

Canada Water Masterplan Summary

Overview

1. In summary the plan envisages the comprehensive regeneration of around 50 acres of land which will take place over a 15 year period. The plan shown on the scheme overview in Appendix 5 is structured around two principal new routes. One takes the form of a new “high street” linking Canada Water and Surrey Quay’s stations. The second is “green route” which will connect Southwark Park through to Russia Dock Woodlands. A new Park is planned at the heart of the site which will connect many of the new routes envisaged in the plan. The new routes will ensure the site is well connected to the surrounding existing neighbourhoods as well as enabling the phased redevelopment of the area by defining individual development plots.
2. BL are proposing to seek planning permission for a maximum total of 737,186 sq. m GEA floor space (excluding parking and plant). A single ‘hybrid’ planning application will comprise both a fully detailed phase 1, and an outline scheme establishing land use and massing parameters for the remaining phases. Further details are provided in the following sections.
3. The masterplan includes a range of land uses including significant new employment space which has the capacity to generate up to 20,000 jobs. The plan also allows for up to 3000 new homes to be developed together with new shops, leisure and public facilities. More detail is provided below. In combination these will deliver the mixed use town centre envisaged by the adopted CWAAP.
4. A plan of this scale which is being delivered in phases over a lengthy period of time requires flexibility to allow the developer to maintain delivery and respond to changes in market circumstances. The outline planning application will allow for a range of uses on each of the development plots, with the overall quantum of each use controlled by floor space caps which are intended to provide this flexibility. Individual reserved matters applications will determine the balance between the uses as each phase comes forward.
5. The proposed massing of the scheme will provide for a more intensive form of development consistent with the designation as an Opportunity Area, helping to establish a major new town centre for Southwark. The masterplan envisages medium rise buildings at its edges where it is necessary to integrate with the massing and height established by existing residential buildings. The plan also includes a number of taller residential buildings clustered in three locations – close to Canada Water Station, at the southeast corner of the Dock, and at the approach to the site from Surrey Quays Station.
6. A significant portion of the site is covered by the strategic view from Greenwich to St Pauls, which limits the permissible height of any new building. This area has been defined in the masterplan as ‘The Cuts’ where a densely spaced network of commercial buildings and narrow routes is envisaged. The overall approach will be

capable of delivering an urban town centre with a series of distinctive character areas including significant tall buildings and a range of urban spaces, as envisaged by the CWAAP.

7. The plan envisages a substantial number of new homes. There is therefore the potential to secure significant numbers of new affordable homes including council homes as the scheme is implemented. BL are contractually required to deliver affordable housing in line with council policy for the first phase of the scheme.
8. As noted this plan is for a substantial amount of development and will be delivered over a 15 year period. It is inevitable that planning policy, availability of grant and market circumstances will change over this development period. In these circumstances it is either practical or realistic to set minimum affordable housing requirements in the contract.
9. The council as landowner has therefore agreed with BL that affordable housing for all subsequent phases will be determined through viability reviews at the point at which individual reserved matters applications are submitted. This will ensure that levels of affordable housing are maximised at the time in light of the availability of grant, policy requirements and market conditions.

Phase 1

10. Phase 1 will be submitted with all matters fully detailed within the application, and will cover plots A1, A2 and K1 [see Appendix 7]. The total quantum of development for this phase is proposed to be capped at 81,136 sq.m [GEA]. The MDA requires BL to develop a minimum of 200 residential units and 20,000 sq.m of commercial space in phase 1. BL's actual proposals are therefore well in excess of the minimum phase 1 development parameters established by the MDA.
11. The individual land uses within this phase are proposed to be capped at the following;

Retail A1-5 2,272 [GEA sq.m]

B1 office/workspace – 41,976 [GEA sq.m]

C3 Residential -29,398 [GEA sq.m]

D2 leisure -7490 [GEA sq.m]

(It is noted that the sum of these individual caps would exceed the overall cap of 81,136 sq.m which reflects the flexibility vary the proportion of each of the uses but only within the limits of the total cap)
12. Plot A1 is to comprise around 176 open market homes in the form of a tower [ground +34 storey's] rising to a height 129.5m [A.o.D]. This plot will also accommodate B1 office/workspace and retail [ground plus 5 storeys 30m A.o.D].
13. The affordable housing for this phase is planned to be delivered on plot k1 [Roberts Close]. This site is currently planned to accommodate 84 units. In phase 1 BL are contractually required to provide 35% affordable housing in accordance with Southwark policy with a 70/30 tenure distribution in favour of social rent.

14. Plot A2 is a ground plus 5 storey building with a maximum height of 30m [A.o.D] [see Appendix 7]. This plot would accommodate the proposed council public leisure centre [ground floor and basement] with B1 office/workspace partly on the ground floor and all of the upper floors. This site is considered to be a strong location for the leisure centre. It would allow the facility to be constructed before 7 Islands is closed ensuring continuity of service which has been a council objective from the outset. The entrance to the facility would be on the southern side of the proposed dock office square with convenient public access from Lower Road, Canada Water Station and Surrey Quay's station via the proposed new high street. The current design incorporates the following high level specification;

- 8 lane 25m swimming pool
- 15 x 6.5 learner pool
- Dedicated water confidence area
- 4 court sports hall
- 146 station gym
- 2 dance studio's
- Spin studio's
- Soft play area
- Separate male, female and family wet change facilities
- Separate male female dry change facilities.
- Foyer/social space/cafe.

Outline Application

15. The outline element of the application seeks permission for a maximum total development of up to 656,050 [GEA sq.m]. This quantum of development is proposed to be allocated across 12 development zones. The draft development specification identifies the land uses planned for each of the development zones and sets specific maximum caps for each land use and for each development zone. The primary land use caps are set out below;

A1-A5 Retail	86,000 [GEA sq.m]
B1 office/workspace	282,500 [GEA sq.m]
C3 Residential	338,500 [GEA sq.m]
D1 Community	45,500 [GEA sq.m]
D2 leisure/Cultural	51,500 [GEA sq.m]

Environmental Impact Assessment.

16. The planning applications will include an assessment of the cumulative impacts of the scheme proposals including those on local transport, environmental and social infrastructure. A number of areas of importance to the regeneration of the area are highlighted below;

Transport

17. The planning proposals have potential transport impacts at both strategic and local levels. As a consequence the GLA, TfL and the council has established a Canada Water Opportunity Area Strategic Forum for key stakeholders including BL to consider what improvements may be necessary to mitigate the impacts of the development on the transport network at Canada Water.
18. To improve understanding of the likely scheme impacts TfL and Southwark Council have jointly sponsored a Strategic Transport Study which has assessed the implications of the development for both the Canada Water Jubilee/Overground station [including the interchange between the two] and Surry Quay's overground station. The study has also considered the implications for surface transport including bus capacity in the wider peninsular area. The scale of the impacts on transport will be determined by the proportion of the different potential land uses which BL deliver in the longer term.

Tube/Rail

19. A range of measures are already being delivered or are planned that will have beneficial effects on improving connections and capacity at CW. This includes the opening of the Elizabeth Line in December 2018 which will provide significant additional rail capacity and reduce pressure on the Jubilee Line once in operation. As a consequence TfL are now of the view that strategically there is less urgent need to purchase additional trains for the Jubilee line before the early 2030's when further investment will be required to upgrade the existing fleet.
20. The GLA have submitted an expression of interest for additional funding from the Government's Housing Investment Fund to increase the frequency of trains on the London Overground [former East London route] to 20 trains per hour.

Canada Water Station Capacity and Interchange

21. The masterplan has the capacity to potentially generate up to 20,000 new jobs. TfL have reported that station flows would increase as a consequence. While this scenario would result in a better balance which may help station operations, the number of boarders will still remain significantly higher than alighters.
22. TfL are also of the view that in the morning peak, the interchange for passengers from the Overground (from south London) wanting to change onto the JL will continue to be constrained, contributing to crowding. Further modelling work is being undertaken which will assess whether station improvements options can alleviate this (and to what extent). Alongside this work TfL will also explore operational strategies to help manage the station.

Surrey Quay's Station

23. TfL are also considering the implications of the development for the capacity of Surrey Quay's station. They are in the process of developing strategic options (concepts) that:
 - increase the capacity of the existing station in line with forecast demand
 - provide a new station with capacity to support forecast demand (this includes the potential to have entrances north and south of Lower Road).

- All concept designs will provide full step-free access from ticket hall to platforms.

Bus

24. Tube/rail connections from CW to major employment centres are relatively convenient. Enhanced bus services are considered unlikely therefore to play a strategic role transporting significant numbers of residents from the area to central London or other major employment centres. However it is considered that the peninsula will benefit from enhanced local services to increase the frequency of bus movements to the CW transport interchanges. Options to achieve this are being assessed by TfL. The new street pattern which will be delivered through the redevelopment provides an opportunity to introduce new service routes and improve service reliability around the peninsula.

Roads

25. Car trips from the new development are expected to be local. The masterplan principles have the potential to reduce these trips further through local interventions to encourage walking, cycling and bus usage. The planning application for the scheme will include an assessment of local impacts on the highway based on modelling and survey work. This will identify the extent to which local interventions will be necessary to modify junctions, highway conditions and whether parking controls are required to further minimise local trips.

Cycling/walking.

26. The Masterplan includes new pedestrian and cycling routes and facilities with high quality new public realm. The new routes will connect into the wider network and accommodate cycle hire facilities. TfL is consulting on CS4 which would pass along the A200 corridor. Southwark Council is expected to consult in 2018 for the route on Lower Road. Quietway 14, a cycle route between Tower Bridge and Canada Water, has been approved by Southwark Council and is expected to open during 2018.

Parking

27. BL are proposing that town centre parking will be provided in a multi-storey car park at the end of the high street [up to 420 spaces] and in a basement under the new Tesco store [up to 770 spaces]. The actual level of parking will be determined through the planning process in accordance with London Plan and Southwark Plan policies. The council in its capacity as landowner with a long term interest in the successful regeneration of the area recognises that commercially there is a need to provide some parking as part of the masterplan.
28. The council in its landowning role considers that the planning process is the appropriate mechanism to secure a balance between these commercial constraints and established policy objectives which seek to reduce car use in the interests of improving air quality, public health and achieving the best use of available highway capacity.

Education

29. The council has been working with local schools to establish a programme which would ensure there are sufficient places to meet identified demand at primary, secondary and sixth form levels. In summary the programme will include the following;
- I. Albion primary school has been expanded from 1 to 2 forms of entry.
 - II. Cabinet has approved proposals to rebuild Rotherhithe primary school increasing capacity from 2 to 3 forms of entry.
 - III. Cabinet has approved plans to increase the capacity of Redriff primary school from 2 to 3 forms of entry.
 - IV. Alfred Salter primary School was identified in the December 2017 cabinet Place Planning report as having capacity to increase from 2 to 3 forms of entry. Further design work is now being undertaken to take this plan forward in consultation with the school.
 - V. In addition the CoE Peterhills Primary School has been identified as potentially having the capacity to increase from 1 to 2 forms of entry.
 - VI. BL are proposing to construct a new sixth form within the masterplan area. This facility would be provided within the D1 land use community cap. A base figure of 3,500-4,500m has been assumed for this use which is subject to further consultation with the council and other stakeholders. The construction of this facility would enable Bacon's College to expand secondary provision by 2 forms of entry.

Health

30. The local CCG estate strategy identifies Canada Water as a location for a second tier "support hub", alongside Surrey Docks Health Centre. The aim would be for more complex services would be offered from an Old Kent Road community hub.
31. British Land has been working closely with the CCG to ensure the health needs of the existing and future population are fully considered. The CCG has indicated that up to 2,000-2500 sq.m of floor space for a potential health hub could be required to meet the wider strategic needs of the Canada Water area. The community D1 floor space cap is therefore sufficient to meet the identified requirement for a new health centre. Various specific locations within the Masterplan have been tested to ensure suitability to deliver the CCG's requirements. While preferred sites will be identified within the application the CCG require flexibility as to the final preferred location in order to ensure that to ensure that the timing and delivery of the facility can fit the demand for healthcare and the future funding scenarios

Public Space and Dock

32. The masterplan includes a significant new Park of around 1 hectare. The design is not fixed and there will therefore be further opportunity for residents to contribute their ideas to the final design and layout. BL currently envisage that it would have a variety of types of spaces for different users including quiet areas, play space for all ages, planting to support biodiversity, and areas for meeting and relaxing. Potentially the space could include a small pavilion building as a café and public toilets.

33. BL have been working with the London Wildlife Trust to develop a plan for the dock. Their vision for the space is to improve wildlife habitats, increase biodiversity in general, and improve access for residents to this important local amenity. The planning application will include some detail of these proposals but the final form would require reserved matters approval and be subject to further public consultation. BL envisage an area of improved reed beds and wildlife habitats on the western edge of the dock. They are seeking permission for a light weight pedestrian only boardwalk linking the existing Canada Water plaza to the southern edge of the dock. This is intended to provide residents and local schools with greater opportunities to experience nature directly. Areas for existing leisure activities such as fishing would be retained as part of the plan.

Public Consultation

34. The proposals which will form the proposed detailed and outline planning applications have been subject to extensive public consultation over a number of years. Appendix 3 sets out a summary of the consultation undertaken by BL to date. The same appendix also includes a summary of the findings from the most recent consultation events which were undertaken in February of this year.