenland Dock and Canada Water Dock;
- An improved understanding of the history of Canada Water, through high quality, heritage-led design, which provides a new focus on Canada Water Dock and reconnects the Site to its immediate context;
- The detailed design of Plots A1, A2 and K1 (form, materials and details) are inspired by the heritage of the local area and informed by buildings and features previously on and around the Site;
- A cultural strategy which could include community projects exploring the history and development of Canada Water.

7.4.81 In conclusion, the Development will accord with Section 12 of the NPPF, Policy 7.8 of the London Plan and Saved Southwark Plan Policy 3.18 and should be considered acceptable in this regard.

Public Realm, Play Space, Open Space and Amenity Provision

This chapter should be read in conjunction with the Design and Access Statement (Volumes I-VI) prepared by Allies and Morrison Architects and Townshend Landscape Architects and the Open Space Strategy prepared by QUOD.

Policy Context

7.4.82 London Plan Policy 7.18 states that the creation of new open space in London to ensure satisfactory levels of local provision to address areas of deficiency will be supported.

7.4.83 London Plan Policy 3.6 requires development proposals for housing to make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs. This policy is supported by a separate Supplementary Planning Guidance (SPG) which sets a benchmark requirement of 10sqm of playspace per child.

7.4.84 Emerging Draft London Plan Policy D4 includes standards for private outdoor space. This states that a minimum of 5 sqm of private outdoor space should be provided for 1 – 2 person dwellings and an extra 1 sqm per each additional occupant. Private external spaces, including balconies, should be at least 1.5 m deep and wide.

7.4.85 Draft London Plan Policy D7 promotes the need for well-designed public realm to create safe, accessible, inclusive, attractive and well-connected places. Good public realm can encourage active travel and mitigate impacts from traffic. Considered design of public realm can create well-connected places which promote safety, well-being, social interaction and a sense of place.

7.4.86 Draft London Plan Policy S4 supports residential development or development likely to be used by children and young people to provide opportunities for play. This states that at least 10 sqm per child should be provided. Highlighting that play should be designed into development as an integral part of neighbourhoods, accessible public realm should incorporate incidental playable space. This policy also highlights that developments should consider routes to existing play provision, schools and youth centres within the surrounding area.

7.4.87 Core Strategy Policy 11 requires new development to “help meet the needs of a growing population by providing space for children’s play, gardens and other green areas and helping to improve the quality of and access to open spaces and trees, particularly in areas deficient in open space”.

7.4.88 Draft New Southwark Plan Policy DM11 states that all homes should provide useable private amenity space. Where this cannot be provided for each home the shortfall should be added to the requirement for communal amenity space. This policy sets out child yield methodology to calculate requirements of playspace.

7.4.89 CWAAP Policy 14 requires Development in the Core Area to:

- Provide high quality public open spaces which should have variety of functions, which could include a market, children's play areas, performance space, ecological and learning areas, places to sit, relax and take part in recreational activities such as fishing.

- Provide safe, direct and attractive pedestrian and cycle routes to connect open spaces and help link space into the surrounding network.

- Improve the overall greenness of the area, through planting street trees, creating living roofs and walls and providing habitats for wildlife which increase biodiversity.

7.4.90 The supporting text states that "New development in the core area will be expected to strengthen links between spaces within the Canada Water and also improve the nature conservation value of sites through measures such as living roofs and walls, tree planting and landscaping."

7.4.91 CWAAP Policy 19 requires that residential development should have access to sufficient play space for children and young people.

7.4.92 Southwark's 2015 Technical Update to the Residential Design Standards (2011) SPG requires all new residential development to "provide an adequate amount of useable outdoor amenity space. The nature and scale of the amenity space should be appropriate to the location of the development, its function and the character of the area within which it is situated". The SPG goes on to state that outdoor amenity space must include communal amenity space and where possible private amenity space.

7.4.93 The SPG further states that where it is not possible to provide an adequate amount of outdoor amenity space in accordance with the required standards of the SPD, and the saved Southwark Plan Policy 4.2, the Applicant must justify why this cannot be achieved through the Design and Access Statement. Where developments are within immediate proximity of a substantial area of public open space, accessibility to the open space, combined with better outlook, may justify less amenity space as part of the development.

7.4.94 Southwark's Residential Design Standards SPD (2011 with 2015 Technical Update) set out the following standards for amenity provision within residential developments:

- 50 sqm of communal amenity space per development;

- 10 sqm of private amenity space should be provided for all units with three or more bedrooms;

- 10 sqm of private amenity space should be provided for all units containing two or less bedrooms. However, where it is not possible to provide private amenity space for this size of units, as much as possible should be provided and the remaining amount required can be provided along with the communal amenity space

7.4.95 Standard 26 of the Mayor's Housing SPG requires a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm should be provided for each additional occupant. The SPG adds that "In exceptional circumstances, where site constraints make it impossible to provide private open space for all dwellings, a proportion of dwellings may instead be provided with

additional internal living space equivalent to the area of the private open space requirement. This area must be added to the minimum GIA. Enclosing balconies as glazed, ventilated winter gardens can be considered an acceptable alternative to open balconies and is recommended for all dwellings exposed to NEC noise category C or D141.

Assessment of the Development

The Outline Proposals

7.4.96 The Masterplan Public Realm strategy, which forms Volume II of the Design and Access Statement, sets out the principles and core values for the public realm and open space, and private amenity spaces within the Outline Proposals. It is submitted for illustrative purposes only, with key landscaping principles secured in the Design Guidelines (Volume II Masterplan Public Realm). The landscape strategies and concepts allow for flexibility and will provide a sound basis for future negotiation, detailed design resolution and adaptation during the lifetime of the Outline Proposals and its implementation period.

7.4.97 The public realm is a key component of the Development and is at the heart of place-making. The carefully considered network of streets and open spaces form the character and identity of the Development. The Design Guidelines secure commitments and set out clear objectives for high-quality design of the public realm.

7.4.98 The Open Space Strategy prepared by Quod assesses the demand for open space and play space generated by the Development, based on GLA and Southwark standards. It also evaluates the existing open space provision in the wider area as part of an Open Space Audit to inform the proposals.

7.4.99 For analytical purposes Quod has estimated the play and amenity space requirements for the Outline Proposals based on the Illustrative Masterplan, which contains 2,948 residential units across a range of tenures, types and sizes. Based on a child yield of 554 children from the Development, 5,540 sq m of playspace is required and 29,530 sq m of amenity space (private and communal) is required. The amount of playspace is broken down by age group.

7.4.100 The precise level of playspace and amenity space will be determined as Reserved Matters applications come forward however Section 12 of Volume II of the Design and Access Statement (Masterplan Public Realm Strategy) outlines the play strategy for the Development and shows spatially how the amount of playspace required could be accommodated within the Development. The play strategy allocates doorstep play space, local and neighbourhood play and youth play. A central aim of the strategy is not to restrict play to isolated areas but instead allow for playful features to be threaded throughout the Public Realm, including distinctive focus points such as play equipment set in engaging landscaping, water features and open space including facilities for informal play, and incidental features that encourage children to play. Additional play space may be provided in off-site locations subject to on-going discussions with the public and Southwark Council.

The Detailed Proposals

7.4.101 Separate public realm strategies for Zone A (Plots A1 and A2) and Plot K1 are contained within the plot-specific Design and Access Statements (Volumes III, IV and

VI of the Design and Access Statement), with details of the landscaping to be secured by condition.

Plot A1 Amenity Provision

7.4.102 In respect of the Detailed Proposals, Plot A1 provides 153 sq m of play space, in line with policy requirements, as part of the outdoor terrace at sixth floor level.

7.4.103 In terms of private and communal amenity, Plot A1 is required to provide 1,860 sq m of private amenity space and 50 sq m of communal amenity space under Southwark Council minimum standards. Plot A1 provides 736 sq m of private amenity space in the form of loggias and balconies. In line with Southwark's Residential SPD, the shortfall in private amenity space is offset by the provision of 767 sq m of communal amenity space, in the form of outdoor terraces at sixth, twenty-ninth and thirty-second floor level. The level of private amenity space is considered acceptable for the following reasons:

- All residential units have been designed to exceed the minimum dwelling space standards as set out in the London Plan;
- The total amenity provision for the Plot exceeds the minimum standards set out in the Mayor's Housing SPG;
- Although not included in the calculation for amenity provision, residents will benefit from high-quality public realm at grade within the Dock Office Courtyard, offering significant additional amenity to residents of the Tower with opportunities to sit and relax in a quiet and calm environment;
- Plot A1 is in close proximity to Southwark Park and Canada Water Dock, which will be enhanced as part of the Outline Proposals for the Development.
- Residents will also have access to two internal communal spaces at second and sixth floor level, which again have not been included in the external amenity calculation, but which will provide opportunity for residents to meet, work and socialise;
- The residential units will be of exemplary internal quality, with 95% of all units dual aspect, all units benefiting from excellent daylighting, with 92% of the rooms tested meeting or exceeding guidance, floor-to-ceiling heights significantly exceeding the minimum height required by Building Regulations and all units being oversized.

7.4.104 The proposals should also be viewed in the context of the wider Development. The Development will be providing a substantial amount of public realm, with proposals to greatly enhance the Canada Water Dock, directly opposite the Plot, as well as a new Town Square and public park. The local area already benefits from a significant provision of existing green, open space with Southwark Park and Russia Dock Woodland in close proximity to the site. This, combined with the majority of homes benefitting from panoramic views across London and/or the Thames, which would further enhance the quality of the residential offer, represents a high-level of amenity for future residents of the development, and substantive improvements for the existing community in adjacent areas.

Plot K1 Amenity Provision

7.4.105 A key design objective for Plot K1 is to create a community focused housing development that encourages and facilitates social interaction and a sense of belonging. This vision informed the building layout and led to the creation of a large courtyard space at the heart of the development that is overlooked by the decked access that also provides a key communal space.

7.4.106 In terms of private and communal amenity, Plot K1 is required to provide 840 sqm of private amenity space and 50 sq m of communal amenity space under Southwark Council minimum standards. Plot K1 provides 814 sq m of private amenity space in the form of loggias and balconies. In line with Southwark's Residential SPD, the shortfall in private amenity space (25.9 sqm) is offset by the provision of communal amenity space at ground floor (75.9). The proposal also provides an amenity deck at each level facing towards the courtyard that can be used as a communal amenity and social space by all residents.

7.4.107 Plot K1 is required to provide 740 sqm of playspace. The GLA child yield methodology states that 320 sqm should be provided for Under 5s, 260 sqm for 5-11s and 160sqm for 12+ year group. Table 4.5 of the Mayor's Play and Informal Recreation SPG states that where there is existing playspace provision within 400-800m, then the playspace requirement for 12+ year group can be met off-site.

7.4.108 Plot K1 provides 626sqm of playspace provision within the central courtyard. This exceeds the on-site playspace requirement for Under 5s and 5-11s. Plot K1 is located directly adjacent to the Russia Dock Woodland which consists of large vast areas of green open space, wooded areas and areas of informal play. Plot K1 is also within close walking distance of the new Park that will provide a range of new open spaces and playspaces. Therefore, Plot K1's playspace requirement for 12+ year group is entirely met off-site and part of the wider Development in accordance with the Mayor's SPG. Following meetings with local residents and stakeholders, additional off-site public realm improvements are being investigated to offer enhanced play/amenity for existing and future residents.

Energy and Sustainability

Please refer to the Masterplan Energy Strategy and Masterplan Sustainability Strategy prepared by Arup for the Outline Proposals and the Plot A1 Energy and Sustainability Statement prepared by SWECO, Plot A2 Energy Statement and Sustainability Statement both prepared by AECOM and the Plot K1 Energy and Sustainability Statement prepared by SWECO for the Detailed Proposals.

Policy Context

7.4.109 London Plan Policy 5.2 states the Development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

1) Be lean: use less energy
2) Be clean: supply energy efficiently
3) Be green: use renewable energy

7.4.110 London Plan Policy 5.3 requires major development proposals to minimise carbon dioxide emissions across the site, avoid internal overheating, make efficient use of natural resources, minimising pollution (including noise, air and urban runoff), minimising the generation of waste, avoiding impacts from natural hazards (including flooding), ensuring developments are comfortable and secure for users, securing sustainable procurement of materials, using local supplies where feasible, and promoting and protecting biodiversity and green infrastructure.

7.4.111 London Plan Policy 5.6 outlines that major development proposals should select energy systems in accordance with the following hierarchy:

1) Connection to existing heating or cooling networks;
2) Site wide CHP network;
3) Communal heating and cooling.

7.4.112 London Plan Policy 5.7 states that major development proposals should provide a reduction in expected carbon dioxide emissions through the use of on-site renewable energy generation, where feasible.

7.4.113 The main energy objective of the draft New London Plan is for London to become a zero-carbon city by 2050. For this reason, the zero-carbon target that the 2016 version set for major residential developments is extended to include major non-residential development upon publication of the document which is expected in 2019.

7.4.114 Draft Policy S12 sets out the Mayor's energy hierarchy. Policy S13 Part B states that Energy developments should be developed for large-scale development locations which establish the most effective energy supply options.

7.4.115 Core Strategy Policy 13 states that development should be designed to require as little energy as possible to build and use. Major developments will be expected to set up and/or connect to local energy generation networks where possible. Developments are also required to use low and zero carbon sources of energy.

7.4.116 CWAAP Policy 20 outlines the strategy to establish a district heating system to serve both new and existing development. Development located in the Strategic District Heating Area (SDHA) should be future proofed and designed for connection to the district heating network. When the district heating network is established, major developments will be required to connect to the network.

7.4.117 Emerging New Southwark Plan Policy P62 requires developments to minimise carbon dioxide emissions in line with the Mayor's energy hierarchy. Major developments should be designed to incorporate decentralised energy.

Assessment of the Development

7.4.118 Please refer to the Masterplan Energy Strategy, prepared by Arup, which set outs the overarching energy framework for the Development. Energy and Sustainability Statements have been submitted for the Detailed Proposals, Plots A1, A2 and K1.

7.4.119 The Energy Strategy has been formulated in line with the London Plan Energy Hierarchy approach.

7.4.120 The overriding objective of the strategy is to minimise carbon emissions over the lifetime of the Development, taking into account the on-going decarbonisation of the

national electricity grid and the need to remain flexible and able to adopt emerging technologies as they progress.

7.4.121 The first priority of the Energy Strategy is energy reduction through passive design methods; 'Be Lean' in GLA terminology. These are enshrined in the principles of the Strategy and will be implemented in all building designs at Reserved Matters Stage.

7.4.122 A number of options for providing heat supply have been explored and compared using the estimated total energy use of the fully built-out Development, to identify the option that best meets the objectives of the site and provides the greatest opportunity for abatement of carbon dioxide emissions both now and in the future.

7.4.123 In accordance with GLA and Southwark Council policies, the options considered for providing heat energy included 1) connection to an existing local network (SELCHP), 2) the creation of a site-wide district heating system fed by a central Combined Heat and Power plant (CHP-led energy centre), 3) the implementation of a communal heat network without using a CHP plant and the use of renewables and 4) energy efficient technologies such as heat pumps, coupled with other renewable technologies where suitable on the site.

7.4.124 In terms of Option 1) the Applicant team has been in ongoing discussions with SELCHP and connection to the network is not a viable solution as there is insufficient assurance that heat will be available for the Development and there are other developments that are closer to SELCHP and are better able to make use of the heat that is already available. In terms of Option 2) CHP will not result in the lowest carbon dioxide emissions of all the options, either now or in the future, even at the scale of this Development. This option will also worsen local air quality, which is contrary to the objectives of the Development and therefore this option has been discounted.

7.4.125 In light of the above, Arup has concluded that heat pumps serving centralised heating systems on a building or plot basis, represents the most carbon efficient option for providing heat to the Development, by providing up to an 86% reduction in carbon dioxide emissions compared to the baseline scenario when the Development is completed in 2033. This option has therefore been employed for the Masterplan Energy Strategy.

7.4.126 The option to centralise heat pumps on a site-wide basis has been considered and discounted as there is insufficient space to provide a central heat pump installation and the significant additional distribution losses generated by a site-wide heat network increase the carbon dioxide emissions compared to providing plant on a plot by plot basis, where heat pumps can be optimised to suit each building.

7.4.127 In line with GLA and Southwark Council policy, all plots will be required to provide a connection ready for a future district heating network, should this become available and viable, in order to ensure that all buildings are able to benefit from future heat networks.

7.4.128 The Energy Strategy also allows for the opportunity to provide significant on-site photovoltaic installations, which can be incorporated into the detailed design as part of a Reserved Matters application.

7.4.129 The Energy Strategy demonstrates that the Outline Proposals maximise sustainable design and energy efficiency measures. The predicted carbon dioxide emissions from regulated energy has been assessed using the methodology set out in the GLA

Energy Hierarchy and the mandated but outdated SAP 2012 carbon dioxide emissions factors. The CO2 cumulative savings based on the above strategy is 32.5% over Building Regulations Part L, although it is important to note that this figure does not take into account on-plot heat recovery. The Energy Strategy also estimates the carbon dioxide reduction that the Development would achieve if the draft SAP 2016 / Part L 2019 carbon intensity factors were to be applied for Part L compliance.

7.4.130 The Sustainability Strategy prepared by Arup confirms that commercial buildings across the masterplan will be assessed against the current version of BREEAM at the time of an reserved matters application, with office targeting BREEAM 'Excellent' and retail and leisure uses targeting BREEAM 'very good'. Residential developments will target Home Quality Mark assessment level 3, with aspirations to exceed this where poissible.

7.4.131 An Energy Centre is proposed within Development Zones C and H, should this option be desirable in the future.

7.4.132 The Outline Proposals accord with the London Plan by adopting a Be Lean, Be Clean, Be Green approach and all buildings will be designed to connect to a district heating network.

7.4.133 It is considered that the Development accords with London Plan Policies 5.2, 5.3, 5.5, 5.6 and 5.7, Core Strategy Policy 13 and CWAAP Policy 20.

Assessment of the Detailed Proposals

7.4.134 The Detailed Plot Energy Statements have been devised in accordance with the objectives of the Masterplan Energy Strategy.

Plot A1

7.4.135 Plot A1 has the potential to achieve a 35.1% reduction in regulated CO2 emissions over the baseline for the commercial uses and 35.3% for the residential component.

7.4.136 The combination of optimised passive design measures, energy efficient plant selection and operation, application of efficient water sourced heat pumps and the installation of photovoltaic arrays result in an overall annual carbon reduction aspiration in excess of 35% relative to the current 2013 Part-L target emission rate for both the residential and office buildings.

Plot A2

7.4.137 Plot A2 has the potential to achieve total of 29% reduction in regulated CO2 emissions over the baseline; this corresponds to 35% reduction for the office/retail areas, and 20% reduction for the leisure centre.

7.4.138 In accordance with the GLA's energy hierarchy, the potential for CO2 savings have been maximised through the incorporation of passive design, energy efficiency measures and low/zero carbon technologies.

Plot K1

7.4.139 Plot K1 has the potential to achieve a reduction of 35.5% in regulated CO2 emissions over the baseline. In accordance with the Mayor's energy hierarchy, the combination

of optimised passive design measures, energy efficient plant selection and operation, application of efficient air sourced heat pumps result in an overall annual carbon reduction aspiration in excess of 35% relative to the current 2013 Part-L target emission rate (TER) for both the building.

7.4.140 In summary, the Development accords with London Plan Policies 5.2, 5.3, 5.5, 5.6 and 5.7, Core Strategy Policy 13 and CWAAP Policy 20.

7.5 TRANSPORT, ACCESSIBILITY AND PARKING

This Chapter should be read in conjunction with Chapter 10 of Environmental Statement and the Masterplan and Plot Transport Assessments and Travel Plans prepared by Arup. These documents provide a comprehensive review of the Development and a robust assessment of the transportation and highway impacts. These documents also identify any mitigation measures to ensure safe access to and from the site, and circulation within it.

7.5.1 The Transport Assessment and Travel Plan address the following fundamental issues:

- Access and circulation for pedestrians, cyclists and vehicular traffic as well as access to public transport facilities;
- Parking provision for bicycles, motorcycles and cars and wheelchair accessible parking;
- Development and cumulative schemes (both committed and planned) generated trip forecasts and associated impact on the local pedestrian, public transport and highway networks;
- The effect of servicing and the impact of construction traffic;
- Travel Planning measures to promote the use of more sustainable transport modes and to reduce dependency on private car usage along with the delivery of “Healthy Streets”.

Context

7.5.2 The Mayor’s Transport Strategy (March 2018) places emphasis on walking, cycling and healthy streets. The key target is for 80% of Londoners’ trips to be on foot, by cycle or public transport by 2040. The strategy states the future of London’s transport system depends on a modal shift to increased cycling and walking. This can be achieved by improving street environments to make walking and cycling the most attractive modes for short journeys. Walking and cycling are also more space efficient modes than the car, providing a long-term solution to London’s congestion problems. The process for improving London’s streets is the ‘Healthy Streets’ approach which contains ten indicators, all of which can be attributed to benefiting the walking and cycling environment.

7.5.3 In February 2017, TfL and Southwark Council commenced work on a Canada Water Strategic Transport Study (STS) to examine the implications of growth in the Canada Water Opportunity Area as a whole.

7.5.4 The STS examines future year conditions as if no development has happened in the Canada Water Opportunity Area and then explores how growth in the Opportunity Area would change transport conditions. The STS aims to test and identify packages of transport interventions that would be appropriate to address Opportunity Area growth, to assist the authorities in setting future transport investment priorities for the area.

7.5.5 A range of discussions have taken place between TfL, Southwark Council and British Land to agree how the STS can also inform the assessment of the Development that British Land proposes. British Land has therefore been collaborating with TfL and Southwark Council as the STS has developed.

7.5.6 TfL's strategic models draw on predicted growth in population and jobs from the 2016 London Plan. The models have a base year of 2011 for public transport and 2012 for highways. Future years of 2021, 2031 and 2041 are used to align with London Plan growth projections, which underpin the modelling. 2031 is being used as the basis for the work in the Transport Assessment, as this is closest to the 2033 completion date assumed for the Development and used for assessment in the Environmental Statement.

Pedestrian and Cycle Network

Policy Context

7.5.7 London Plan Policy 6.10 states that development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space by referring to Transport for London's Pedestrian Design Guidance

7.5.8 London Plan Policy 6.7 states that developments should provide secure, integrated, convenient and accessible cycle parking facilities in line with minimum standards, provide on-site changing facilities and showers for cyclists, contribute positively to an integrated cycling network for London, provide links to existing and planned cycle infrastructure projects including Cycle Superhighways and facilitate the Mayor's cycle hire scheme.

7.5.9 London Plan Policy 6.9 states that *"the Mayor will work with all relevant partners to bring about a significant increase in cycling in London, so that it accounts for at least 5% of the modal share by 2026. He will:*

- *Identify, promote and complete the Cycle Super Highways...; and*
- *Implement the central London cycle hire scheme and identify potential sites for expansion and/or additional standalone schemes in outer London".*

7.5.10 Draft New London Plan Policy T2 advocates for the Mayor's Healthy Streets Approach to be applied to all types of land uses. Developments will be required to:

- *"Demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance";*
- *"Reduce the dominance of vehicles on London's streets whether stationary or moving"; and*
- *"Be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport".*

7.5.11 Draft New London Plan Policy T5 promotes cycling as a key mode in relation to the future development of London. To support this "development proposals should help

remove barriers to cycling and create a healthy environment in which people choose to cycle".

7.5.12 Southwark Core Strategy Policy 2 seeks to provide places with priority for walking and cycling, whilst maximising the use of public transport and minimising car use. Policy 2 also directs large developments to areas that are very accessible by walking, cycling and public transport and seeks to improve access to mixed use town and local centres.

7.5.13 Saved Southwark Plan Policy 5.3 requires developments to provide adequate provision for pedestrians and cyclists within the development, and create or contribute towards more direct, safe and secure walking and cycling routes as well as provide convenient, secure and weatherproof cycle parking in line with minimum standards.

7.5.14 Draft New Southwark Plan Policy P48 relates to enhancing the borough's walking facilities with new developments providing exemplary facilities and permeability, aligning with the Mayor's Transport Strategy.

7.5.15 Draft New Southwark Plan Policy P50 supports the grant of planning permission for schemes which improve cycling permeability, enable cycling growth through generous provision of cycle parking and contribute towards the provision of cycle hire docking stations.

7.5.16 CWAAP Policy 6 requires development proposals to provide routes that are safe, direct and convenient for pedestrians and cyclists

Assessment of the Development

7.5.17 A key benefit of the Development is that it will significantly increase the pedestrian and cycling permeability through the Site. Currently, the Site is highly impermeable and dominated by parking and car-bourne traffic, thereby creating an unpleasant urban environment for pedestrians and cyclists. The Development will prioritise pedestrians and cyclists through the public realm and will create new pedestrian and cycle routes and links to the surrounding streets, thereby improving connectivity and opening up the Site to integrate successfully with the wider area.

7.5.18 The vehicle and walking routes proposed across the site are shown on Figure 7.1 of the Masterplan Transport Assessment and are arranged in accordance with the following hierarchy:

- Primary routes such as Lower Road and Redriff Road will carry the majority of traffic accessing the Development as well as through traffic from the wider area;

- Secondary routes such as Surrey Quays Road will carry the majority of traffic associated with the Development and local bus services. The realigned Deal Porters Way (High Street) will also provide a bus route through the centre of the Development;

- Tertiary routes will carry lower volumes of traffic and will provide a local access and servicing function.

7.5.19 The Development will create a comprehensive network of pedestrian and cycle routes that will enable the Development to promote the Healthy Streets philosophy by providing high quality car free alternative walking and cycling routes.

7.5.20 New crossings are also proposed to improve the pedestrian connections within the Site and to the wider area as shown in Appendix B of the Masterplan Transport Assessment.

7.5.21 The Development also proposes a number of new routes for cyclists within the Site which will connect into existing cycle routes in the surrounding area and has the potential to link with Cycle Superhighway 4 on Lower Road. In addition, there will be a substantial number of cycle parking spaces provided within the Outline Proposals, in line with the minimum standards set out in Appendix 2 of the Development Specification.

7.5.22 The Development has also been designed to support connections with the proposed Rotherhithe Bridge, a new pedestrian and cycle bridge which will connect south-east London to the Dockland Peninsula.

7.5.23 The Design Guidelines (Volume II Masterplan Public Realm) set out how conflict between pedestrians and cyclists as well as other modes of transport will be minimised, mitigated and managed.

Impacts of the Development on Public Transport

Policy Context

7.5.24 London Plan Policy 6.3 states that development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network

7.5.25 Draft New London Plan Policy T4 states that “development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity”, and where “the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission may be contingent on the provision of necessary public transport and active travel infrastructure”.

7.5.26 The Mayor’s Transport Strategy identifies Inner East London, which includes Canada Water, as an area for significant growth up to 2041. The Strategy identifies that further investment is required to support this growth as well as existing communities. Transport proposals for the area include fleet replacement and improved services on the DLR, a Jubilee line upgrade, improvements to London Overground services and improved bus and cycle networks.

7.5.27 Draft New Southwark Plan Policy P46 supports planning permission for developments that indicate there is sufficient public transport capacity to accommodate increased trips, improve accessibility to public transport via sustainable modes and support improvements to public transport.

7.5.28 Draft New Southwark Plan Policy P47 addresses the highway impact of new developments with the key focus on minimising car trips and ensuring safe and efficient servicing.

7.5.29 CWAAP Policy 7 states that the Council will work with Transport for London (TfL) to improve the frequency, quality and reliability of public transport, including river transport. It requires development of the Surrey Quays Shopping Centre to re-provide integrated bus stop/standing space and taxi drop off areas, in locations which are safe and convenient for users

7.5.30 CWAAP Policy 8 states that "proposals must make sure that developments can be adequately and safely serviced and through a transport assessment, must demonstrate that they can mitigate their impact on the highway network'

Assessment of the Development

London Underground and London Overground

7.5.31 The Development comprises a significant amount of new floorspace, as such the Transport Assessment has considered the impact of the Development on existing public transport capacity and concludes that the additional trips associated with the Development will increase on approach to Canada Water Station on the Jubilee line, and on the approach to Surrey Quays Station on London Overground, due to the increased volume of inbound movement associated with the employment uses proposed on the Site.

7.5.32 The project team has worked extensively with TfL and Southwark Council as part of the STS and the output from this study has informed the transport modelling for the Development.

7.5.33 Given that the amount of floorspace for each land use has not yet been determined for the Outline Proposals, the Transport Assessment analyses two different scenarios: Scenario "1A" a maximum residential scenario and Scenario "2A" a maximum employment scenario, based on the mixture of land uses that would provide the greatest residential population and number of employees respectively. The assessment includes that there would be an increase in passengers in each direction over the three hour AM peak period in both scenarios with Scenario 2A having approximately twice the impact of Scenario 1A.

7.5.34 However, the result of this increased inbound movement is that passengers who were previously using Canada Water or Surrey Quays choose to seek alternative routes. This means that flow away from the station reduces, and services leaving the station are less crowded than they would be in the 2031 baseline situation. This effect is more pronounced in Scenario 2A than in Scenario 1A due to the increased amount of office floorspace proposed.

7.5.35 With regard to Canada Water Station itself, the current issues with station operation are understood to largely be a function of congestion on the Jubilee line, and people wanting to board Jubilee line trains (whether from the station entrance or interchanging from London Overground) sometimes being unable to do so in peak times, leading to queuing and congestion within the station. Although the Development would result in an uplift in flows leaving the station, this will not materially add to the current pressure to board trains and should therefore be capable

of being accommodated without significantly adding to the current station management issues.

7.5.36 It is important to note here that background growth (without development at Canada Water) may cause additional congestion and delays within the station where no changes or improvements are made to station operations. TfL is aware of the issues at Canada Water Station and is progressing further work into how this can be addressed.

7.5.37 At Surrey Quays Station, there is similarly a large uplift in passengers alighting from Overground services. Although the station largely operates satisfactorily at the moment, gateline capacity and vertical circulation are limited. The Development makes provision for an additional northern ticket hall at Surrey Quays Station, which could help to alleviate any future pressures.

7.5.38 As part of the Strategic Transport Study (STS), TfL are currently undertaking studies into potential future station improvements at both Surrey Quays and Canada Water. British Land has provided input into these studies, and a bid to the £1.6bn Housing Infrastructure Fund (HIF) has been made by the GLA to help bring forward any interventions that may be recommended as a result of these studies, with the bid being shortlisted in March 2018 for potential funding. Discussions between British Land and TfL are ongoing as to how the Development may best facilitate any station improvements that are identified as being needed as part of this work.

7.5.39 In terms of possible future improvements, proposals for a Bakerloo Line Extension (BLE) were taken to consultation by TfL in 2014. If taken forward, work on an extension could start in 2023 with services running by around 2028/29. The extension would broadly follow the alignment of Old Kent Road south-east from Elephant & Castle, via two new stations on the Old Kent Road before calling at New Cross Gate and Lewisham. The BLE is expected to provide an alternative point of interchange between London Overground and Underground services to and from central London at New Cross Gate, which is predicted to reduce the volume of interchange at Canada Water between northbound London Overground services and westbound Jubilee line services in the morning peak period by around 50%. This would provide benefit to station operations at Canada Water, with fewer passengers attempting to board congested Jubilee line trains. As this is not a committed scheme, it is not part of the 2031 future baseline in the STS, but has been tested by TfL as one of a number of intervention options in the STS to address growth in the Opportunity Area.

7.5.40 Proposals for Crossrail 2 are being developed to serve stations throughout the South-East, linking south-west and north-east London as well as destinations across Surrey and Hertfordshire. Work to prepare applications for the necessary Orders is being undertaken by TfL. In the morning peak period, Crossrail 2 services are likely to result in fewer passengers changing onto the Jubilee line eastbound from National Rail services arriving at Waterloo, as Crossrail 2 will create a new interchange with the Elizabeth line at Tottenham Court Road. However, TfL's models suggest that any capacity freed up on the Jubilee line as a result may be taken up by additional passengers boarding trains at stations before Canada Water. Crossrail 2 is also a potential transport intervention being tested by TfL through the STS.

Bus Network

7.5.41 The Transport Assessment has analysed the likely impact of the Development on the local bus network. The increases in demand associated with Scenario 1A (maximum residential scenario) are relatively minor, with the majority of additional bus trips taking place along the A200 corridor from Bermondsey / London Bridge to the west and Deptford / Greenwich to the east. There is also some level of increase in trips from the Elephant and Castle / Old Kent Road area, via Rotherhithe New Road.

7.5.42 Although focused on largely the same corridors, the increase in bus trips in Scenario 2A (maximum employment scenario) is more significant with, for example, around an extra 400-450 trips approaching Canada Water from the west along Jamaica Road during the three-hour morning peak period, around an extra 300-350 trips approaching Canada Water from the southeast along Evelyn Street and Lower Road; and and around an extra 230 trips approaching Canada Water from the Old Kent Road area via Rotherhithe New Road.

7.5.43 Proposals for bus mitigation will be discussed further with TfL in light of the Southeast Riverside bus strategy and the ongoing bus mitigation tests being developed through the STS. The wider area's bus needs are currently under review by TfL.

Impact of the Development on the Highway Network

7.5.44 The Transport Assessment reports that traffic volume increases are relatively insignificant around the local network, with the exceptions of the Surrey Quays Road and Redriff Road junction and the Lower Road and Redriff Road junction. Both these junctions, however, continue to operate within their theoretical maximum capacity. The only junction in the local road network which is predicted to operate close to capacity is the Rotherhithe Tunnel Roundabout, which also has capacity issues in the 2031 baseline (primarily due to background growth) and the analysis shows that the Development would have an insignificant impact in terms of additional traffic flow.

7.5.45 The Transport Assessment reports that the distribution of car trips is relatively local, with the majority being made from within the Canada Water area itself, as well as a relatively high proportion from Bermondsey. It is considered that there is significant potential for these trips to be made by alternative modes, whether on foot from within Canada Water or by bus or bicycle from areas including Bermondsey within a few kilometres of the site. As the Development will be provided with exemplary walking and cycling facilities and the Travel Plan will encourage use of more sustainable modes, it is considered that in the long term many of these car trips would switch to other modes, dependent on journey purpose and interventions on the wider transport network.

7.5.46 Local highway modelling has been undertaken to test the additional traffic flows produced by the Development in the morning and evening peak hours. The results are presented in Section 9.7 of the Transport Assessment. A number of the junctions modelled around the site would be approaching capacity in the evening peak hour on individual approaches, but overall would continue to operate within capacity and the network would be able to store the levels of queuing predicted.

7.5.47 As Reserved Matters applications for the Development Zones are brought forward, junction designs will be addressed at a more detailed level and in the context of the Development phasing and contemporary travel patterns, to ensure that the proposed arrangements can accommodate the anticipated level of traffic flow at the time. This

will also allow the design of the junctions to respond to any changes made to Lower Road as part of TfL and/or Southwark Council's proposals for CS4 and other improvements in this area.

Parking Provision

Policy Context

7.5.48 Paragraph 40 of the NPPF states that Local Authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles. Further, they should set appropriate parking charges that do not undermine the vitality of town centre.

7.5.49 London Plan Policy sets out maximum car parking standards which should form the basis for considering planning applications.

7.5.50 Saved Southwark Plan Policy 5.6 states that all developments requiring car parking should minimise the number of spaces provided. Further, parking for retail and leisure uses within town centres should be shared with public parking, not reserved for customers of a particular development.

7.5.51 Saved Southwark Plan Policy 5.7 requires developments to provide adequate parking for disabled people and the mobility impaired (subject to site constraints). Policy 5.7 requires a minimum of one accessible car parking space per development, where associated car parking is not provided or a minimum of two accessible car parking spaces in circumstances where associated parking is provided.

7.5.52 CWAAP Policy 9 requires parking for retail and leisure development within the town centre to be made available to the general public as "town centre" car parking. Parking proposals should maximise opportunities to ensure that parking spaces are used efficiently throughout the day and evening, taking into account availability of public parking elsewhere in the centre as well as provide pedestrian access to car parks in locations which are convenient for users of town centre facilities.

7.5.53 CWAPP Policy 10 states that residential parking within the Core Area should be limited to a maximum of 0.3 spaces per home.

Assessment of the Development

Town Centre Car Parking

7.5.54 In sites with a PTAL rating of 5-6 (outside the Central Activities Zone), the Southwark Plan permits a maximum of one space per 75 sqm GFA (gross floor area) for local centres/shopping malls and a maximum of one space per 38 sqm for food stores over 2,500 sqm RFA (retail floor area). The London Plan permits a maximum of one space per 50-75 sqm GIA (defined as gross floor space) in sites with a PTAL rating of 5-6.

7.5.55 The draft New Southwark Plan continues the approach in relation to town centre car parking taken in the Southwark Plan, acknowledging that major town centres will need some parking by proposing a maximum provision of one space per 75 sqm.

7.5.56 Circa 1,850 town centre car parking spaces are currently available for public use. The Development will provide a maximum of 1,000 town centre car parking spaces, including disabled car parking provision. The town centre parking could be located

beneath a new Tesco superstore in Zone G, which would be accessed from Redriff Road; and within a purpose built multi-storey car park, to be located at the southern end of the proposed High Street, close to its junction with Redriff Road in either Zone C or E.

7.5.57 As part of British Land's commitment to delivering a highly sustainable and public transport orientated development, the provision of public town centre car parking at Canada Water will be reduced significantly from its current level by approximately 54%, from 1,850 public car parking spaces as existing to 1,000 public parking spaces, whilst nearly tripling the amount of retail and leisure floorspace.

7.5.58 The Development Specification allows for a maximum of 147,262 sq m GEA retail and leisure floorspace, including the Outline and Detailed Proposals. This equates to a ratio of one space per 147 sq m of floorspace, which is considerably less than the ratio of one space per 75 sqm of floorspace that is set out in the saved Southwark Plan, current London Plan and draft New Southwark Plan. Application of the 1:75 sq m ratio would allow up to 1,963 town centre car parking spaces for the Development.

7.5.59 It is also important to note that the foodstore is being treated as part of the overall town centre floorspace, rather than being treated as a separate entity with separate car parking. This approach further limits the total number of public car parking spaces that might otherwise be proposed in line with current policy. The relocation of the Tesco store is an imperative to realising the masterplan vision. Tesco as an operator have absolute parking requirements which in part generates the level of town centre car parking being sought.

7.5.60 Car parking is essential to support a vital and vibrant town centre and to ensure its perception as an attractive and useable destination and in terms of it being able to compete with other town centres. There is a need to provide a suitable number of parking spaces to satisfy the needs of key retail and leisure operators, influencing their decision on whether to locate at Canada Water. The provision of lower parking levels would reduce the range of operators that would take space in the scheme, in turn reducing the attractiveness and vitality of Canada Water as a town centre. It is recognised here that over time, it could be possible to reduce the levels of town centre parking if travel behaviour decreases and visitors switch to different modes of travel and this will be kept under review. This level of car parking provision should also help to minimise off-site parking in local streets, which inconveniences existing neighbours.

7.5.61 The town centre car parking provision is in line with the adopted policy position and Southwark's emerging policy position and is therefore considered acceptable.

Residential Parking

7.5.62 The Development will provide an average of 0.2 private car parking spaces per residential unit (including disabled parking), which is below the 0.3 maximum level set out in the CWAAP and significantly below the adopted London Plan and Core Strategy maximum standards. Car club spaces will be provided and local streets will be monitored to address displacement parking off-site.

Parking for Offices

7.5.63 The Development will adopt zero standard car parking spaces for offices, with limited provision for disabled users only at a maximum ratio of one space per 3,500m2 Gross Internal Area (GIA). This is in line with current and emerging policy.

Cycle Parking

7.5.64 Cycle parking for the Outline Proposals will be provided in line with the minimum standards set out in Appendix 2 of the Development Specification, which is in accordance with the adopted London Plan standards.

7.5.65 As set out below in paragraph 7.4.60, the Detailed Proposals have been designed to meet the 2016 London Plan standards.

Travel Plan

Policy Context

7.5.66 London Plan Policy 6.3 requires workplace and/or residential travel plans to be produced in accordance with relevant TfL guidance.

Assessment of the Development

7.5.67 The submitted Site-Wide Framework Travel Plan provides a framework for delivering the vision for sustainable travel in and around the Site and identifies the potential measures that may be introduced at the Site to promote alternative means of travel other than by private car such as walking, cycling and public transport. The Travel Plan is also intended to provide a mechanism to monitor the use of car parking spaces and car club spaces. This will enable an appropriate provision of car parking and car club spaces to be identified as the Development is implemented over time, within the overall maximum land floorspace cap, set by the Development Specification.

7.5.68 The Site-Wide Framework Travel Plan will be funded through the establishment of a ‘Sustainable Travel Fund’, which could include access to net parking receipts from the proposed town centre car park as a source of funding, which could be reinvested into sustainable transport measures, including those established through Travel Plans.

7.5.69 Travel Plans are submitted for each of the Detailed Plots with the purpose of identifying appropriate mode share targets, the key measures that will be implemented to achieve these targets, and establish the mechanisms to manage the Travel Plans and monitor their effectiveness for influencing travel choices.

Servicing and Deliveries

Policy Context

7.5.70 London Plan Policy 6.3 requires construction logistics plans and delivery and servicing plans to be secured in line with the London Freight Plans and to be co-ordinated with travel plans.

Assessment of the Development

7.5.71 A Framework Delivery and Servicing Management Plan (DSMP) forms Appendix K of the Masterplan Transport Assessment and sets out objectives and measures for how the impact of servicing activities within the Site will be minimised. The Framework DSMP outlines the following:

- Identifies and describes the servicing arrangements;
- Identifies where safe and legal loading can take place;
- Ensures delivery activities do not hinder the flow of traffic on the public highway;
- Proposes a management strategy for loading and unloading activities;
- Seeks to minimise vehicles waiting or parking at loading areas so that there will be a continuous availability for approaching vehicles;
- Seeks to manage deliveries to reduce the number of trips, particularly during peak hours;
- Aims to influence occupants' supply chains to ensure that delivery companies can demonstrate their commitment to best practice;
- Seeks to explore innovative home delivery concepts to reduce the need to use the car for trips into the Town Centre, and;
- Provides an on-going monitoring and review system.

7.5.72 In addition to the above, an Estate Management Plan will be secured via the S106 Agreement which will establish measures to ensure that the High Street is accessible to servicing vehicles, buses and taxis only.

7.5.73 The Transport Assessment also contains a Servicing Access Strategy under Appendix G of the report. The following key objectives underpin the servicing strategy for the Development:

- Minimise the impact of servicing activities on the urban environment;
- Deliver efficient servicing for tenants and service providers;
- Maximise convenience for residents, tenants and service providers;
- Deliver high levels of safety to residents, tenants and service providers;
- Meet security requirements (e.g. service vehicle access control, screening of goods);
- Deliver operational sustainability;
- Provide the operational flexibility/resilience required for the site;
- Align the strategy with the masterplan objectives for public realm; and

- Meet Southwark Council requirements for the planning application.

7.5.74 In summary, the Transport Assessment concludes the following key points:

- The Development will significantly improve the accessibility, permeability and quality of the environment for pedestrian and cyclists, along with a significant increase in the amount of cycle parking on-site;
- Public car parking will significantly decrease from its current level and will be provided in line with adopted London and Southwark Plan policies. Residential and office car parking will be provided in line with policy requirements.
- The High Street will provide a new route for buses through the heart of the site, bringing public transport as close as possible to the proposed new retail units;
- Provision has been made for a new second entrance at Surrey Quays station, in anticipation of the outcomes of TfL's ongoing work into improvements to access Surrey Quays station;
- The nature of trips to and from the area will change, with more trips on the Jubilee line and London Overground having Canada Water and Surrey Quays as a destination, reducing levels of crowding on trains departing the stations and enabling easier boarding at Canada Water and Surrey Quays stations;
- Bus impacts will be manageable, with ongoing discussions taking place between British Land and TfL as to how the future bus network in the area may develop and the support that is required to enable this to happen;
- Highway impacts will be localised to the vicinity of the Site and will not result in significant additional delay on the highway network;
- The volume of servicing and delivery trips can be accommodated within largely off-street service yards, and that servicing activity will be managed by a site-wide Delivery and Servicing Management Plan; and
- Any residual impacts will be managed through the provision of a Framework Travel Plan, ensuring that travel to and from the site is undertaken in as sustainable a manner as possible.

7.5.75 In line with above, the Development will therefore comply with London Plan policies 6.3, 6.7, 6.9 and 6.10, draft New London Plan policies T2, T4 and T5, Core Strategy Policy 5, Saved Southwark Plan policies, 5.3, 5.6 and 5.7, draft New Southwark Plan policies 46, 47, 48, 50 and CWAAP policies 6, 7, 8, 9 and 10 in respect of the Development's impact on the public transport network and highways, its contribution to the local pedestrian and cycle network, its provision of car and cycle parking, its strategy for encouraging sustainable travel modes and its strategy for managing servicing and deliveries and should therefore be considered acceptable in this respect.

Assessment of the Detailed Proposals

Plot A1

7.5.76 The Transport Statement for Plot A1 confirms that the proposal will generate minimal highway trips and that the public transport trips generated by the Development can be accommodated by the public transport network. The Travel Plan, which forms part of the document, seeks to manage transport demand arising from the proposals and encourage the use of sustainable modes in alignment with the Healthy Streets principles.

7.5.77 The Transport Statement further demonstrates that delivery and servicing (with the exception of one retail unit) can be accommodated off-street, within the ground floor service yard, which will be managed by Broadgate Estates Ltd through a booking system.

7.5.78 Plot A1 is car free with blue badge parking bay provided by Plot A2. Residents will not have the ability to apply for parking permits and this will be secured in the S106 Agreement.

7.5.79 The site is well-located in respect to public transport, with a PTAL of 6a. The site's location at the northern end of the proposed new High Street will mean easy access to frequent bus services, and the High Street will be designed with appropriate kerb heights and bus stop locations to ensure that wheelchair access onto all bus routes is possible. Similarly, the proposed changes at the junction of the High Street and Surrey Quays Road will ensure that there is a wheelchair accessible route to Canada Water station, from which step-free access onto the Jubilee Line and London Overground services is possible.

7.5.80 Cycle parking has been provided in line with London Plan 2016 standards, with 8 long-stay and 33 short-stay cycle spaces for the retail floorspace, 197 long-stay and 13 short-stay cycle spaces for the office floorspace and 280 long-stay and 5 short-stay for the residential floorspace.

7.5.81 The Public Realm proposals for Zone A (as set out in Volume V of the Design and Access Statement) will markedly improve the pedestrian experience along the western edge of the Dock, with the removal of the cobbled surface, the planting of new trees and introduction of new seating.

Plot A2

7.5.82 As above for Plot A1, the Plot A2 proposals will generate minimal highway and public transport trips and the Travel Plan which forms part of the document, will help to manage and promote sustainable travel modes. All servicing and delivery activity will be accommodated off-street.

7.5.83 Plot A2 is car-free, with the exception of four blue badge disabled parking spaces on the High Street, Deal Porters Way. Cycle parking has been provided in line with London Plan 2016 minimum standards, with 6 long-stay and 26 short-stay cycle spaces for the retail floorspace, 270 long-stay and 14 short-stay cycle spaces for the office floorspace and 5 long-stay and 74 short-stay for the leisure floorspace. A coach drop-off bay in connection with the leisure centre will be provided on the High Street.

Plot K1

7.5.84 The Transport Statement confirms that the number of trips arising from the Development will not have a noticeable impact on the existing transport network.

7.5.85 Delivery and servicing activity can be accommodated within the existing road layout on Roberts Close.

7.5.86 Four blue badge disabled car parking spaces are provided to the rear of the site. Residents will not have the ability to apply for parking permits and this will be secured in the S106 Agreement.

7.5.87 The Site is relatively well-located in respect to public transport, with a PTAL of 4, representing good access to public transport. The Site's location relative to Surrey Quays Road means that easy access to frequent bus services is available, and new routes to the facilities to the south with be opened up by the wider Development. As such, the level of on-plot blue badge car parking is considered appropriate and has been discussed with Southwark Council's transport officers prior to submission.

7.5.88 Cycle parking has been provided in line with London Plan 2016 standards, with 144 long-stay cycle spaces and 3 short-stay spaces provided.

7.6 ENVIRONMENTAL CONSIDERATIONS

7.6.1 The purpose of this Chapter is to review the main chapters of the Environmental Statement (ES) against planning policy. A full assessment of the impacts of the Development is included in the ES. The ES also recommends any mitigation measures that may be required as a result of the Development.

Socio-Economics

This Section should be read in conjunction with Volume I, Chapter 7 of the Environmental Statement, prepared by Quod and Waterman.

Policy Context

7.6.2 London Plan Policy 3.16 supports development proposals which provide high quality social infrastructure in light of local and strategic social infrastructure needs assessments.

7.6.3 Policy 2.2 Southwark's Saved Local Plan supports new community facilities to serve all members of the community, where there would be no detrimental impact to neighbouring amenity.

7.6.4 Policy 26 of the CWAAP states that anticipated demand for additional school places will be met for primary school provision by keeping the need to expand existing primary schools under review and the potential provision of new schools and for secondary schools the provision of a new school in Bermondsey and exploring the possibility of expanding existing secondary schools.

7.6.5 Policy 29 of the CWAAP states that Southwark Council will work with the primary care trust to meet the needs generated by the increased population by providing new health facilities in the core area. The policy specifies that any new facility will need to be highly accessible and close to public transport links and that the preferred location for a new health facility is within the core area.

Assessment of the Development

7.6.6 In terms of employment, Chapter 7 of the ES confirms that during demolition and construction, the Development would create a monthly average of 1,400 jobs over the duration of the construction programme. Once complete, under the maximum residential, minimum employment scenario, the Development could generate an estimated 12,350 – 17,200 new jobs. Under the minimum residential, maximum employment scenario, the Development could generate an estimated 22,870 – 30,930 new jobs. The Detailed Proposals are estimated to generate between 2,310 and 3,050 new jobs. The additional new jobs generated by the Development is clearly a significant benefit.

7.6.7 The Chapter also estimates that the Development could generate between £26million - £54.6million additional spending per annum from the residential component of the Development and between £28.8million - £72million additional spending per annum from the commercial element of the Development, which will have a significant multiplier effect for the local economy.

7.6.8 With regard to healthcare, it is estimated that the Development will generate a population of between 3,420 – 6,700 residents which would require between 1.9 - 3.7 GPs. The Development includes 45,650 sqm (GEA) of community floorspace (Use Class D1). A proportion of this floorspace will deliver a new health centre which will meet the needs of the new residents living within the Development and the wider local area. This is in line with the policy objectives for the Site. The allocation for the Site within the draft New Southwark Plan includes 2,000 sqm for a health centre. A health centre of this size could accommodate up to 12 GPs. The Development will therefore be able to meet the demand generated by the Development through delivery of a new community facility for the wider area.

7.6.9 The Chapter estimates demand for between 102 – 324 school places for the maximum employment and maximum residential scenarios respectively. Having assessed the baseline provision, the Chapter predicts that some of the surplus primary school capacity may have been taken up by the time that the Development is occupied, however, at secondary level surplus capacity will be available. The Development allows for up to 46,450 sq m of community floorspace (Use Class D1) which could allow for additional education facilities, including a new primary school and sixth form facility. Any impact on education provision is therefore considered to be considered negligible, however, if additional education facilities are delivered as part of the Development this would have a beneficial impact.

Assessment of the Detailed Proposals

7.6.10 With regard to employment, a monthly average of 745 jobs would be created over the duration of the construction programme, which is a substantial benefit of the Detailed Proposals.

7.6.11 The Chapter estimates that the Detailed Proposals would generate £3.8million per annum in additional spending from the new homes and between £5.4million-£7.1million in additional spending per annum as a result of spending by additional employees.

7.6.12 In terms of healthcare, the ES estimates an additional population of 485 residents generated by the Detailed Proposals which would require 0.3 GPs. Whilst there is limited capacity within the six local GP surgeries, all GPs are currently accepting new patients. Moreover, a new healthcare facility could be delivered within the Development at a later stage, therefore any effect generated by the Detailed Proposals on existing healthcare facilities would be considered a temporary effect.

7.6.13 The Chapter estimates demand for 43 school places including 26 primary school places and 17 secondary school places. The effect of the Detailed Proposals on education and health facilities will be mitigated through a financial contribution which will be secured through CIL provision or the S106 Agreement.

Noise and Vibration

This Section should be read in conjunction with Volume I, Chapter 9 of the Environmental Statement, prepared by Waterman.

Policy Context

7.6.14 Policy 7.15 of the London Plan requires new developments to avoid significant adverse noise impacts on health and quality of life as a result of new development and mitigate and minimise the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions. Further, the Policy requires new developments to improve or enhance the acoustic environment and promote appropriate soundscapes.

7.6.15 Saved Southwark Plan Policy 3.2 states that *"planning permission for development will not be granted where it would cause loss of amenity, including disturbance from noise, to present and future occupiers in the surrounding area or on the application site".*

Assessment of the Development

7.6.16 The ES Chapter confirms that consideration of a suitable glazing and ventilation strategy would be required across the Development in order to provide suitable residential amenity.

7.6.17 Noise Emission Limits are set in Table 9.23 of the Chapter and provided that these levels are achieved, noise generated from new building plant associated with earlier phases of the Development would have an insignificant effect on all sensitive receptors. For later phases of the Development some additional monitoring may be necessary to determine the prevailing background noise levels at sensitive receptors following the construction and occupation of earlier phases.

7.6.18 Further, provided that non-residential building façades together with adjoining walls / floors offer adequate sound insulation and appropriate measures are in place with regards to management of outside and servicing areas then insignificant residual effects are predicted.

7.6.19 Demolition and construction works would include activities that would be likely to increase noise levels and potentially cause vibration within and immediately adjacent to the Site (particularly demolition activities, breaking activities and piling). The implementation of noise and vibration control and management measures through the Construction Management Plan (CMP) during demolition and construction would help to reduce noise disturbance to occupants of existing and future properties. Such measures would include using low-noise machinery and equipment, enclosing and screening machinery, using low-vibratory foundation methods and the use of appropriate hoarding to the required height and density. Demolition and construction traffic is not predicted to result in significant noise increases on local roads and would be managed through the CMP.

7.6.20 It can therefore be concluded that the Development would not cause unacceptable noise disturbance to present or future occupiers in the surrounding area or within the development itself and therefore should be considered acceptable in the context of London Plan Policy 7.15 and Saved Southwark Plan Policy 3.2.

Assessment of the Detailed Proposals

7.6.21 The residential elements of Plots A1 and K1 have been assessed with key prevailing noise sources likely to affect the residential properties taken into account.

7.6.22 For Plot A1, the potential for worst affected residential facades would be the tower façade facing onto Surrey Quays Road to the north. There are, however, no bedrooms proposed at this façade. With the provision of a suitable glazing and ventilation strategy, conditions suitable for residential amenity would be provided.

7.6.23 The predicted noise levels at Plot K1 are such that standard thermal double glazing in combination with passive ventilation (such as hit and miss ventilation) should provide suitable residential amenity.

7.6.24 In terms of plant noise, the ES Chapter sets out recommended plant noise limits for the Detailed Proposals in line with credited guidance and the requirements of Southwark Council. Based on the noise emission limits for new building plant being achieved noise generated from new building plant associated with the Detailed Proposals would have an insignificant effect on nearby sensitive receptors.

7.6.25 The Chapter notes that the operation of the proposed non-residential uses of the Detailed Proposals may generate noise, however, any noise break-out effects will be insignificant provided adequate sound insulation is afforded by the building fabric.

7.6.26 It can therefore be concluded that the Detailed Proposals would not cause noise disturbance to present or future occupiers in the surrounding area or within the development itself and therefore should be considered acceptable in the context of London Plan Policy 7.15 and Saved Southwark Plan Policy 3.2.

Air Quality

This Section should be read in conjunction with Volume I, Chapter 10 of the Environmental Statement, prepared by Waterman.

Policy Context

7.6.27 London Plan Policy 7.14 requires that development proposals minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) and where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans (see Policy 6.3)

7.6.28 In addition, Policy 7.14 promotes sustainable design and construction to reduce emissions from the demolition and construction of buildings following the best practice guidance in the GLA ‘The control of dust and emissions from construction and demolition’ SPG.

7.6.29 In addition, developments are required to be at least ‘air quality neutral’ and not lead to further deterioration of existing poor air quality.

7.6.30 Saved Southwark Plan Policy 3.6 states that planning permission will not be granted for development that would lead to a reduction in air quality.

Assessment of the Development

7.6.31 The air quality within the administrative borough of Southwark exceeds national air pollution objectives and, as a result, Southwark Council have designated the entire northern part its Borough as an Air Quality Management Area (AQMA). The Site is located within this AQMA. Lower Road is also designated by the GLA as an Air Quality Focus Area. An assessment was undertaken to determine the likely effects of the Development on local air quality.

7.6.32 Current and future air quality conditions at the Site and in the local area have been considered in the Air Quality chapter of the ES. The results of the assessment demonstrate that the Development would not give rise to a significant adverse air quality effect on occupants of existing sensitive locations surrounding the Site or future residential users of the Development.

7.6.33 The main likely effects on local air quality during the demolition and construction works would relate to the generation of dust. A range of measures to minimise or prevent dust would be implemented through the CMPs so that no significant dust effects would result. Such measures include dust suppression techniques such as water sprays, appropriate hoardings and ongoing air quality monitoring.

7.6.34 The assessment has demonstrated that the effect of construction vehicles associated with the Development would be insignificant for all pollutants assessed. All construction plant would meet the Emissions Standard set out in the London Plan and therefore the effect of construction plant emissions on local air quality would be insignificant.

7.6.35 Given the flexibility allowed for in the Outline Proposals, an Air Quality Neutral Assessment has not been undertaken but this will be assessed at Reserved Matters stage for each phase as it comes forward. There is an aspiration for the Development to be “Air Quality Neutral”. Table 10.33 of the ES Chapter provides a series of measures which will be inherent to the design of the development to mitigate any impacts on air quality.

7.6.36 In summary, the Development accords with London Plan Policy 7.14 and Saved Southwark Plan Policy 3.6.

Assessment of the Detailed Proposals

7.6.37 The ES Chapter confirms that the Detailed Proposals would not give rise to a significant adverse air quality effect on occupants of existing sensitive locations surrounding the Site or future residential users of the Development. As such, no mitigation measures would be required for air quality effects once the Detailed Proposals are completed and operational.

7.6.38 Appendix 10.4 of the ES Chapter confirms that the Detailed Proposals would be “Air Quality Neutral”.

7.6.39 The Detailed Proposals therefore comply with London Plan Policy 7.14 and Saved Southwark Plan Policy 3.6.

Daylight, Sunlight and Overshadowing

This Section should be read in conjunction with Volume I, Chapter 16 of the Environmental Statement, prepared by Waterman and the Daylight, Sunlight, the Overshadowing Assessment prepared by GIA and the standalone Daylight and Sunlight Report prepared by GIA.

Policy Context

7.6.40 London Plan Policy 3.5 (Quality and Design of Housing Developments) states that housing developments should be of the highest quality internally, externally and in relation to their context and to the wider environment.

7.6.41 Paragraph 123 (c) of the emerging draft revised NPPF (2018) states that local planning authorities should refuse applications which they consider fail to make efficient use of land and when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site.

Assessment of the Development

7.6.42 Chapter 16 of the Environmental Statement provides an assessment of daylight/sunlight, overshadowing and solar glare effects of the Development on sensitive neighbouring properties, compared to the baseline situation. The ES Chapter is supported by a separate Daylight, Sunlight and Overshadowing Assessment prepared by GIA which provides further explanation, additional detail and more in-depth analysis relevant to the assessment of the nature and acceptability of the daylight and sunlight impacts. It is important to read this standalone report alongside the ES Chapter.

7.6.43 The ES Chapter has analysed the effects for 127 existing neighbouring properties in relation to daylight and sunlight due to their potentially sensitive use, in accordance with the BRE Guidelines. When evaluating the effects of the Development on daylight/sunlight levels to neighbouring properties, it is important to note that the BRE Guidelines are predicated on a suburban environment, however they recognise the need for a flexible application of the standards which they detail taking into account the context of the development assessed. In recognition of this fact, in March 2016, the Mayor of London published a Supplementary Planning Guidance on Housing ("SPG") which set out guidance on how daylight and sunlight impacts should incorporate an appropriate degree of flexibility. This is the most recent guidance on daylight and sunlight issues in a London context. The guidance provided in the SPG moves away from the rigid application of the numerical values provided in the BRE Guidelines and recognises that they should be 'applied sensitively to higher density development especially in opportunity areas, town centres, large sites and accessible locations'.

An Assessment of Maximum Parameters

7.6.44 It is also critical to note that the majority of BRE transgressions occur to properties that will be impacted by Development Plots which are being submitted in outline where the maximum parameter massing has been used as the basis of our assessment. The maximum parameters are defined by the maximum building

envelope and heights. The assessment has been based on this as it represents the 'worst case'.

7.6.45 Accordingly, this presents not only a worst-case scenario but in fact, a level of impact that will in reality, never be experienced (due to the limitations on the quantum of floorspace that can be delivered in accordance with the Development Specification or Design Guidelines). To understand this more fully, GIA have also assessed the Illustrative Scheme which is circa. 37% smaller in terms of overall massing than the Maximum Parameters, which demonstrates how much a Maximum Parameter scheme can differ from a designed scheme. This is particularly relevant for the Lower Road, Redriff Road and Quebec Way properties.

7.6.46 At reserved matters stage, the development zones will become significantly smaller and therefore the impacts will be considerably less in reality.

Daylight and Sunlight

7.6.47 In total 15 properties will see all of their windows meet the BRE Guidelines for Vertical Skyline Component (VSC), No Skyline (NSL) and Annual Probable Sunlight Hours (APSH). There are 108 properties which will experience an alteration in daylight and/or sunlight which is beyond the suggested BRE Guidelines to some of their windows and rooms.

7.6.48 Of the 2990 windows assessed, 1705 (57%) will achieve compliance in relation to the standard BRE Baseline guide for VSC. There are 1357 rooms out of 1744 rooms (78%) which will meet the Baseline BRE Guidelines for NSL. With regards to sunlight 1129 of the 1518 windows (74%) relevant for sunlight analysis will comply with the BRE's Baseline APSH criteria.

7.6.49 When the Alternative Target Values are used, the measure of impact set out within Chapter 16 of the ES, the technical analysis appended to the Daylight and Sunlight Standalone Report and to the ES illustrates that 63% of windows which experience a reduction in VSC will retain values of between 15 and 26.9%. In fact, 84% of windows will either be BRE compliant or retain in excess of 15% VSC. (i.e. will meet the Alternative Target Value as set out within Chapter 16 of the ES and within the Methodology Section of this report). When considering the Alternative Target Values for NSL, 1,509 of the 1,744 windows assessed would meet the criteria (as set out within Chapter 16 of the ES and within the Methodology Section of this report).

7.6.50 As such, the ES concludes therefore, that 16% of all windows assessed may experience a moderate, moderate to major or major adverse impact.

7.6.51 In terms of sunlight, 74% of windows are compliant with the BRE Baseline Recommendations. Where there are instances of non-compliance the retained values are generally between 20%-24% annually where there are no existing obstructions (balconies or projections) restricting the receipt of sunlight. Where balconies are present, in most instances the windows remain BRE compliant for winter sun ensuring the windows will receive good levels of sunlight throughout the year.

Overshadowing

7.6.52 A total of 57 amenity areas were assessed for overshadowing. Of those, 47 were private gardens to private residential properties. 42 of these private amenity areas would either not experience noticeable alterations in the overshadowing levels (below 20%) or receive at least two hours of direct sunlight on 21st March with the completed Development in place, and therefore would experience a negligible effect. The remaining five gardens of private properties will either experience Minor or Moderate effects as detailed within Chapter 16 of the ES. Of the remaining areas assessed, ten are public or communal areas of amenity, of which, eight would not experience noticeable alterations in the overshadowing levels (below 20 %) or receive at least two hours of direct sunlight on 21st March with the Completed Development in place.

7.6.53 Of the remaining areas assessed, 10 are public or communal areas of amenity. 8 of these areas would either not experience noticeable alterations in the overshadowing levels (below 20%) or receive at least two hours of direct sunlight on 21st March with the completed Development in place, and therefore would experience a negligible effect. Of the two which would be effected by the Development, one would experience a minor adverse effect and the other would experience a moderate adverse effect.

Solar Glare

7.6.54 The Outline Proposals have not been included within the Solar Glare assessment as their façade details are not defined at this stage. Once the detailed design of these elements is developed, the Solar Glare effects could range from negligible to major adverse. Any potential Solar Glare impact can be mitigated at Reserved Matters stage.

7.6.55 The solar glare effects as a consequence of the Detailed Proposals on the viewpoints at junctions in proximity to the Site are considered of Minor Adverse significance at worst and therefore no mitigation measures would be required. However, in the event that solar glare impacts arise from the commercial elements of the Development then the ES proposes a number of potential mitigation measures which could be employed.

Light Pollution

7.6.56 The Outline Proposals have not been included within the Light Pollution assessment as their internal layouts, façade details and lighting design are not defined at this stage. Once the detailed design of these elements is developed, the Light Pollution effects could range from negligible to major adverse. Where residential properties are located at a distance greater than 20 metres from the proposed commercial elements, they are unlikely to experience significant Light Pollution impacts. Any potential Light Pollution impact can be mitigated at Reserved Matters stage

7.6.57 The Chapter concludes that light pollution effects of the commercial elements within the Detailed Proposals onto the neighbouring residential properties are considered of negligible significance and therefore no mitigation measures would be required. However, in the event that light pollution impacts arise from the commercial elements of the Development then the ES proposes a number of potential mitigation measures which could be employed.

Summary

7.6.58 When evaluating the effects of the Development on daylight/sunlight levels to neighbouring properties, it is important to note that the BRE guidance is predicated on a suburban environment and are therefore it is not appropriate to strictly apply these guidelines to a central London context. Consideration should be given to the urban context within which a site is located as daylight and sunlight is only one of a number of planning considerations which the local authority will review as part of the planning process. This is because there are many factors that influence site layout and the BRE Guidelines expressly recognise that "the advice given is not mandatory and the Guide should not be seen as an instrument of planning policy. Its aim is to help rather than constrain the designer. Although it gives numerical guidelines, these should be interpreted flexibly since natural lighting is only one of many factors in site layout design." The emerging NPPF (2018) also supports this stance.

7.6.59 Moreover, the Mayor's Housing SPG (March 2016) moves away from the rigid application of the numerical values provided in the BRE Guidelines. and recognises that they should be 'applied sensitively to higher density development especially in opportunity areas.' The requirement in London boroughs for significantly more living and working spaces necessitates higher density development. As such, consideration must be given to the advice set out in the SPG when reviewing the impact on daylight and sunlight amenity by reference to the BRE guidance and methodology.

7.6.60 It is also important to consider that the majority of properties currently experience unusually high daylight in the existing state, which is uncommon for an urban area in central London, due to the largely unobstructed view over the empty, low-rise existing site.

7.6.61 Furthermore, the technical assessments have demonstrated that where transgressions of the BRE guidelines are identified, in the majority of instances it is in fact the inherent design features of the neighbouring building, rather than the scale of the proposed Development, which is worsening the relative daylight and sunlight reductions.

7.6.62 The daylight and sunlight impacts should also be balanced against the improvements and benefits which the scheme will bring to the area, including (but not limited to); the significant provision of new housing, including affordable housing, a new High Street and Town Centre providing a diverse range of shops, leisure, cultural and community facilities, improved streetscape and high-quality public realm, all of which will demonstrably improve the amenity for the majority of local residents and users around this Site.

7.6.63 Given the nature of the site there will inevitably be impacts to adjacent properties which currently receive daylight and sunlight levels far in excess of what would normally be experienced in an urban location. These impacts should be viewed in the wider context of the development taking into account the following:

- The Site being designated as a major opportunity area, Housing Zone and Major Town Centre;
- The open and undeveloped nature of the Site as existing;

- The Maximum Parameter nature of the outline scheme;
- The fact that an actual scheme will have materially reduced impacts;
- The high level of windows retaining VSC values of 15% or more given the existing context;
- The presence of existing balconies and overhangs; and
- The significant amenity benefits the Development will bring to neighbours compared to what the Site currently offers.

7.6.64 When they are viewed in these terms, although the reductions in daylight and sunlight will be noticeable, they will be minor in almost all situations and so do not represent unacceptable harm and therefore accord with London Plan Policy 3.5 and the local plan policy.

Flooding and Sustainable Urban Drainage

This Section should be read in conjunction with Volume I, Chapter 12 of the Environmental Statement, prepared by Waterman and the Flood Risk Assessment prepared by Waterman.

Policy Context

7.6.65 London Plan Policy 5.12 requires development proposals to comply with the flood risk assessment and management requirements set out in the NPPF.

7.6.66 London Plan Policy 5.13 states that development proposals should utilise Sustainable Urban Drainage Systems (SUDS) in line with the specified drainage hierarchy.

7.6.67 The majority of the site lies within Flood Zone 1 which has a low probability of flooding, although part of the site lies within Flood Zones 2 and 3. The Core Strategy Policy 13 states that: “Development will help us live and work in a way that respects the limits of the planet’s natural resources, reduces pollution and damage to the environment and helps us adapt to climate change. We will do this by: … (9) Allowing development to occur in the protected Thames flood zone as long as it is designed to be safe and resilient to flooding and meets the Exceptions Test.”

7.6.68 The Exception Test, as set out in Paragraph 102 of the NPPF, requires demonstration that the development provides wider sustainability benefits to the community that outweigh flood risk. It further requires a site-specific flood risk assessment to demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall.

Assessment of the Development

7.6.69 A site-specific Flood Risk Assessment (FRA) forms part of the technical appendices to the ES (Volume IV) and confirms that whilst the site is within Flood Zones 1, 2

and 3, the site is protected by the River Thames defences, and therefore despite being located within an area classified as being at a medium to high probability of tidal flooding, the site would not be at risk assuming normal operation of the defences.

7.6.70 Whilst the Site is defended from tidal and fluvial flooding the Environment Agency require an assessment of the residual risk of a breach occurring in the defences. The Environment Agency's mapping shows that the majority of the Site is located outside of the breach flood extent. However, it does indicate that in the unlikely event of a breach occurring, flooding of the existing site could occur in the car park adjacent to Canada Water Dock, the existing Surrey Quays Shopping Centre and also to the south of the Site near the existing Tesco superstore and Redriff Road. Existing ground levels in Deal Porters Way currently provide protection to Plots A1 and A2, therefore these levels would not be reduced. In the other areas, potentially at risk of breach flooding, the finished floor level of the plots would be raised above the breach flood level, to ensure adequate flood protection is provided. Where finished floor levels cannot be raised, ground floor levels would be restricted to 'less vulnerable' uses and appropriate evacuation routes would be provided.

7.6.71 In addition to the above, the risk of flooding to the proposed development from pluvial, groundwater and artificial sources has also been assessed and found to be low.

7.6.72 Surface water runoff from the existing site currently discharges into the Thames Water sewer network, with some nominal flows from hard surfaces adjacent to the dock discharging into Canada Water Dock. Post development, where feasible, surface water runoff from the site would discharge via gravity to Canada Water and Greenland Docks, in order to maximise the areas of the site that can drain to the Docks. This approach is in line with the drainage hierarchy set out the Planning Practice Guidance.

7.6.73 Where discharge into the Docks cannot be achieved, surface water runoff would be directed to the public sewer network and be restricted to 50% of the existing rate, in line with the London Plan. Plot K1, located in the northeast of the site is currently greenfield and surface water runoff from this plot would therefore be restricted to the greenfield runoff rate before discharging into the public sewer network.

7.6.74 In conclusion, the FRA demonstrates that the Development has a low probability of flooding. It also confirms that surface water runoff from the site can be managed through the incorporation of Sustainable Drainage Systems to ensure that flood risk is not increased elsewhere.

7.6.75 It is considered that the Development satisfies the requirements of the National Planning Policy Framework, London Plan policies 5.12 and 5.13 and Southwark Core Strategy Policy 13.

Trees and Ecology

This Section should be read in conjunction with Volume I, Chapter 13 of the Environmental Statement, prepared by Waterman and the Arboricultural Survey and Impact Assessment, prepared by Waterman.

Policy Context

7.6.76 London Plan Policy 7.19 states that wherever possible, development proposals should make a positive contribution to the protection, enhancement, creation and management of biodiversity.

7.6.77 London Plan Policy 7.21 states that "existing trees of value should be retained and any loss as the result of development should be replaced following the principle of 'right place, right tree".

7.6.78 Core Strategy Policy 11 seeks to protect and improve habitats for a variety of wildlife.

7.6.79 Emerging New Southwark Plan Policy SP6 requires the protection and improvement of the Borough's network of open spaces, trees, biodiverse habitats and green corridors. Emerging Policy 58 requires major developments to provide publically accessible open spaces and green links.

7.6.80 Emerging New Southwark Plan Policy P60 states that development will be permitted if trees are planted as part of landscaping and public realm schemes, commensurate to the scale and type of development, and the character of the neighbourhood. It also states that developments must retain and enhance the borough's trees and canopy cover.

7.6.81 CWAAP Policy 18 seeks to protect and designate new Sites of Importance for Nature Conservation (SINCs) and ensure that development does not result in a loss of biodiversity.

Assessment of the Development

7.6.82 In terms of ecology, Chapter 13 of the Environmental Statement confirms that the Development would have long-term beneficial effects on the Canada Water and Surrey Water SINC, the habitats at Canada Water Dock and a long-term beneficial impact to the breeding birds of Canada Water Dock. These beneficial effects will need to be secured through long-term habitat management set out in a Landscape and Habitat Management Plan secured by condition. Ecological enhancements will also come forward as part of the landscaping design when reserved matters applications are submitted.

7.6.83 The Design Team have sought guidance from the London Wildlife Trust in developing the indicative proposals for the Canada Water Dock SINC.

7.6.84 During the construction phase, the implementation of Construction Management Plans with environmental management control measures to prevent adverse effects on designated sites and breeding birds will be required as mitigation.

7.6.85 Ecological enhancements brought forward by the Development will comprise:

- Trees and other plants would be placed along the Green Link as part of the Tree Planting Strategy to enhance the connection between Southwark Park and Russia Dock Woodland;

- The planting strategy of the Development would aim to establish a rich mosaic of planting types to provide the basis for a rich environment that combines habitat creation and biodiversity, including planting for pollinators;

- The tree planting strategy would aim to provide increased species diversity, climate and disease resilience include locally native tree species and trees with a proven wildlife value where appropriate (both on-site and off-site);

- Incorporation of features for birds and bats, including bat boxes, which would contribute to the biodiversity of the area by creating habitats for birds and wildlife;

- Incorporation of biodiverse roofs. A mix of extensive green and brown roofs to be provided to encourage wildlife into the built environment;

- A range of Sustainable Drainage Systems which could include a combination of permeable pavements, tree trenches, rain gardens, swales, channels, rills and runnels;

- Proposals to promote the biodiversity and enhance the ecology and habitat connectivity at Canada Water Dock, including replanting and remodelling of the Canada Water Dock wetland habitat, wildlife interpretation signage along the boardwalk to further promote learning and engagement and links to wider nature trails; the design of structures within the Dock (e.g. boardwalk and viewpoints) to allow connectivity between the wetland habitat and the open water for wildlife to move freely; and the planting of reeds on both sides of the boardwalk; and

- Restoration of the wetland habitat at Canada Water Dock through re-profiling with sediment to maximise the water edge and a new borehole/pump to raise water levels.

- Following consultation with local residents, the Applicant has committed to devising a Management Plan for the area of green space adjacent to the Prince of Orange Walkway, an area which is being safeguarded by the Development.

7.6.86 The Arboricultural Survey and Impact Assessment assesses the existing tree stock on the Site. The categorisation of trees within this Assessment has been developed in consultation and agreement with Southwark Council's Urban Forester. The Arboricultural Survey and Impact Assessment confirms that 68% of the existing trees are of lower quality and value (Category 'C' or 'U') and therefore are predominately unsuitable for retention. A large proportion of lower quality trees are located within existing car park areas which are inherently difficult to integrate into new large-scale development. For this reason, only 9.7% of the lower quality trees are proposed to be retained as part of the Development.

7.6.87 Higher quality trees, Category 'A' or 'B' trees, form 32% of the existing trees and tree groups. A significant amount of work has been undertaken by the Design Team to retain as many of the higher value trees as possible whilst also facilitating the Development to deliver the wider policy aspirations of this Opportunity Area and

Major Town Centre location. Retention of existing trees needs to take into account existing buried services, proposed buried services and proposed vehicular access points to service the Development and it is considered that an appropriate balance has been struck. A collaborative approach with Southwark Council towards the management of existing higher value trees and tree groups within the Site has been taken to best inform the masterplan and the reinforcement of the long-term tree stock. Consequently, 32% of the higher category trees will be retained as part of the Development.

7.6.88 The Arboricultural Survey and Impact Assessment sets a target of no net loss of tree canopy at completion of the Development in 2033 as compared to the agreed "no development" scenario baseline. The Development also seeks to achieve a 10% increase in tree canopy area by 2050 as compared to the "no development" scenario baseline, as supported by the Draft London Environment Strategy and the draft New London Plan.

7.6.89 To deliver the necessary tree canopy area and achieve the no net loss of canopy area will provisionally require the planting of 2762 large and medium growing trees. This target will be met through the planting of new trees on site in the public realm and courtyard spaces along with new trees in off-site locations to be agreed with Southwark Council.

7.6.90 The combined canopy area derived from existing retained trees and new tree planting as part of the Development will provide a 364.8% increase in tree canopy area over the 17 years between 2033 and 2050. This will exceed the 10% increase stated as the 2050 target canopy area.

7.6.91 In light of the above, the Development will achieve no net loss of tree canopy in line with emerging Southwark Plan Policy P60 and London Plan Policy 7.21. The Development will make a positive contribution to the protection, enhancement, creation of biodiversity habitats, particularly in relation to the Canada Water Dock and new Park in line with London Plan policy 7.19.

Assessment of the Detailed Proposals

7.6.92 The Detailed Proposals once completed will have significantly positive effects on the habitats at Canada Water Dock and breeding birds of the Canada Water Dock and therefore no mitigation measures are required. During the construction phase, the implementation of Construction Management Plans with environmental management control measures to prevent adverse effects on designated sites and breeding birds will be required as mitigation.

7.6.93 Ecological enhancements that could be brought forward by the Detailed Proposals comprise:

- Incorporation of features for birds and bats, including bat boxes, which would contribute to the biodiversity of the area by creating habitats for birds and wildlife;
- Planting of native trees and shrubs, plus non-natives of proven wildlife value, including creation of green corridors; and
- A mix of intensive, extensive, brown and biodiverse roofs.

7.6.94 The Arboricultural Survey and Impact Assessment sets out the trees which will be retained and the trees that will need to be removed to facilitate development. Within Zone A, new tree planting will be proposed within the new courtyard spaces adjacent to the retained former Dock Offices, along the High Street and adjacent to Canada Water Dock and along "Dock Office Walk", the new pedestrian access from Lower Road. The three existing, significant trees on Surrey Quays Road will be retained and some of the trees within the Dock Office Courtyard will also be retained. With regard to Plot K1, there are no existing trees which require removing to facilitate the development. New tree planting will be provided within the courtyard and in the form of street trees.

Wind

This Section should be read in conjunction with Volume I, Chapter 15 of the Environmental Statement, prepared by Waterman.

Policy Context

7.6.95 London Plan Policy 7.6 requires that development should not cause unacceptable harm to the amenity of surrounding land and buildings, including wind and microclimate.

7.6.96 Supporting text of Southwark Council's Core Strategy Policy 12 states that tall buildings should be designed so that they do not create wind tunnels.

7.6.97 Saved Policy 3.13 requires that microclimate is taken into consideration when designing new developments.

Assessment of the Development

7.6.98 An assessment of the likely wind conditions as a result of the Development and the suitability of these in terms of pedestrian comfort has been undertaken by Waterman and RWDI and forms Chapter 15 of the Environmental Statement. It is important to note that the ES has assessed the maximum massing parameters of the Development.

7.6.99 The assessment concludes that the wind effects during demolition and construction will be insignificant to beneficial and of moderate significance. Mitigation measures that are to be developed for the completed Development will need to be provided around each building as they are occupied. Given the nature of the Outline Proposals, mitigation measures will be developed through wind tunnel testing secured through planning condition to ensure a safe and comfortable wind environment.

7.6.100 The assessment concludes that mitigation measures for thoroughfares, entrances and amenity spaces may be required and that they can be addressed through detailed design at Reserved Matters stage.

Assessment of the Detailed Proposals

7.6.101 The assessment concludes that the wind effects during demolition and construction will be insignificant to beneficial and of moderate significance. Mitigation measures

that are to be developed for the completed Development will need to be provided around each building as they are occupied.

7.6.102 The assessment concludes that no mitigation measures are required for wind effects on thoroughfares or entrances. In assessing wind conditions on ground level amenity spaces, the ground level landscape plan was tested in the wind tunnel and seating was moved to the southeast corner of Plot A1 and the northeast corner of Plot A2.

7.6.103 In assessing the wind effects on terrace and balcony spaces, the assessment identifies a number of wind mitigation measures for Plot A1 which is acknowledged as experiencing the windiest conditions across the Site. These mitigation measures include: a 50% porous pergola on the northeast of the Plot A1 podium terrace; 3m high potted trees northwest (two) and south east (six) of the Plot A1 podium terrace; a canopy extending no more than 3m from the western and southern facades of Plot A1 tower over the podium terrace; 1.5m high screening for Plot A1 podium terrace seating; managed or restricted access to the south of the A1 podium terrace; and 50% porous pergola over the centre of the level 32 terrace of Plot A1 with managed access.

7.6.104 A planning condition requiring further development of the landscaping design and the refinement of the Plot A1 level 6 podium will be secured by planning condition to ensure the acceptability of the final design.

7.6.105 With these mitigation measures in place, the Detailed Proposals will ensure a safe environment is provided on all detailed buildings in accordance with London Plan Policy 7.6, Core Strategy Policy 12 and Saved Policy 3.13.

7.7 CONCLUSION

7.7.1 This section has thoroughly assessed the Development against adopted and where relevant emerging planning policy and guidance, drawing on the suite of supporting planning application documents.

7.7.2 The Development accords with planning policy which endorses the principle of the Site being developed for high density, mixed-use, town centre and residential development.

7.7.3 The Development will create a major new town centre, focussed around the key elements of high quality public realm, the Town Square, the Park and the Dock. The Development will act as a catalyst for future development in the Opportunity Area and will contribute significantly to achieving Southwark Council and the GLA's housing and employment targets for the area. The Development will bring about comprehensive social, physical, economic and environmental regeneration of a strategically important site.

7.7.4 Where relevant, this Statement identifies the key planning benefits associated with the Development. These are summarised in Section 10.

8 Phasing and Implementation

8.1 PHASING

8.1.1 An Illustrative Phasing Plan is submitted in support of the application for the Development. It describes the anticipated demolition and construction programme for the Development.

8.1.2 For the purposes of the Environmental Impact Assessment, demolition for Phase 1a is assumed to commence in early 2019, however this is not definitive and is dependent on completion of legal, planning and leasing agreements and market conditions.

8.1.3 The Development will be split into a number of construction phases, built out over a period of 15 years. The anticipated phases are shown in the Illustrative Phasing Plan, prepared by Allies and Morrison Architects. The initial phases of Development (as they relate to the Illustrative Masterplan) are summarised below:

- Phase 1a – Plots A1, A2 and K1 (the Detailed Proposals).
- Phase 1b – Plots D1, D2, L1 and L2, M1, a portion of the High Street and the western and southern Dock edges.
- Phase 1c – Plots H1, H2, H3 and a portion of the Park.
- Phase 2 – Plot G1, the remainder of the Park, the remainder of the High Street, Town Square, a portion of Park Walk and Surrey Quays Place.
- Subsequent phases – to be determined in due course,

8.1.4 It is important to note that the phasing programme is indicative at this stage and is subject to change in response to market requirements and economic conditions.

8.2 IMPLEMENTATION

8.2.1 The Development comprised within the Outline Proposals will be subject to the submission of reserved matters details for approval which will be required to be in accordance with the Design Guidelines, Development Specification and Parameter Plans.

8.2.2 It is assumed that additional information will be required at the appropriate time in respect of the various phases of the Development, in particular, where the Environmental Statement identifies mitigation measures to ameliorate the effects of the Development. Where appropriate, this would be enforced through planning conditions, a Section 106 Agreement, and any other agreements as required. The scope and scale of these agreements formed part of the pre-application discussions and will continue to be discussed during the determination of the application.

8.2.3 It will be important that the planning conditions and Section 106 obligations allow for the flexibility for the Development to come forward in any particular order. The

Environmental Statement includes an anticipated construction sequence, however in view of the length of the development period this is likely to change.

8.2.4 Implementation of the Development will also be subject to other approvals as necessary, such as Section 278 Highways Agreement, traffic regulation orders and associated consents.

9 Planning Obligations, S106 Agreement and the Community Infrastructure Levy

9.1 There are two Community Infrastructure Levy (CIL) regimes which apply to the proposed development on the site –the Mayoral CIL adopted by the Mayor of London, and Borough CIL adopted by Southwark Council.

9.2 The Mayor formally adopted a CIL charging schedule on 1 April 2012. For development schemes in Southwark, the Mayoral CIL will be levied at £35 per m² of chargeable area for all land uses subject to indexation with the exception of educational and charitable uses.

9.3 Southwark's CIL, which is payable in addition to the Mayoral CIL, became effective on 1st April 2015. Southwark's CIL introduces differential charging rates for different land uses, dependent on its location within the borough. A Revised CIL Charging Schedule was brought into effect on 1st December 2017.

9.4 Southwark Council's Section 106 and CIL Supplementary Planning Document (SPD) (April 2015) confirms that CIL will be used to fund a wide range of local and strategic infrastructure that is needed to support growth and development in the borough. This includes transport facilities, flood defences, schools and other educational facilities, medical facilities, sporting and recreational facilities and open spaces. Southwark CIL will provide funding to help deliver a range of borough-wide and local infrastructure projects that support residential and economic growth and benefit local communities.

9.5 Section 106 obligations can be both financial and non-financial obligations and will be used when there is a requirement to address the impact of a development and the impact itself cannot be dealt with through a planning condition on the permission.

9.6 CIL Regulation 123 states that the pooling of contributions from five or more separate planning obligations towards a specific type or piece of infrastructure will not be permitted and that CIL will be the principal means of generating developer contributions towards new infrastructure provision. CIL Charging Authorities are required to prepare a Regulation 123 List, which sets out those items of infrastructure, or broad types of infrastructure, that will be funded through CIL.

9.7 The Applicant will enter into planning obligations which meet the requirements of 122 and 123 of the CIL Regulations 2010. Regulation 122(2) requires planning obligations to be necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind.

9.8 Draft Section 106 Heads of Terms are set out below. The draft Section 106 Heads of Terms (HoTs) identify the contributions that could be made and where 'works in kind' are proposed in lieu of payment. The HoTs have been prepared in accordance with Southwark Council's Section 106 Planning Obligations and Community Infrastructure Levy SPD (2015).

9.9 The Applicant will continue to work with the Council, the GLA and TfL post-submission to agree the most appropriate form and wording of the HoTs for inclusion in the Section 106 Agreement. It is anticipated that discussions relating to the obligations and the Section 106 Agreement will continue throughout the determination

of the application. British Land are working with Southwark Council and other stakeholders to explore innovative solutions to financing infrastructure requirements arising from the Development.

9.10 Any planning obligations required to make the Development acceptable will be secured through the S106 Agreement attached to the planning permission. Alongside this, the socio-economic obligations will be established and measured through the Social Regeneration Charter.

Potential Planning Obligation	Summary of Policy Requirement	Provision from the Development	Mechanism
Housing			
Affordable Housing	On-site provision required for sites over 0.5 hectares or developments providing 10 or more residential units. Developments should provide a minimum of 35% of all habitable rooms as affordable housing, subject to viability.	Subject to grant funding, Phase 1A will provide a minimum of 35% affordable housing. The remaining phases will target 35% affordable housing subject to scheme viability to be assessed at Reserved Matters stage.	In-kind: the provision of affordable housing on-site.
Child Play Space	A minimum of 10sqm of play space per child is required. Any shortfall space will be charged at £151 per square metre.	The Development will provide doorstep playspace for under 5 year olds on-site. Local and neighbourhood play (5-11 years) and youth play (over 12 years) may be met through a combination of on-site provision, off-site provision and/or payment in lieu.	Could be a combination of in-kind provision and financial payment in lieu.
Outdoor Amenity Space	Southwark Council's Residential Design Standards SPD requires a minimum of 50 sq m outdoor communal amenity space for flatted developments and 10 sq m of private amenity space per residential unit in the form of balconies, terraces etc. Any shortfall in the required provision of amenity space will be charged at £205 per sq m.	The Development will provide outdoor private and communal amenity space for each residential plot, where possible. In the event that the minimum requirements cannot be met, a payment in lieu	Could be a combination of in-kind provision and financial payment in lieu.
Student Housing	A planning obligation will be secured on university nomination student housing schemes which	This will be required if university nomination student housing is provided.	Could be secured as a S106 obligation.

	requires restricted rent levels (below an average of £168 per week for single or double unit including service charge and CPI indexed yearly from October 2013) for a period of at least 7 years, otherwise a CIL charge will be liable for the development.		
Wheelchair Accessible Housing	Schemes are required to provide a minimum of 10% wheelchair accessible housing. Any shortfall in the required provision of onsite wheelchair housing will be charged at £10,000 per habitable room unit (based on £30,000 for a two bed three habitable room unit).	The Applicant will target the provision of 10% of the housing units across the site to be wheelchair adaptable in accordance with the Council's Planning Obligations SPD. Where 10% of the housing units provided are not wheelchair adaptable an appropriate payment in lieu will be made towards off-site provision.	Could be a combination of in-kind provision and financial payment in lieu.
Employment			
Jobs during Construction	Southwark Core Strategy Policy 10 seeks to target new jobs and training opportunities which arise from development towards local people and seeks to promote supply chain opportunities for local businesses during and after construction of development.	The Charter provides the framework for the development and delivery of bespoke strategies and initiatives which aim to secure quality employment and training opportunities in the construction period, which proportionately respond to the opportunities, and needs, generated by the development the local labour market context. The strategies and initiatives will be developed and secured in accordance with the charter. A clear framework will be provided to ensure all parties are clear what level of information is required to evidence that an initiative is acceptable and sufficient to meet the requirements of the planning policies contained in the Development Plan. The approach will be flexible to allow for new and varied initiatives to be brought forward over time which respond to the opportunities created by the development and	Will be secured through the S106 Agreement and contained within the Social Regeneration Charter.

		the needs of the community within and surrounding the development at that time.	
Skills and Employment Plan	Southwark Core Strategy Policy 10 seeks to target new jobs and training opportunities which arise from development towards local people and seeks to promote supply chain opportunities for local businesses during and after construction of development.	See "Jobs during Construction" section.	Will be secured through the S106 Agreement and contained within the Social Regeneration Charter.
Employment and Training Contribution	Southwark Core Strategy Policy 10 seeks to target new jobs and training opportunities which arise from development towards local people and seeks to promote supply chain opportunities for local businesses during and after construction of development.	The Charter provides the framework for the development and delivery of bespoke strategies and initiatives which aim to secure quality employment and training opportunities in the construction period, which proportionately respond to the opportunities, and needs, generated by the development the local labour market context. The strategies and initiatives will be developed and secured in accordance with the charter. A clear framework will be provided to ensure all parties are clear what level of information is required to evidence that an initiative is acceptable and sufficient to meet the requirements of the planning policies contained in the Development Plan. The development could deliver approximately 20,000 jobs once complete, and it's important to note that the Applicant's ability to control such employment is limited in comparison to that during construction. Therefore, effort will be focused on supporting residents to access the employment. The approach will be flexible to allow for new and varied initiatives to be brought forward over time which respond to the opportunities created by the development and the needs of the	Will be secured through the S106 Agreement and contained within the Social Regeneration Charter.

		community within and surrounding the development at that time.	
Local Procurement	Southwark Core Strategy Policy 10 seeks to target new jobs and training opportunities which arise from development towards local people and seeks to promote supply chain opportunities for local businesses during and after construction of development.	Mirroring the approach to responding to Employment and Training needs, the local procurement/ local business and supply chain needs generated by the development will be addressed via bespoke strategies and initiatives which are informed by the Social Regeneration Charter.	Will be secured through the S106 Agreement and contained within the Social Regeneration Charter.
Other			
Carbon Offset	Mitigation will be sought where schemes do not meet the overall carbon dioxide reduction requirements identified in Southwark Council's development plan	A bespoke approach to reducing carbon emissions via the implementation of projects which are sufficiently connected with the development will be secured.	Will be secured via a S106 obligation.
Archaeology	For developments within archaeological priority zones, a financial contribution towards Southwark Council's monitoring and advisory role is required.	N/A	The Site is not located in an Archaeological Priority Zone, therefore, no contribution required.
Site Specific Transport Measures	Southwark Council's SPD notes that larger developments may need to directly contribute to wider transport improvements and highway improvements to make the development acceptable.	Site-specific transport and highway improvements are likely to include: • Buses: Routes and frequency enhancements and the provision of bus stops (on-site only); • A potential new station entrance and ticket hall for Surrey Quays Station (on-site only); • Facilitating cycle hire provision; • Wayfinding (e.g. Legible London); • Pedestrian connectivity; • Off-site highway works; • Sustainable Travel Fund. Non-financial planning obligations are likely to include: • Travel Plan; • Construction Logistics Plan;	Could be a combination of in-kind provision and financial payment in lieu.

		• Delivery and Servicing Plan; • Car club initiatives; • Estate Management Plan; • Car Parking Management Plan.	
Education	Strategic Policy 4 of Southwark's Core Strategy requires development to provide for new school places to increase the provision of education.	The Development allows for the provision of education facilities on site if required. The Council's current strategy is for the expansion of existing primary schools within the surrounding area with the potential for a new sixth-form to be provided on-site.	Combination of on-site delivery and/or payment in lieu subject to on-going discussions with Southwark Council Education Department.
Health	The SPD states that land for health provision may be required as a S106 obligation.	The Development allows for the provision of a new health centre, subject to on-going discussions with Southwark Council and the Clinical Commissioning Group (CCG)	Provision of a health centre on-site or a payment in lieu.
Public Realm Measures	The SPD notes that Public Realm measures may include: Site specific contributions for carriageway surfacing New or improved footways and/or hard or soft landscaping improvements Replacing paving or landscape material on existing public realm including carriageway and footways Street furniture, bins, bollards Street lighting Cycle stands Tree and landscape planting and biodiversity mitigation and improvement measures Signage Public art CCTV or other community safety measures	The Development will provide: A new public Park; A new Town Square; Enhancements to the Canada Water Dock; New streets and spaces (with hard and soft landscaping); Management and maintenance.	In-kind provision via substantial cost of all public realm works including provision of a new park and streets, and the subsequent management and maintenance of the public open space.

10 Benefits of the Development

10.1 This Section of the Statement summarises the key planning benefits as well as the wider benefits that the Development will deliver. The Development will realise the regeneration of the Site and secure growth on a strategic scale, on one of London's most important brownfield sites. The Development will bring about a range of social, economic and environmental benefits and will fulfil the potential of the Site as an Opportunity Area, Housing Zone and Major Town Centre. Moreover, this Development will create a new destination to live, work and visit thereby enhancing London's status as a World City.

10.2 This Planning Statement has described and analysed the wide-ranging planning benefits of the Development and has demonstrated that it substantially accords with planning policy at all levels. In summary, the Development will deliver the following planning benefits:

- **Substantial new homes and jobs**: approximately 3,000 new homes and approximately 20,000 new jobs.
- **Delivering a new Major Town Centre:** the provision of approximately 90,000 sq m of retail and up to 51,500 sq m of leisure floorspace which supports Canada Water's status as a Major Town Centre with an appropriate provision of town centre parking.
- **The optimisation of site potential and density:** the Site benefits from a central location with good access to public transport and the Development will optimise the potential of the Site to deliver new homes, jobs and shops in line with policy objectives.
- **Creating a vibrant, diverse and inclusive place:** the Development is genuinely mixed-use; providing around 50% residential use and 50% other uses including office, retail, leisure and community. This will therefore secure regeneration benefits for all, not just new residents.
- **A truly mixed and balanced community:** the Development will offer a range of affordable housing products at a range of price points for people of different incomes. The Development will also provide for people at various stages, with the potential for student housing and assisted living.
- **A clear and transparent approach to affordable housing delivery:** British Land has published their Financial Viability Assessment within the submitted Housing Statement so that the viability process can be an open and transparent one.
- **Setting a benchmark for affordable housing delivery:** The Detailed Proposals will provide 35% affordable housing by habitable room. The remaining phases will target 35% affordable housing subject to scheme viability to be assessed at Reserved Matters stage.
- **Securing high quality, sustainable design:** The Design Guidelines and Parameter Plans will secure high-quality design of the proposed buildings

and landscape. The Illustrative Masterplan demonstrates a clear intent from British Land to deliver an exemplary, high-quality development with a unique sense of place and character.

- **Creating a safe and inviting place:** Public spaces and town centre events will be managed by British Land's subsidiary management company, Broadgate Estates to ensure that the Town Centre is a welcoming, inviting and safe place to spend time and relax. The design of the Development, with permeable, accessible and easily-navigable routes and open, lively spaces will also engender a safe, comfortable environment.

- **Encouraging healthy and active lifestyles:** the network and hierarchy of streets and spaces seek to encourage walking and cycling and the diverse mix of public spaces and activities will create a stimulating place to encourage participation and foster enjoyment. The provision of a new leisure centre and as well as the potential for new health facilities will support the needs of the community. The development of the Social Regeneration Charter will set out the aspirations and objectives for achieving one of its key focus areas: "a place to be happy and healthy".

- **Supporting a good start in life:** British Land has established a good working partnership with Southwark Council's education providers and will continue to work with them to support the best start in life for children. The Development makes provision for new educational facilities including a potential new sixth form. The Social Regeneration Charter will set out British Land's strategy for creating "a place to learn and grow".

- **Ensuring access to employment opportunities:** The Charter will set the framework for the delivery of bespoke strategies and initiatives which aim to secure a range of quality employment and training opportunities which will be secured through the S106 Agreement.

- **Ensuring long-term social regeneration benefits for the local community:** The Charter will establish a clear framework within which a strategy for securing long-term social regeneration benefits will be devised.

- **Enhancing the biodiversity value of the Site and the wider area:** the Development will bring about a range of ecological improvements on-site and off-site including restoring the wetland habitat at Canada Water Dock and providing a network of green spaces to promote habitat connectivity and interaction with wildlife as well as extensive new tree planting.

- **Enabling a joined-up approach to transport infrastructure:** British Land has undertaken extensive consultation to date with partners at Southwark Council, GLA and TfL and will continue to work with them to ensure a joined-up approach to transport infrastructure delivery. The Development will promote sustainable travel and Healthy Streets by providing new pedestrian and cycle links, a bus strategy and a potential new station entrance to Surrey Quays Overground Station.

10.3 It is estimated that the Development on completion will also generate the following tangible, wider benefits:

- Estimated council tax contributions of £3.6 million per annum;
- Estimated business rates payments amounting to £62.8 million per annum;
- New Homes Bonus funding of £18.6 million (over a four-year period);
- The contribution to the value of goods and services produced in the area (GVA) is estimated at £1.5 billion per annum;
- Wages generated by the Development are projected at £785 million per annum;
- It is estimated that spending will increase in the area as follows:
    - Employees will spend up to £51.3 million per annum;
    - Households will spend approximately £40.7 million on convenience and comparison goods per annum;
    - Hotel visitors will spend approximately £1.9 million per annum;
- CIL payments to the Mayor of London and Southwark Council are estimated at circa £90m subject to the ultimate mix of land uses coming forward.

11 Summary and Conclusion

11.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004, requires proposals to be determined in accordance with the Development Plan unless other materials considerations indicate otherwise.

11.2 The Statement assesses the Development against the Development Plan and other relevant national, regional and local planning policy, including the Proposed Submission Version of the New Southwark Plan which given its advanced stage in the consultation process, is a material consideration. The emerging policies of the draft NPPF and the draft New London Plan have also been assessed where relevant and appropriate.

11.3 The Development is considered to accord with planning policy which endorses the principle of the Site being developed for high density, mixed-use, town centre and residential development.

11.4 The Development will create a new major town centre, focussed around the key elements of high quality public realm, the Town Square, the Park and the Dock. The Development will act as a catalyst for future development in the Opportunity Area and will contribute significantly to achieving Southwark Council and the GLA's housing and employment targets for the area. The Development will bring about comprehensive social, physical, economic and environmental regeneration of a strategically important site.

11.5 This Statement assesses the Development and identifies the key planning benefits associated with it. These are summarised below:

- The Development will deliver strategic change, which will have a range of social, economic and environmental regeneration benefits for the wider Rotherhithe and Surrey Docks area, in line with the status of Canada Water as an Opportunity Area.
- A new mixed-use development focussed on a new town centre and High Street accords with the hierarchy of policy and guidance associated with the Site and will act as a catalyst for the Council's wider vision for the Opportunity Area.
- The delivery of a significant number of new homes is appropriate given the Site's Housing Zone and Opportunity Area status and responds to key policy drivers at all levels. The Development will make a substantial contribution to meeting regional and local housing delivery targets.
- The Development seeks to deliver approximately 3,000 new homes, offering a variety of choice and providing a range of housing types, tenures, price points and sizes thereby making a significant contribution to regional and local housing need.
- The Development will support and enhance a mixed-use neighbourhood for London, which responds sensitively and appropriately to its context, with a character that is distinctly Canada Water.

- The Site is in a central and accessible location which creates a prime opportunity for creating a sustainable development.

- The Development will provide a series of high-quality public realm spaces of distinctive character including a new Town Square, a new Park and a significantly enhanced Dock. The Development will improve connectivity and permeability through the Site, will promote social interaction and encourage healthy lifestyles. The network of streets and open spaces has been designed to knit seamlessly into the existing context as well as create new vibrant spaces to promote activity and integration.

- The Development optimises the potential of the Site to deliver a mix of retail, business, community, leisure, residential and other town centre uses. This mix of uses will create a dynamic and vibrant town centre, with potential for an additional 20,000 FTE jobs in the area and substantial employment generated during construction including apprentice and training opportunities for local residents supported by the Social Regeneration Charter.

- The Development positively responds to the surrounding townscape through the high-quality design of the proposed buildings and landscape, which is secured by the approved Design Guidelines and Parameter Plans, in accordance with design policies at all levels. The balance of flexibility and control that the Parameter Plans and the Design Guidelines provide is considered to be appropriate for a development of this scale, complexity and likely timescale.

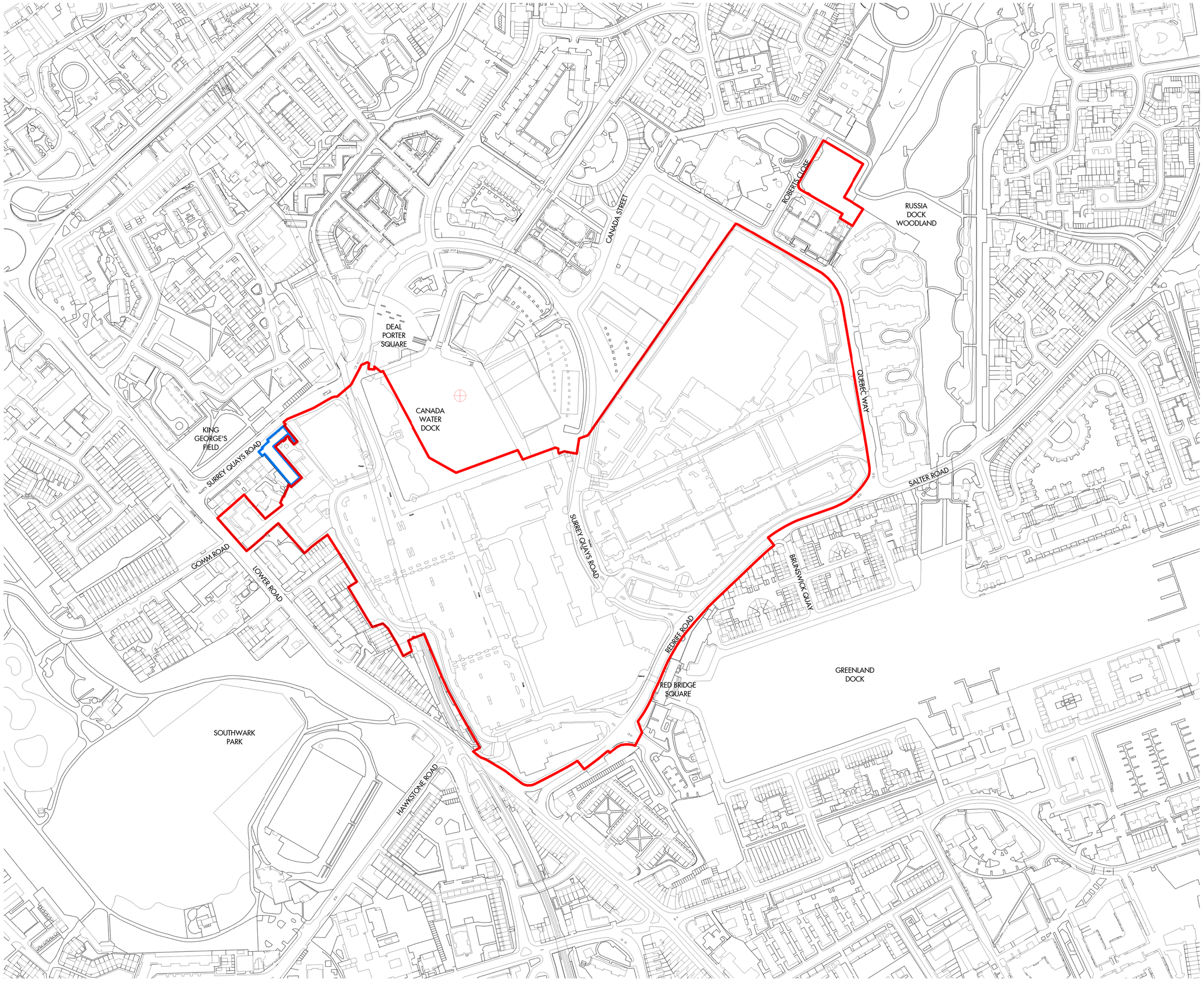
- The likely impacts of the Development have been fully assessed by the Environmental Statement and other application documents and any mitigation measures have been identified. The Development is considered to be entirely appropriate for its location.

- The Development has been the subject of extensive consultation with the Council, the Greater London Authority, the local community, stakeholders, Historic England and the public. This has resulted in changes to the Development to take into account the comments received. This process of consultation and engagement is on-going.

11.6 It has been demonstrated that the Development is not only in accordance with the prevailing planning policy framework but also represents an appropriate, high quality, sustainable development that is encouraged by such policies. The Development will result in a significant and beneficial change to this important part of Southwark and London. For the reasons outlined in this Statement, we invite the Council to support the application.

Appendices

Appendix 1: Site Location Plan



Do not scale from this drawing. Use figured dimensions only. Figured dimensions are in millimetres. All dimensions shall be verified on site before proceeding with works. All levels are nominal: detailed site survey to be carried out to verify positions and level relationships with site features and ordnance survey. All levels are in metres. This drawing is for design intent only. This drawing is to be read in conjunction with other documentation from the architect, design team, main contractor and employer's agent. The architect must be notified of any discrepancies.

REV	DATE	DESCRIPTION	CKD
P 1	27/04/18	Planning Issue	DG

KEY

- Planning Application Boundary
- Land outside of the Planning Application Boundary, owned by the Applicant
- Reference Point: N179400000, E535600000 (coordinates in millimeters)

Note: where the Site meets an adopted highway the Planning Application Boundary is set in conjunction with the kerbline. Where junction works are expected, the Planning Application Boundary extends further to including both pavements.

0 50m 100m

Canada Water Masterplan :

Site Location

CWM-AAM-MP-ZZ-DR-A-07020

SCALE 1 : 2000 @A1
SCALE 1 : 4000 @A3

N

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85 Southwark Street
London SE1 0HX
telephone 020 7921 0100
facsimile 020 7921 0101
email info@alliesandmorrison.co.uk

A&M JOB NO:802

P1

Appendix 2: Planning Application Documents

The documents submitted for approval of the Outline Proposals include:

- Development Specification, prepared by DP9;
- Parameter Plans, prepared by Allies and Morrison Architects;
- Design Guidelines, prepared by Allies and Morrison Architects and Townshend Landscape Architects.

The additional documents submitted for approval of the Detailed Proposals include:

- Proposed Drawings, prepared by Allies and Morrison Architects for Plots A1 and A2 and Duggan Morris Architects for Plot K1.

The documents submitted in support of the Outline Proposals include:

- Application Form, prepared by DP9;
- Land Ownership and Agricultural Holdings Certificate, prepared by DP9;
- CIL Additional Information Requirement Form, prepared by DP9;
- Covering Letter, prepared by DP9;
- Environmental Statement, prepared by Waterman, comprising:
    - Non-Technical Summary;
    - Main Text and Figures;
    - Townscape, Built Heritage and Visual Impact Assessment, prepared by Tavernor Consultancy;
    - Technical Appendices.
- Planning Statement, including Draft S106 Heads of Terms prepared by DP9 Ltd;
- Transport Assessment, including Delivery and Servicing Management Plan, Waste and Refuse Strategy, Site-Wide Framework Travel Plan and prepared by Arup;
- Housing Statement (including Executive Summary), prepared by Quod;
- Masterplan Sustainability Strategy, prepared by Arup;
- Masterplan Energy Strategy, prepared by Arup;

- Utilities and Services Infrastructure Strategy, prepared by Waterman;
- Framework Construction Management Plan, prepared by RPM;
- Illustrative Phasing Plan, prepared by Allies and Morrison Architects;
- Arboricultural Survey and Impact Assessment, prepared by Waterman;
- Daylight and Sunlight Report, prepared by GIA;
- Radio and Television Interference Assessment, prepared by EMC Consultants;
- Aviation Safeguarding Assessment, prepared by Avia Solutions;
- Health Impact Assessment, prepared by QUOD;
- Retail and Leisure Statement, prepared by DP9;
- Cultural Strategy, prepared by Graham Devlin Associates;
- Social Regeneration Charter, prepared by British Land;
- Open Space Strategy, prepared by QUOD;
- Equalities Statement, prepared by QUOD;
- Statement of Community Involvement, prepared by Soundings.

The following documents are submitted in support of the Detailed Proposals:

- Plot A1 Area and Accommodation Schedule, prepared by Allies and Morrison Architects;
- Plot A2 Area Schedule, prepared by Allies and Morrison Architects;
- Plot K1 Area and Accommodation Schedule, prepared by Duggan Morris Architects;
- Plot A2 Existing Drawings, prepared by Allies and Morrison Architects;
- Plot A1 Transport Statement, including Travel Plan, Servicing and Refuse Management Plan, prepared by Arup;
- Plot A2 Transport Statement, including Travel Plan, Servicing and Refuse Management Plan, prepared by Arup;
- Plot K1 Transport Statement, including Travel Plan, Servicing and Refuse Management Plan, prepared by Arup;
- Plot A1 Construction Management Plan, prepared by RPM;
- Plot A2 Construction Management Plan, prepared by RPM;

- Plot K1 Construction Management Plan, prepared by RPM;
- Plot A1 Energy and Sustainability Statement, prepared by SWECO;
- Plot A2 Energy Statement; prepared by AECOM;
- Plot A2 Sustainability Statement, prepared by AECOM;
- Plot K1 Energy and Sustainability Statement, prepared by SWECO;
- Plot A1 Internal Daylight and Sunlight Assessment prepared by GIA;
- Plot K1 Internal Daylight and Sunlight Assessment prepared by GIA;
- The Design and Access Statement, prepared by Allies and Morrison Architects, Duggan Morris Architects and Townshend Landscape Architects incorporates the Detailed and Outline Proposals as follows:
    - Volume I: Masterplan
    - Volume II: Masterplan Public Realm
    - Volume III: Plot A1
    - Volume IV: Plot A2
    - Volume V: Zone A Public Realm
    - Volume VI: Plot K1

Appendix 3: Planning Policy Index

This Appendix lists the most relevant planning policies to the determination of the Development. The index includes national, regional and local planning policy.

National Planning Policy Framework (2012)

1. Building a strong, competitive economy
2. Ensuring the vitality of town centres
4. Promoting sustainable transport
5. Supporting high quality communications infrastructure
6. Delivering a wide choice of high quality homes
7. Requiring good design
8. Promoting healthy communities
10. Meeting the challenge of climate change, flooding and coastal change
11. Conserving and enhancing the natural environment
12. Conserving and enhancing the historic environment

Draft National Planning Policy Framework (2018)

2. Achieving sustainable development
3. Plan-making
4. Decision-making
5. Delivering a sufficient supply of homes
6. Delivering a strong, competitive economy
7. Ensuring the vitality of town centres
8. Promoting healthy and safe communities
9. Promoting sustainable transport
10. Supporting high quality communications
11. Making effective use of land
12. Achieving well-designed places
14. Meeting the challenge of climate change, flooding and coastal change
15. Conserving and enhancing the natural environment
16. Conserving and enhancing the historic environment

The London Plan (2016)

Policy 1.1 Delivering the Strategic Vision and Objectives for London

Policy 2.13 Opportunity areas and intensification areas

Policy 2.14 Areas for regeneration

Policy 2.15 Town Centres
Policy 2.18 Green infrastructure: the network of open and green spaces
Policy 3.1 Ensuring equal life chances for all
Policy 3.3 Increasing housing supply
Policy 3.4 Optimising housing potential
Policy 3.5 Quality and design of housing developments
Policy 3.6 Children and young people's play and informal recreation facilities
Policy 3.7 Large residential developments
Policy 3.8 Housing choice
Policy 3.9 Mixed and balanced communities
Policy 3.10 Definition of affordable housing
Policy 3.11 Affordable housing targets
Policy 3.12 Negotiating affordable housing on individual private residential and mixed-use schemes
Policy 3.13 Affordable housing thresholds
Policy 3.15 Coordination of housing development and investment
Policy 3.16 Protection and enhancement of social infrastructure
Policy 3.17 Health and social care facilities
Policy 3.18 Education Facilities
Policy 3.19 Sports Facilities
Policy 4.1 Developing London's economy
Policy 4.2 Offices
Policy 4.3 Mixed use development and offices
Policy 4.6 Support for and enhancement of arts, culture, sport and entertainment provision
Policy 4.7 Retail and town centre development
Policy 4.8 Supporting a successful and diverse retail sector
Policy 4.9 Small shops
Policy 4.10 New and emerging economic sectors
Policy 4.11 Encouraging a connected economy
Policy 4.12 Improving opportunities for all
Policy 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.3 Sustainable design and construction
Policy 5.4A Electricity and gas supply
Policy 5.5 Decentralised energy networks
Policy 5.6 Decentralised energy in development proposals
Policy 5.7 Renewable energy
Policy 5.8 Innovative energy technologies
Policy 5.9 Overheating and cooling
Policy 5.10 Urban greening
Policy 5.11 Green roofs and development site environs

Policy 5.12 Flood risk management
Policy 5.13 Sustainable drainage
Policy 5.14 Water quality and wastewater infrastructure
Policy 5.15 Water use and supplies
Policy 6.1 Strategic approach
Policy 6.3 Assessing effects of development on transport capacity
Policy 6.4 Enhancing London's transport connectivity
Policy 6.5 Funding Crossrail and other strategically important transport infrastructure
Policy 6.6 Aviation
Policy 6.7 Better streets and surface transport
Policy 6.9 Cycling
Policy 6.10 Walking
Policy 6.11 Smoothing traffic flow and tackling congestion
Policy 6.12 Road network capacity
Policy 6.13 Parking
Policy 7.1 Lifetime Neighbourhoods
Policy 7.2 An inclusive environment
Policy 7.3 Designing Out Crime
Policy 7.4 Local Character
Policy 7.5 Public realm
Policy 7.6 Architecture
Policy 7.7 Location and design of tall and large buildings
Policy 7.8 Heritage assets and archaeology
Policy 7.10 World Heritage Sites
Policy 7.11 London View Management Framework
Policy 7.18 Protecting local open space and addressing local deficiency
Policy 7.14 Improving Air Quality
Policy 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
Policy 7.18 Protecting open space and addressing deficiency
Policy 7.19 Biodiversity and access to nature
Policy 7.21 Trees and woodlands
Policy 8.2 Planning obligations
Policy 8.3 Community infrastructure levy

Draft New London Plan (December 2017)

Policy GG1: Building strong and inclusive communities
Policy GG2: Making the best use of land
Policy GG3: Creating a healthy city
Policy GG4: Delivering the homes Londoners need

Policy GG5: Growing a good economy
Policy GG6: Increasing efficiency and resilience

Policy SD1: Opportunity Areas
Policy SD6: Town Centres
Policy SD7: Town centre network

Policy D1: London's form and characteristics
Policy D2: Delivering good design
Policy D3: Inclusive design
Policy D4: Housing quality and standards
Policy D5: Accessible housing
Policy D6: Optimising housing density
Policy D7: Public realm
Policy D8: Tall buildings
Policy D10: Safety, security and resilience to emergency
Policy D11: Fire Safety
Policy D12: Agent of Change
Policy D13: Noise

Policy H1: Increasing housing supply
Policy H3: Monitoring housing targets
Policy H4: Meanwhile use
Policy H5: Delivering affordable housing
Policy H6: Threshold approach to applications
Policy H7: Affordable housing tenure
Policy H8: Monitoring of affordable housing
Policy H9: Vacant building credit
Policy H12: Housing size mix
Policy 13: Build to rent
Policy H14: Supported and specialised accommodation
Policy H15: Specialist older persons housing
Policy H17: Purpose-built student accommodation
Policy H18: Large-scale purpose-built shared living

Policy S1: Developing London's social infrastructure
Policy S2: Health and social care facilities
Policy S3: Education and childcare facilities
Policy S4: Play and informal recreation
Policy S5: Sports and recreation facilities
Policy S6: Public toilets

Policy E1: Offices
Policy E2: Low-cost business space
Policy E3: Affordable workspace
Policy E8: Sector growth opportunities and clusters
Policy E9: Retail, markets and hot food takeaways
Policy E10: Visitor infrastructure
Policy E11: Skills and opportunities for all

Policy HC1: Heritage conservation and growth
Policy HC3: Strategic and Local Views
Policy HC4: London View Management Framework
Policy HC5: Supporting London's culture and creative industries
Policy HC6: Supporting the night-time economy

Policy G1: Green infrastructure
Policy G4: Local green and open space
Policy G5: Urban greening
Policy G6: Biodiversity and access to nature
Policy G7: Trees and woodlands
Policy G8: Food Growing

Policy SI1: Improving air quality
Policy SI2: Minimising greenhouse gas emissions
Policy SI3: Energy Infrastructure
Policy SI4: Managing heat risk
Policy SI5: Water infrastructure
Policy SI6: Digital connectivity infrastructure
Policy SI7: Reducing waste and supporting the circular economy
Policy SI8: Waste capacity and net waste self-sufficiency
Policy SI12: Flood risk management
Policy SI13: Sustainable drainage
Policy SI15: water Transport
Policy SI16: Waterways – use and enjoyment
Policy SI17: Protecting London's waterways

Policy T1: Strategic approach to transport
Policy T2: Healthy Streets
Policy T3: Transport capacity, connectivity and safeguarding
Policy T4: Assessing and mitigating transport impacts
Policy T5: Cycling

Policy T6: Car parking
Policy T6.1: Residential parking
Policy T6.2: Office parking
Policy T6.3: Retail parking
Policy T6.4: Hotel and leisure uses parking
Policy T6.5: Non-residential disabled persons parking
Policy T7: Freight and servicing
Policy T8: Aviation
Policy T9: Funding transport Infrastructure through planning

Southwark Core Strategy (2011)

Strategic Policy 1 – Sustainable development
Strategic Policy 2 – Sustainable transport
Strategic Policy 3 – Shopping, leisure and entertainment
Strategic Policy 4 – Places for learning, enjoyment and healthy lifestyles
Strategic Policy 5 – Providing new homes
Strategic Policy 6 – Homes for people on different incomes
Strategic Policy 7 – Family homes
Strategic Policy 8 – Student Homes
Strategic Policy 10 – Jobs and businesses
Strategic Policy 11 – Open spaces and wildlife
Strategic Policy 12 – Design and conservation
Strategic Policy 13 – High environmental standards

Saved Policies of the Southwark Plan (2013)

Policy 1.1 Access to Employment Opportunities
Policy 1.5 Small Business Units
Policy 1.7 Development Within Town and Local Centres
Policy 1.11 Arts, Culture and Tourism Uses
Policy 1.12 Hotels and Visitor Accommodation
Policy 2.1 Enhancement of Community Facilities
Policy 2.2 Provision of New Community Facilities
Policy 2.5 Planning Obligations
Policy 3.1 Environmental Effects
Policy 3.2 Protection of Amenity
Policy 3.3 Sustainability Assessment
Policy 3.4 Energy Efficiency
Policy 3.6 Air Quality
Policy 3.9 Water

Policy 3.11 Efficient Use of Land
Policy 3.12 Quality in Design
Policy 3.13 Urban Design
Policy 3.14 Designing Out Crime
Policy 3.15 Conservation of The Historic Environment
Policy 3.16 Conservation Areas
Policy 3.17 Listed Buildings
Policy 3.18 Setting of Listed Buildings, Conservation Areas and World Heritage Sites
Policy 3.19 Archaeology
Policy 3.20 Tall Buildings
Policy 3.22 Important Local Views
Policy 3.26 Borough Open Land
Policy 3.27 Other Open Space
Policy 3.28 Biodiversity
Policy 4.2 Quality of Residential Accommodation
Policy 4.3 Mix of Dwellings
Policy 4.4 Affordable Housing
Policy 4.5 Wheelchair Affordable Housing
Policy 5.1 Locating Developments
Policy 5.2 Transport Impacts
Policy 5.3 Walking and Cycling
Policy 5.4 Public Transport Improvements
Policy 5.6 Car Parking
Policy 5.7 Parking Standards for Disabled People and The Mobility Impaired
Policy 5.8 Other Parking

Canada Water Area Action Plan (2015)

Policy 1: Shopping in the Town Centre
Policy 2: Cafes and Restaurants in the Town Centre
Policy 5: Markets
Policy 6: Walking and Cycling
Policy 7: Public Transport
Policy 8: Vehicular Traffic
Policy 9: Parking for Retail and Leisure
Policy 10: Parking for Residential Development in the Core Area
Policy 11: Leisure and Entertainment
Policy 12: Sports Facilities
Policy 13: Arts, culture and tourism
Policy 14: Streets and Public Spaces
Policy 15: Building Blocks

Policy 16: Town Centre Development
Policy 17: Building Heights in the Core Area
Policy 18: Opens Spaces and Biodiversity
Policy 19: Children's Play Space
Policy 20: Energy
Policy 21: New Homes
Policy 22: Affordable Homes
Policy 23: Family Homes
Policy 24: Density of Development
Policy 25: Jobs and Business Space
Policy 26: Schools
Policy 27: Community Facilities
Policy 28: Early Years
Policy 29: Health Facilities
Policy 30: Higher Education and Student Housing
Policy 33: Proposals Sites
Policy 34: S106 Planning Obligations and the Community Infrastructure Levy

Emerging New Southwark Plan (Proposed Submission) (October 2017)

SP1: Quality affordable homes
SP2: Social regeneration to revitalise neighbourhoods
SP4: Strong local economy
SP5: Healthy, active lives
SP6: Cleaner, greener, safer
P1: Affordable Homes
P2: New family homes
P4: Private rented homes
P5: Housing for older people
P6: Homes for households with specialist needs
P9: Optimising delivery of new homes
P11: Design of places
P12: Design quality
P13: Residential design
P14: Tall buildings
P15: Efficient use of land
P16: Listed buildings and structures
P17: Conservation Areas
P18: Conservation of the historic environment and natural heritage
P19: Borough views
P20: Archaeology

P21: World heritage sites
P23: Education places
P24: Student homes
P26: Office and business development
P28: Small and independent businesses
P29: Small shops
P30: Town and local centres
P34: Shop fronts
P36: Hotels and other visitor accommodation
P37: Pubs
P38: Business relocation
P39: Access to employment and training
P40: Outdoor advertisements and signage
P41: Broadband and digital infrastructure
P42: healthy developments
P43: Leisure, arts and culture
P44: Community uses
P46: Public transport
P47: Highways Impacts
P48: Walking
P50: Cycling
P51: Transport infrastructure improvements
P52: Car parking
P53: Parking standards for disabled people and the mobility impaired
P54: Protection of amenity
P55: Designing out crime
P56: Open space
P57: Open water space
P58: Green infrastructure
P59: Biodiversity
P60: Trees
P61: Environmental standards
P62: Energy
P63: Reducing waste
P65: Environmental protection
P66: Improving air quality
P67: Reducing noise pollution and enhancing sound
P68: Reducing water use
P69: Reducing flood risk
NSP82: Harmsworth Quays, Surrey Quays Leisure Park, Surrey Quays Shopping Centre and Robert's Close

For further information please contact

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email team@canadawatermasterplan.com