

Canada Water

Draft Supplementary Planning Guidance

September 2004

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1.0 Introduction

The regeneration of the Canada Water Action Area (illustrated in Figure 1) presents a unique opportunity to establish a new distinctive community focus for the Rotherhithe Peninsula. The area benefits from the advantages of an inner London location, good public transport accessibility, attractive open spaces, numerous potential development sites and a supportive national, regional and local planning policy context.

Careful planning for the Canada Water Action Area is essential to guide the regeneration of the area into a vibrant mixed-use town centre, which is at the same time sensitive to the scale and character of the surrounding local area. To achieve this, the LPA has prepared this Supplementary Planning Guidance (SPG) to guide development in the Canada Water Action Area.

Figure 1. - Canada Water Action Area



1.2 Role and Purpose

The purpose of this SPG is to establish a framework for the future development of the Canada Water Action Area and to provide a clear picture of the LPA's expectations for the area so that future development does not happen in a piecemeal fashion. It gives further guidance and clarification on the strategy and policies in the adopted Unitary Development Plan (UDP) 1995 and the draft UDP (2004) as they apply to the Canada Water Action Area.

This SPG provides guidance in relation to:

- Land Use;
- Built Form;
- Movement and Accessibility;
- Sustainable Design;
- Key Development Sites; and
- Planning Obligations.

This SPG will be useful for residents, the community, developers, businesses and planning officers when considering planning applications within the Canada Water Action Area. The SPG is a material consideration in the evaluation of planning applications within the Action Area. It is designed to remain responsive to changing conditions and will be monitored and reviewed in the light of experience, including planning appeals, the adoption of the draft UDP (2004) and changes in national policy and regulations.

1.3 Planning Policy Context

1.3.1 Overview

This SPG has been developed within the context of the national, regional and local planning

frameworks, all of which are rapidly changing. Since the adoption of the Southwark Unitary Development Plan in 1995, the Mayor has produced the Spatial Development Strategy, known as the London Plan. In addition, the Government has set out its national planning framework in a series of Planning Policy Guidance notes, soon to be replaced by Planning Policy Statements in accordance with the Planning and Compulsory Purchase Act 2004 (which received Royal Assent in May 2004). To be consistent with this new strategic planning context for London, the LPA is currently producing a draft UDP, which was placed on second deposit in May - July 2004.

In view of the above situation, this SPG has been adopted to the 1995 Southwark UDP (specifically Policy R.2.1) but has been updated with policies from the draft UDP (2004) and national and regional guidance and strategies.

1.3.2 National Framework

Relevant Planning Policy Guidance Notes which relate to Canada Water are:

- PPG 1 General Policy and Principles;
- PPG 3 Housing;
- PPG 4 Industrial and Commercial Development and Small Firms;
- PPG 6 Town Centres and Retail Development;
- PPG 13 Transport; and
- PPG 17 Planning for Open Spaces.

1.3.3 Regional Framework

This SPG seeks to achieve the objectives of the London Plan through:

- a) strengthening the sense of identity within the Canada Water area;
- b) improving the quality of local services;
- c) improving access to public transport;
- d) protecting and enhancing the quality of townscape, including improving access to the public realm and open space;
- e) achieving the highest quality of urban design;
- f) ensuring sustainable development; and
- g) maximising the development potential of the area, having regard to the local context.

More specifically, the London Plan's spatial priorities which have an impact on Canada Water are:

- a) Living in London – opportunities for additional housing will be in town centre redevelopment and near public transport interchanges;
- b) Enjoying London – encouraging leisure uses in town centres, which contribute to London's evening economy and ensure that town centres remain lively beyond shopping hours.

The London Plan is a major external influence on both the UDP and SPG. The objectives of the London Plan are set out in Part 1 of the draft UDP (2004). This SPG supports the objectives of the London Plan and sets out a flexible approach for accommodating appropriate development in the Canada Water Action Area.

1.3.4 Local Framework

Canada Water is identified in the adopted UDP (1995) as part of the former London Docklands Regeneration Area (Policy R.2.1). In the Regeneration Areas, developments are generally encouraged to:

- Generate employment;
- Improve the environment;
- Meet the needs of local residents; and
- Bring back into beneficial use vacant land or buildings.

The draft UDP (2004) recognises that significant growth will occur in the number of homes and employment over the next 10 years throughout the borough. The Plan identifies Canada Water as an Action Area (and District Town Centre), which calls for a specific strategy to guide and inform future change and regeneration in the area. This is consistent with the London Plan, which requires the identification of areas where future changes and intensification are expected.

The relevant policies of the adopted UDP (1995) and the draft UDP (2004) are detailed in Appendix 1.

1.4 Consultation

Public consultation on the first draft SPG for Canada Water was undertaken in November 2002 for a three month period. Forty seven submissions were made and these comments have been taken into consideration in this revised SPG.

This SPG has been preceded by several years of consultation on the Canada Water Regeneration Area. This consultation started in 2001 and is ongoing. The community has been involved throughout via the Canada Water Consultative Forum, two MORI surveys (2000 and 2003), regular newsletters, a website and in the writing of the 'Topic Papers' and the Master Development Brief.

In June 2003 an exhibition called 'It's Canada Water' was held to display the proposals received for a future Master Plan of the area. Over 1100 people attended the exhibition and the many thousands of comments received have been collated into a database and made available to officers and the Master Development Partner's team. Three local representatives joined three officers and CABI to recommend a Master Development Partner via the Quality Panel.

Public consultation on the draft UDP (2004) was undertaken from the 14th May until the 9th July 2004. This was the fourth consultation phase in the adoption of the Southwark Plan.

- The first stage was a key issues paper to gain community comment on the strategic issues affecting the Borough;
- The second stage was a set of local issues papers to consider in more detail planning guidance and issues for local areas;
- The third stage was the first draft deposit UDP consultation which set out the Part I strategy and Part II policies that would comprise the planning framework for the Borough; and
- The fourth stage was the second draft deposit UDP (2004) which puts forward revisions to the first draft deposit UDP (2002) as a result of objections received.
- Comments and representations received on the first draft deposit UDP (2002) have been taken into account in this revised SPG.

The scope and consultation plan was agreed by the Rotherhithe Community Council on the 2nd June 2004. A draft SPG was then presented to the Community Council on the 26th July 2004 for information purposes. The draft SPG was taken to the Planning Committee for comment on the 6th September 2004 and then adopted for consultation by the Executive Committee on the 12th October 2004. The draft SPG has been put on deposit for public consultation for a period of 6 weeks until the 9th December 2004. Comments and representations received on the draft SPG will be taken into account in a revised draft, which will be taken to the Planning Committee for comment in January 2005 and formally adopted by the Executive Committee in February 2005.

2.0 Area Context

2.1 Area Covered

The Canada Water Action Area covered in this SPG is illustrated in Figure 1.

The Canada Water Action Area is situated within the Rotherhithe Peninsula (former location of Surrey Docks), which is almost entirely residential, with Russia Dock Woodland forming a spine of open space to the area. To the south and west of Canada Water Action Area are the older residential areas of Rotherhithe and Bermondsey where 19th century and older development is interspersed with newer, mainly local authority housing. Southwark Park, one of the Borough's main district parks, is a short distance away.

The Canada Water Action Area itself includes large sites of vacant land and other land developed in the 1980s and 1990s with an indoor shopping centre, cinema, bowling alley, retail and industrial sheds with associated car parking, and twentieth century council housing estates. At the heart of the area is the Canada Water dock basin itself. Within the Canada Water Action Area to the east is an industrial area, which currently contains the Harmsworth Quay's printing works.

2.2 Local Population and Economic Characteristics

The area covered by the SPG currently comprises commercial, industrial and vacant sites with a small amount of local authority and private housing.

At present the Canada Water Action Area has only a small resident population. The wider Rotherhithe peninsula however, has accounted for a large share

of the growth of Southwark's population over the past 10 - 15 years, with a dramatic rise in population between 1991 and 2001.

The Rotherhithe peninsula is home to people on a wide range of incomes, with a broad mix of age groups. There is a relatively low proportion of people from ethnic minorities within the area, as compared to the Southwark average, although numbers are currently increasing. Both Rotherhithe and Surrey Docks Wards have low levels of unemployment compared with elsewhere in the Borough. Away from the river the population tends to be older, with more long-term residents, people in social-rented accommodation and employed in manual occupations or unemployed. Lack of local provision for shopping and facilities is resulting in spending draining to other areas.

2.3 Transport Connections

The Canada Water area is served by two London Underground lines: the Jubilee Line at Canada Water station and the East London Line at Canada Water and also at Surrey Quays station to the south and Rotherhithe station to the north. A large number of residents in the Surrey Docks and Rotherhithe Wards commute to work by train. Eight bus routes provide links to the south and west and directly north via the Rotherhithe Tunnel. River Thames ferry services also stop on the peninsula at Hilton Docklands Nelson Dock Pier and at Greenland Pier.

The area covered by this SPG is bounded to the west and south by district distributor roads (the A200 Lower Road and A2202 Redriff Road) and to the north and east by Surrey Quays Road, which is a local distributor.



The entire Canada Water Action Area has been identified in the draft UDP (2004) as a Public Transport Accessibility Zone. This has implications for the types of land use and appropriate residential densities in the area. Canada Water is identified as having good public transport accessibility but this will vary per site depending on the distance to public transport, service levels and relative ease of access.

Rotherhithe has the highest density of cycle lanes in the borough, with notable routes including Rotherhithe Street, the Albion Channel, the Stave Hill Ecological Park and Russia Dock Woodland, and Greenland Dock.

These transport networks increase the general accessibility of Canada Water. However, local conditions currently prevent its full potential from being achieved. Access to Canada Water bus and tube stations is compromised by poor pedestrian linkages and the presence of major barriers to pedestrian movement especially from Albion Street, the Canada Water Estate and from Lower Road.

The Albion Channel provides an attractive pedestrian route to the north-east and Needleman Street provides vehicular access to the housing developments to the west. However, these connections are not well integrated into the wider street pattern. Lower Road is heavily trafficked and presents an obstacle to pedestrians to and from Canada Water.

Other accessibility problems include:

- Congestion on and severance caused by the local highway network;
- Peak-hour congestion on Jubilee Line services;
- The poor range of destinations currently served directly by the East London Line; and
- Inefficient local bus routeing – particularly between the Canada Water interchange and the Surrey Quays Shopping Centre.

2.4 Urban Design Characteristics

Despite its proximity to Central London, the Rotherhithe Peninsula is characterised by a development form consisting of mainly low and medium-rise housing estates and both light and general industry. Canada Water itself is dominated by the Surrey Quays Shopping Centre, retail-warehousing sheds and by large expanses of surface car parking and service areas.

The area has many qualities that are valued by the local community, the foremost of which is the extensive areas of green space including Southwark Park, Surrey Docks Farm, Russia Dock Woodland and Stave Hill Ecological Park, as well as areas of open water including Lavender Pond, Surrey Water, Greenland Dock and Canada Water itself. The London Biodiversity Partnership classifies these areas as 'Sites of Importance for Nature Conservation'. This network of spaces provides not only valuable wildlife habitats but also attractive leisure and amenity space and educational resources.

The Canada Water dock basin was truncated by the London Docklands Development Corporation (LDDC)

redevelopment and its historic connection to Greenland Dock was lost. Despite this, the Canada Water dock has significant symbolic importance for the identity of the area and the local community. The Canada Water dock and Albion Channel provide attractive areas for walking and limited leisure activity.

Key urban design characteristics of the area may be summarised as:

- Fragmented and discontinuous urban form;
- Zoned land use with very little mixed-use development;
- Coarse grain of large development plots resulting in poor permeability;
- Few connections into the surrounding street network especially to the north and west;
- Large areas of car parking and service areas;
- Remnants of the network of waterways provide an important amenity;
- Few remaining examples of historic building fabric provide notable landmarks;
- Service roads instead of streets;
- Incoherent and discontinuous pattern of building frontages and poorly defined public spaces;
- Historic riverside conservation area to the north;
- Local 'high street' (Lower Road) to the south; and
- Good amenity spaces within walking distance.

The areas to the north, west and east of Canada Water are poorly connected to the tube station by pedestrian or vehicular routes. The Canada Water Estate immediately to the west of the site is separated from the bus and tube interchange. The former Pump House and the neighbouring 1930s

housing estate form a barrier to movement from the north and connections to Rotherhithe Underground Station and the Thames.

Lower Road constitutes the main movement spine to the west of the area. Heavy traffic enroute to the Rotherhithe Tunnel, coupled with weak pedestrian connections to the west make Lower Road a significant barrier severing Canada Water from areas to the west including Southwark Park.

Overall, the area lacks a legible centre. The location of the Canada Water bus and tube stations is disorientating for passengers emerging into an open expanse of undeveloped land, separated from major through-routes. This poor sense of legibility is exacerbated by the serpentine arrangement of Surrey Quays Road.



3.0 Planning Guidelines

3.1 Vision for Canada Water

The vision for Canada Water is for:

A mixed use town centre providing an attractive public realm and community facilities, new retail and leisure outlets, increased employment opportunities, additional residential dwellings with a range of sizes and tenures, and transport improvements to encourage sustainable modes of travel.

Key goals for development in Canada Water are set out in Part 1 Section 9.4.3 of the draft UDP (2004). These are included in **Appendix 1**. General guidance for development in Action Areas is set out in Policy **1.2** of the draft UDP (2004).

3.2 Sustainability Requirements

The LPA is committed to achieving sustainable development in Canada Water. Consultation has indicated that keeping Canada Water and the Rotherhithe Peninsula clean and green is a high priority for the community. The criteria outlined in the Sustainability SPG have been identified through consultation as the most important issues for Southwark.

Every new development in Canada Water needs to be considered in terms of its individual and collective impact on the area. Developments in Canada Water will be required to provide a Sustainability Appraisal to assess the impact of each new development in terms of its social, economic and environmental impacts in order to ensure that the most sustainable option is found and that any impacts are adequately mitigated. It may also provide an opportunity to resolve long standing problems.

Refer to Policy **E.3.1** and **E.3.2** of the adopted UDP (1995); Policy **3.3** of the draft UDP (2004); and the Sustainability SPG.

3.3 Quality in Design

All new buildings and developments in the Canada Water Action Area are expected to be of a high standard of design. High quality buildings and places are particularly important in a town centre as they contribute to creating an environment that people enjoy living in, as well as attracting investment and visitors. Principles of good urban design must be taken into account in all developments. It is also important that new developments are designed to make the public realm attractive, safe and accessible to the whole community.

All new developments or significant alterations to existing buildings must provide a design statement to be assessed as part of an application. The purpose of this requirement is to improve the design of all new buildings and public spaces to address appearance, site design and building layout, density and mix of use, scale and height of buildings, streetscape and the public realm.

Refer to Policies **E.2.3**, **E.2.4** and **E.2.5** of the adopted UDP (1995); Policies **3.11**, **3.12**, **3.14** and **3.15** of the draft UDP (2004); and the Design SPG.

4.0 Land Uses

4.1 Mixed Use

The LPA is seeking a mix of land uses at Canada Water. The success and sustainability of a local neighbourhood is partly a product of the distance people have to walk to access daily facilities and public transport. Developments within the town centre should promote the efficient use of land by integrating a range of land uses, transport options and open space to create a diverse and sustainable town centre with a reduced demand for travel by private vehicle.

The introduction of more housing in the Canada Water town centre will provide support for a wide range of shops and local facilities and will enable activity to be stretched beyond daytime office and shopping hours. Housing can be accommodated above shops, restaurants, community or leisure uses. Residential apartments should be designed to overlook streets and dock basin promenades to improve safety by providing passive surveillance.

Mixed use developments will also provide access to jobs and services locally, reducing the need to travel. It is important that Canada Water retains a range of employment generating activities to provide job opportunities for local people. Proposals involving the redevelopment of employment (Class B) uses within the Canada Water Action Area should ensure that 30% of the gross floor area of the new development is provided for employment uses. Where appropriate, active frontages (which would include A classes) will be permitted at ground floor level as part of this 30% and in place of employment uses. Where proposals result in the loss of employment floorspace, applications will be expected to enter into a planning agreement with the LPA to secure funding for environmental infrastructure improvements to the strategic Preferred Industrial Locations (as identified in the draft UDP (2004)).

A diversity of land uses inevitably brings some conflict. In particular, the introduction of a night time economy and additional food and drink uses into the Canada Water town centre may conflict with the increased levels of residential housing in the vicinity. Careful design and use of appropriate planning controls is necessary in mixed-use developments to avoid conflict between incompatible uses and to protect the amenity of residential units.

Refer to Policies **B.1.1** and **B.1.2** of the adopted UDP (1995) and Policy 1.5 of the draft UDP (2004). Also refer to the Design SPG for further information.

4.2 Business

Canada Water is located between two major office locations (Canary Wharf and London Bridge). While it is not appropriate that Canada Water become an office centre primarily, there is scope for the introduction of some additional office and commercial floor space. Commercial uses can also improve the viability of restaurants and cafes during the daytime.

Business and commercial developments which meet the needs of small and start up business units will be encouraged and protected in Canada Water. These provide important local employment and business start-up opportunities. Small business premises are often vulnerable to displacement and therefore need special protection and support.

Refer to Policies **B.3.1**, **R.2.1**, **B.1.2**, **B.2.1**, **B.2.3**, **B.2.4** and **B.3.2** of the adopted UDP (1995) and Policies **1.1**, **1.2**, **1.4**, **1.5**, **1.6** and **1.7** of the draft UDP (2004).

4.3 Retail

Currently, Southwark has a low level of comparison shopping provision, which means that an unusually

large number of shopping trips made by people in Southwark are to centres outside the borough – particularly to the West End. The London Borough of Southwark Retail Study (2003) states that Canada Water is well placed to provide new comparison retail floor space in the near future.

Canada Water is designated as a District Centre in the London Plan and in the draft UDP (2004). This position in the hierarchy is acknowledged as a position that may change over time. There are approximately 29,000 square metres of retail floor space in Canada Water at present and it is considered that the town centre has the ability to accommodate approximately 10,000 square metres of additional retail space. Accordingly, superstores and major retail developments may be considered in Canada Water provided they are of a high quality design that reflects the character and function of the town centre and are highly accessible by public transport, pedestrians and cyclists. A comprehensive assessment of traffic generation and access would be required.

Retail developments will be of a mixed use nature with residential use of upper levels to ensure an efficient use of land. Any retail development in Canada Water should be designed to integrate with the surrounding streets and other uses. Active uses should be externalised to increase their 'transparency' to the street on the ground floor. Internalised shopping centres, retail sheds and large areas of surface car parking will not be accepted. The potential for redevelopment of the Surrey Quays Shopping Centre is discussed in more detail in Section 8.8 of this SPG.

For more information refer to Policies **S.2.1, S.1.2, S.1.3, S.1.4, S.1.5, S.1.6, S.1.7, S.2.1, S.2.2, S.3.1, S.3.1** and **S.3.3** of the adopted UDP (1995) and Policies **1.8, 1.9, 1.10 1.11** and **1.12** of the draft UDP (2004).

4.4 Housing

Housing should make up a substantial part of new development in Canada Water. The London Plan sets a target of 29,530 homes to be built in Southwark by 2016. This is considered to be a realistic target based on current trends and the availability of brownfield sites in the borough. However, it will require development of sites to appropriate densities to achieve the most efficient use of land.

The Canada Water Action Area is within the Bermondsey/Rotherhithe sub-area in the Housing Needs Survey (March 2004). There is expected to be a shortfall of 488 affordable homes in the sub-area over the next five years, the highest in the borough. The area also has a high proportion of households with special needs, at 21%. The greatest need for affordable housing is for three or more bedroom units with gardens or similar outdoor amenity space, and for wheelchair housing.

In accordance with the London Plan, 50% of all new dwellings within the Canada Water Action Area should be affordable. This includes both conventional housing and non-conventional housing such as student accommodation. Individual sites will be required to provide 35% of the housing as affordable. However, sites will also need to be identified to make up the additional 15% shortfall, by developments of between 50% and 100% affordable housing.

On individual sites, 70% of the affordable housing provision will be social rented and 30% as intermediate forms of tenure.

All major new residential developments should provide a mix of dwelling sizes, types and tenures to cater for a range of housing needs as identified in the Housing Needs Survey. A mix of dwellings

promotes social diversity and balanced communities and improves accessibility for all. The majority of units should have two or more bedrooms and developments of ten or more dwellings will be expected to provide at least 10% of the units with three or more bedrooms.

All residential dwellings, including those within mixed use developments, must provide a good quality living environment, including suitable outdoor living space, privacy and outlook, natural daylight, ventilation and protection from noise and light pollution.

Refer to Policies **H.1.3, H.1.4, H.1.5, H.1.8, H.1.9, H.1.10** and **H.1.11** of the adopted UDP (1995) and Policies **4.2, 4.3, 4.4, 4.5, 4.6, 4.7** of the draft UDP (2004). The Housing SPG and the Residential Design Standards SPG should be also consulted. For a discussion on expected residential densities in the Canada Water Action Area, see Section **5.3** of this SPG.

4.5 Community Facilities

A range of community facilities should be provided in Canada Water to serve the local community and to cater for the pressures created by future increased population in the area. Public services and amenities support the needs of residents and workers and provide focal elements that help to encourage a strong sense of community and identity.

Consultation has identified a number of community facilities that the community desire for Canada Water. In particular, the need for a public library has been identified, as have additional GP and childcare facilities. Population growth in the area will also necessitate the development of new school provision which caters for a wide range of ages and which also provides for community use.

Community facilities are best placed at central points in highly visible locations. Civic buildings should be of an exceptional design which provides a local landmark with distinctive architecture. The sites fronting the Canada Water Dock Basin provide an ideal location for such facilities because of the prominence of the sites in the heart of the town centre, the proximity to public open space and the easy access to bus and train services.

Refer to Policies **C.1.1, C.1.2, C.1.3, C.2.1** and **C.2.2** of the adopted UDP (1995) and Policies **2.1, 2.2, 2.3, 2.4,** and **2.5** of the draft UDP (2004).

4.6 Leisure Uses

The LPA is seeking to enhance the range of services available in town centres including leisure and recreation facilities. A number of key development sites in Canada Water have been identified as being suitable for leisure based activities. In particular the Leisure Site (as identified in Figure 2) is designated in the draft UDP (2004) for leisure uses. The draft UDP (2004) states that a cinema will be retained in Canada Water, either on this site or elsewhere in the Action Area (Proposal Site 35P).

Consultation indicates that creating a night time economy with bars and restaurants is one of the most important issues for Canada Water. Evening activity will be encouraged in the Canada Water town centre provided developments are designed with consideration of nuisance effects, particularly where in close proximity to residential use.

Refer to Policies **C.4.1** and **C4.2** of the adopted UDP (1995) and Policies **1.13, 2.1** and **2.2** of the draft UDP (2004).

5.0 Build Form

5.1 Urban Design

New structuring elements are required in Canada Water to: provide legibility; focus pedestrian movement; enliven public spaces and provide the footfall necessary to sustain the expanded retail and leisure provision that the town centre lacks at present. These key elements are illustrated in Figure 2.

Active frontages should be provided along all streets and main pedestrian access ways in Canada Water. Making frontages 'active' adds interest and vitality to the public realm. This means providing visual interest at street level including the frequent use of doors and windows, avoiding blank walls and providing articulated building facades with projections such as bays and porches. In areas with retail, food and drink, civic and leisure uses, the building frontages should restrict residential and commercial use to above ground floor level (or behind the main façade) and provide lively internal uses visible at street level. These are illustrated in Figure 2.

Other key urban design objectives for the Canada Water Action Area have been identified as follows:

- i. Convenient, legible and safe pedestrian and cycle routes;
- ii. Protection and enhancement of the Canada Water dock basin and surrounding public space;
- iii. Developments should acknowledge the local character of the area and contribute to the local identity;
- iv. Establish sufficient density of development to support a mixed use town centre and encourage the use of public transport services;
- v. Traffic and public transport measures should be introduced to improve access to the area including improved local bus routes as part of an integrated movement strategy;
- vi. Provision for cycling, including cycle paths and cycle parking should be incorporated into traffic management plans; and
- vii. Extend and improve the existing shopping centre and maintain its viability whilst expanding the range and variety of retail activity.

Figure 2.

Refer to Policies **E.2.3** of the adopted UDP (1995) and Policies **3.11, 3.12, 3.13, 3.14** and **5.3** of the draft UDP (2004).



5.2 Public Realm

The local distinctiveness and identity of Canada Water can be strengthened through a co-ordinated and imaginative approach to provision of the public realm. This includes all space that is physically and visually accessible to the public including public open space, parks, pavements, streets and building facades.

Careful attention should be paid to the use of quality materials, co-ordinated design and management of open spaces, landscaping, street furniture and paving. Public realm improvements in the Canada Water Action Area including street furniture, public art, and the planting of new street greenery will be encouraged.

Existing areas of public space in Canada Water, including the dock basin, promenade and Albion Channel are to be retained and enhanced. The dock basin in particular has significant symbolic importance for the identity of the area and the local community. It is important that proposals that may have an adverse impact upon the dock basin, include specific measures for mitigation. Every opportunity to enhance the dock will be encouraged, to create a fitting centrepiece for the town centre. Reduction of the dock area and its wetland habitat will not be permitted.

Developments on sites located adjacent to the Albion Channel should take the opportunity to improve and enhance the channel as an attractive water feature, public access way and important local view corridor through to the dock. This can be partly achieved by designing buildings to overlook the channel, providing active frontages and minimising the use of blank walls and fences.



Two possible new public open spaces are proposed in Figure 2. These are indicative in size and location and it is expected that other areas of open space will also be provided elsewhere in Canada Water. These spaces are intended to provide additional south facing open space for passive recreation, which enhances the Canada Water dock basin as an attractive focus for the town centre. They should be designed to the highest standard and be easy to maintain. Additional public access routes should also ensure that key view shafts to the water are maintained (See Figure 2).

Refer to Policy **E.2.1** of the adopted UDP (1995) and Policies **3.12** and **3.13** of the draft UDP (2004). The Design SPG should also be consulted.

5.3 Residential Density

The London Plan requires boroughs to contribute to the development of London as a 'compact city' by ensuring that development proposals achieve the highest possible intensity of use, compatible with the local context, design principles and public transport capacity. Town centres provide an appropriate location for higher residential densities because of their greater levels of accessibility and mix of uses. The general objective is to ensure an efficient use of land, avoid urban sprawl, increase population densities and reduce the need to travel.

A guide for residential density within the Canada Water Action Area is in the range of 300 to 700 habitable rooms per hectare. This is consistent with the range of residential densities provided in the London Plan and in the draft UDP (2004). However, this can possibly be exceeded in areas of high public transport accessibility, where the development demonstrates an exemplary standard of design and living accommodation. Significant planning contributions would also be expected to mitigate the effects of increased residential densities.

Residential density is closely related to the level of public transport accessibility of the site. The higher the level of public transport accessibility, the stronger the case for considering higher densities and a lower car parking provision. The entire Canada Water Action Area has been identified in the draft UDP (2004) as a Public Transport Accessibility Zone. This is because of its access to public transport, significant potential for new development and investment, and a mixed-use character including retail development.

Refer to Policy H.1.7 of the adopted UDP (1995);

Policy 4.1 and Appendix 3 of the draft UDP (2004); and Policy 4B.3 and Table 4B.1 of the London Plan.

5.4 Building Height

Developments of a range of heights will be supported in the Canada Water Action Area. This should satisfy the demand for extra floorspace and encourage a greater scale of development without damaging the character of the town centre or surrounding area.

The Canada Water Action Area is sensitive to the potential negative impacts that tall buildings can generate. The draft UDP (2004) Tall Buildings Policy (3.20) states that tall buildings are considered to be inappropriate in most parts of Southwark, but may be appropriate when located in the Central Area Zone, particularly in Opportunity Areas. These designations do not apply to the Canada Water Action Area. With some exceptions, there is a general absence of other tall buildings in the vicinity. The two existing 1960s tower blocks in Canada Water do provide local landmarks, however they are considered to be an unattractive element of the surrounding townscape and they do not provide examples of good design. Community consultation also indicates a strong preference to not allow tall buildings in the area.

For the reasons stated above, the Canada Water Action Area is generally not considered to be a suitable location for tall buildings (over 30 metres in height or 10 storeys). However, because the Canada Water Action Area is designated as a Public Transport Accessibility Zone (draft UDP (2004)), additional height on some sites may be allowed in exceptional circumstances where excellent public transport accessibility can be demonstrated. Large-scale buildings will only be permitted if the development is of a high architectural quality and is

compatible with the local context so that adverse visual and environmental impacts can be minimised and a high standard of residential accommodation be provided. A significant planning contribution will be required to mitigate the effects of the additional density and height.

The appropriate heights of buildings in Canada Water need to be assessed against the following general criteria:

- Public transport accessibility levels and provision;
- Relationship to other buildings and the street;
- Effect on strategic and local views; and
- Effect on urban form and open space.

Consideration must be given to the effect that the scale and mass of the building may have on sensitive interfaces such as public open space, water and ecological areas, schools and low to medium density residential developments. Particular care should be paid to the design of buildings which adjoin residential developments on Hothfield Place, Lower Road, the Albion Estate and Albatross Way. Buildings that front the Canada Water dock promenade and Albion Channel should also be carefully designed.

Refer to Policy **E.2.2** of the adopted UDP (1995); Policy 3.20 of the draft UDP (2004); Policy **4B.8** and **4B.9** of the London Plan; and the Tall Buildings SPG.

5.5 Strategic Viewing Corridor

The Canada Water Action Area is crossed by the Strategic Viewing Corridor protecting the view of St Paul's from Greenwich Park. Within this defined area, planning permission will be refused for developments that encroach above 30 metres

ordnance datum before Tower Bridge and 50m above ordnance datum thereafter to St Paul's Cathedral, protecting the Strategic View of St Paul's from Greenwich Park. In addition to this, a lateral assessment is identified either side of the corridor, details of this assessment are to emerge in the new guidance from the Greater London Authority (GLA). Consultation with the relevant bodies will be required for all tall buildings proposed in this area.

Refer to the Policy **3.21** of the draft UDP 2004; the Design SPG and Tall Buildings SPG for further information.

5.6 Parking

Development should not exceed the car and cycle parking standards set out in Policy 5.6 and Appendix 4 of the draft UDP (2004). These standards are in accordance with the indicative car parking standards in the London Plan.

In determining the appropriate number of car parks for a development, consideration will be given to the level of public transport accessibility the site enjoys. Developments which can demonstrate excellent public transport accessibility and sufficient provision for other more sustainable forms of transport will be required to provide fewer car park spaces than the maximum levels stated in the draft UDP (2004). This applies in particular to large retail and residential developments.

Safe and secure cycle parking should be provided within residential developments and in public areas.

Refer to the Policy **5.6** and Appendix 4 of the draft UDP (2004) and Policy **3C.23** and Annex 4 of the London Plan for further information.

6.0 Movement and Accessibility

6.1 Transport Assessments

Developments in Canada Water will be required to submit a Transport Assessment, which includes a Travel Plan with their application. This will form part of the Sustainability Appraisal. All effects on transport networks through increased congestion, pollution and reduced safety, need to be assessed to determine whether the proposal is acceptable and how the effects can be avoided or mitigated. Prospective developments must demonstrate how any potential impact on pedestrian, cycle, public transport and traffic facilities will be appropriately mitigated or remedied.

The location of the development must be appropriate to the size and trip-generating characteristics of the development. Large developments which generate a significant number of trips should be located near public transport nodes. Applicants must demonstrate that sustainable transport options are available to site users, or propose additional measures to promote sustainable travel.

Refer to Policies T.1.1, T.1.2, T.2.1, T.3.1, T.3.2 and T.4.1 of the adopted UDP (1995) and Policies 3.3, 5.1, 5.2 and 5.3 of the draft UDP (2004). The Sustainability SPG should also be consulted.

6.2 Pedestrian and Cycle Access

Accessibility and permeability for pedestrians and cyclists is of primary importance for the Canada Water Action Area. Convenient, legible and safe pedestrian and cycle access must be provided throughout the area. A range of facilities closely located to residential developments together with enhanced access to public transport should reduce the need and opportunity for people to use their cars.

Key pedestrian and cycle routes have been indicated in Figure 2, some of which also create or protect existing view corridors to the water. These include:

- New linkages to the north and west;
- Direct pedestrian routes from the Surrey Quays Shopping Centre to the Leisure Centre on Redriff Road; and
- New/ restored routes between Canada Water and Greenland Dock.

One of the key structuring elements required is a north/south spine (illustrated in Figure 2). This connects Albion Street, Rotherhithe station, Brunel Road and the historic Rotherhithe riverside area to the north, with the Canada Water station and dock basin in the centre, through to the existing Lower Road shopping street and Surrey Quays station to the south.

Alternative configurations of the north/south spine may be considered, but the success of proposals will



be gauged by the extent to which they achieve the following:

- Integrate with new and existing street patterns;
- Maintain continuous pedestrian links with the existing Lower Road shopping area up to the Canada Water town centre;
- Line the route with active frontages on both sides;
- Provide the potential to integrate the existing or redeveloped shopping centre (with new or extended frontage as necessary) into a more street-based retail area;
- Provide the most direct and legible connection between Canada Water and Surrey Quays stations; and
- Maximise legibility and passive surveillance through extended sight lines.

Lighting and signage should be used to ensure clear and easily understandable routes and improve security. Weather protection should be provided on key pedestrian routes, especially to and from shopping facilities

Refer to Policies T.2.1 and T.4.1 of the adopted UDP (1995) and Policy 5.3 of the draft UDP (2004).

6.3 Road Pattern and Design

The road layout in the Canada Water Action Area at present is designed primarily for vehicles, encouraging high speeds and creating an unpleasant environment for pedestrians. New development should exploit as many opportunities as are feasible to create direct connections which

connect into the existing street network. All new roads should be designed to open up and integrate the developments with surrounding areas and key facilities.

Roads often provide the most direct and convenient routes for pedestrian and cyclists and should therefore be designed with consideration of their needs. If a street is designed for low speeds then pedestrians, cyclists and vehicles can mix safely. Footpaths must demonstrate a high standard of visual attractiveness, durability and environmental performance. Footpaths should be free from obstruction; make use of surface treatments to guide pedestrians and cyclists and be of an appropriate width in relation to its location and expected use.



7.0 Sustainable Design

7.1 Sustainability Appraisal

A Sustainability Appraisal will be required for each new development or local project in terms of its social, economic and environmental impacts. The issues should be analysed through an Impact Assessment, which will inform decision making on applications.

Some of the key issues to be considered in a sustainability assessment for the Canada Water Action Area are outlined below:

Environment

- The amount and quality of accessible open space;
- Sustainable transport provision prioritising public transport, cycling and walking;
- Public realm improvements to create links between development sites and the surrounding area and facilities;
- Buildings should be designed to integrate microclimate and environmental concerns into the detailed design of the development. Consideration should be given to the effect developments will have on wind, pollution and noise and solar access;
- Developments should adopt innovative strategies to minimise energy use both in construction and in whole-life use and minimise use of materials from non-renewable sources and negative environmental impacts such as pollution; and
- Current best practice benchmarks should be applied (e.g Excellent BREEAM and Ecohomes rates should be achieved).

Anti Poverty

- Provision of community facilities for local groups;
- Increasing access to health centres for local residents;
- Increasing the number of schools and school places; and
- Provision for childcare facilities.

Prosperity

- Increasing the types of employment;
- Increasing the number of employees;
- Local access to employment through training and targeting the local population; and
- Reducing the number of vacant development sites.

Refer to Policy E.3.2 of the adopted UDP (1995); Policy 3.3 of the draft UDP (2004) and the Sustainability SPG.

7.2 Ecology and Wildlife

The Canada Water Dock has been identified by the Greater London Authority Biodiversity Group as a Site of Importance to Nature Conservation. Located between two extensive areas of park and natural habitat, Southwark Park and Russia Dock Woodland, it forms part of an extensive network of open spaces and wildlife habitat.

The major issues for nature conservation at Canada Water include shading, 'confinement', altered microclimate, loss of critical habitat area and disturbance. Consideration must be given to these



issues when determining an appropriate built form for the surrounding area.

All development proposals are required to demonstrate how the effects on ecology will be mitigated during construction and use. Development will be required to demonstrate that there will be environmental improvements and no long-term detrimental impacts on the Canada Water dock basin and the wildlife that depends on it.

Refer to Policy **E.3.4** of the adopted UDP (1995) and Policy **3.1** of the draft UDP (2004).

7.3 Safety and Security

Creating and maintaining a safe environment is extremely important for Canada Water so that people who live, visit or work in the area can feel safe in their community.

Design solutions can provide practical solutions to reduce the occurrence of crime. All areas accessible to the public should be designed so that they are well lit and easy to navigate, provide direct routes and are without blind corners or hidden areas. New developments and the redevelopment of existing buildings will be required to provide active street frontages along public roads and adjacent to public open space. Closed frontages consisting of walls with few or no windows or door openings will not be allowed on sites which front public roads.

An increased level of residential use in the Canada Water town centre can create natural surveillance and outlook over public areas. Introducing evening leisure activities into the town centre will also create a lively atmosphere.

Refer to the Designing Out Crime SPG and Policy **3.14** of the draft UDP (2004).

7.4 Archaeology

Canada Water has not been identified in the draft UDP (2004) as an Archaeological Priority Zone. Some scattered archaeological finds have been found in the area but it is unlikely that there were any permanent settlements on the site before the 18th century.

Development proposals which affect or uncover archaeological remains will be required to undertake proper investigation, recording of sites and publication of the results by a suitably qualified archaeological contractor as an integral part of a development programme where a development incorporates archaeological remains, or where it is considered that preservation in situ is not appropriate.

8.0 Key Development Sites

8.1 Introduction

This section provides guidelines for the key development sites identified in the Canada Water Action Area. These are in addition to the planning guidelines provided in sections 3, 4, 5, 6 and 7 of this SPG.

The Proposal Site number refers to the designation given to the site in Appendix 4 of the draft UDP (2004). Where the draft UDP (2004) designates a 'required use' for a site, any development of the site must secure this type of land use. If provision is made for any 'other acceptable use', this use will only be allowed if the required use is already secured.

The sites are illustrated in Figure 2 and Appendix 3 of this SPG.

8.2 Proposal Site 25P (Site A)

Site A is largely vacant at present and is situated adjacent to the Canada Water Tube Station.

The adopted UDP (1995) designates the site for Business, Entertainment, Housing, Shops, Ancillary Open Space and Community Facilities. The draft UDP (2004) designates the required use for Site A as Residential (C3) and states that any other use is acceptable.

Site A is very well located within walking distance of the Canada Water tube station and close to bus services. The high level of public transport accessibility makes the site well suited to high density residential development of 300-700 habitable rooms per hectare or more. This site will form part of a cluster of buildings that will be identifiable as the heart of the Canada Water town centre. Relatively

intensive development is expected on this site and thus, an exceptional level of design will be required, as will a significant planning contribution to mitigate the effects of increased density.

Buildings fronting the Albion Estate and Albatross Way should be designed to ensure any adverse effect on the adjacent residential developments is minimised.

Development within Site A should ensure an improved pedestrian and cycle access along a north-south spine as illustrated in Figure 2. A pedestrian connection through to the Deal Porters Way to the north should be established across Site A. Consideration should also be given to the possible realignment of Surrey Quays Road to create traditional street alignments and reduce the dominance of vehicles in the area.

8.3 Proposal Site 28P (Site B)

Site B is situated directly adjacent to the Canada Water dock basin and Albion Channel, and adjoins the Canada Water underground station. The site is currently vacant with the exception of the vent shaft from the underground tube line.

The adopted UDP (1995) designates the site for Business, Entertainment, Housing, Shops, Ancillary Open Space and Community Facilities. The draft UDP (2004) designates the required uses as Residential (C3) use and Community use (D1 or D2), and states any other use as acceptable.

Site B provides a prominent point of arrival where visitors are given their first impression of the area. Any development on this site should be of an



exceptional design to create a distinctive character for the Canada Water gateway. Any development on Site B must address the public realm by providing active frontages and orientation of buildings to the public promenade.

Due to its location and prominence, the site would suit a highly used community facility to encourage people into the central Canada Water area. It could possibly incorporate a range of community uses such as a library and learning resource centre, nursery, crèche or health care centre. A mix of uses on this site, including a residential component, is encouraged. Other acceptable uses for this site may include a hotel, offices, restaurants and cafes or cultural and entertainment facilities.

The site enjoys a high level of public transport accessibility. The site could accommodate residential densities which exceed the urban density of 300 – 700 habitable rooms per hectare subject to a transport appraisal, an exceptional level of design and a significant planning contribution to mitigate the effects of increased density. The relationship of Site B to the Canada Water dock

basin and promenade provides an opportunity to further enhance the area by creating an additional public open space allowing passive recreational enjoyment of the area. In particular, a partially grassed area would provide a good contrast to the paved public areas elsewhere in the area, south facing to maximise solar gain.

The scale and mass of buildings on this site should be designed to avoid any adverse effects on the water, ecology, microclimate and the need to create human scale frontages to ensure a pedestrian friendly promenade.

Development within Site B should ensure improved pedestrian and cycle access along a north-south spine as illustrated in Figure 2. Consideration should also be given to the possible realignment of Surrey Quays Road to create a traditional and pedestrian friendly street pattern.

8.4 Proposal Site 30P (Site C)

Site C is located directly adjacent to the Canada Water dock and adjacent to the Albion Channel. It is

developed with low density retail sheds which have been built fairly recently. More efficient use should be made of this site to enhance its prominent waterside location.

The adopted UDP (1995) designates the site for Business, Entertainment, Housing, Shops, Ancillary Open Space and Community Facilities. The draft UDP (2004) designates as a required use: Retail & Services (A), Residential (C3), and Community Facilities (D1 or D2). It also states that any other use is acceptable.

Redevelopment of this site should ensure an active frontage along the Canada Water promenade by including a mix of uses including restaurants, cafes and retail uses on the ground floor, all of which will open onto the waters edge and animate the space to ensure maximum use and access. The prominence of the site means it would be well suited to a highly used public facility of exceptional design. The remainder of the site would suit office use, high density residential or live-work accommodation.

The location of Site C in relation to the Canada Water dock basin, promenade and Albion Channel would provide an opportunity to create an additional south-facing public open space/ civic area as illustrated in Figure 2.

The site enjoys relatively good access to Canada Water station. As such, the residential density could possibly be increased to above 300-700 habitable rooms per hectare subject to a transport appraisal, an exceptional level of design and significant planning contributions to mitigate the effects of the increased density.

Any development of Site C should retain the two existing east - west pedestrian accesses through the site to ensure access from Surrey Quays Road through to the public realm. These also provide the dual feature of maintaining a view shaft to the water (See Figure 2).

The design of buildings on this site must demonstrate how it addresses the sensitivity of the water's edge and promenade. Development should also be designed to take into account the effects of shading

and dominance of the Canada Water dock basin and Albion Channel.

8.5 Proposal Site 29P (Site D)

Site D is located in the north east of the Canada Water Action Area on the corner of Quays Road and Canada Street, directly adjacent to the Albion Channel and with the Wolfe Crescent residential development to the north. It has been used for bulky retail in the past but is currently vacant.

The adopted UDP (1995) does not designate Site D. The draft UDP (2004) designates the site for Residential use (C3) with Employment (B1) and Community uses (D1 and D2) given as other acceptable uses.

The site enjoys reasonable access to public transport. Residential development should not exceed an urban density of 300 – 700 habitable rooms per hectare unless high public transport accessibility and excellent design can be demonstrated. The site is not suited to tall buildings and consideration should be given to the effect of scale and mass of buildings on the adjacent residential development and the Albion Channel.

8.6 Proposal Site 31P (Site E)

Site E is located in the east of the Canada Water Action Area on the corner of Surrey Quays Road and Canada Street, directly adjacent to the Harmsworth Quays printing works. It is currently used for bulky retail purposes.

The adopted UDP (1995) does not provide a designation for Site E. The draft UDP (2004) designates the required use of the site as Employment use (B1). Residential (C3) use is given as another acceptable use.

Preference should be given to an employment use of this site, comprising office or other commercial developments. A mixed use development would be acceptable providing that a significant component was retained in employment use.

The site enjoys reasonable access to public transport. Residential development should not exceed an urban density of 300 – 700 habitable rooms per dwelling unless high public transport accessibility and excellent design can be demonstrated. The site is not suited to tall buildings.

8.7 Proposal Site 27P (Site F)

Site F is located to the west of the Canada Water Dock and is currently used for overflow car parking for the Surrey Quays shopping centre.

The adopted UDP (1995) does not provide a designation for Site F. The draft UDP (2004) designates the required use of the site as Business (B1) and Residential (C3) uses, with any other use acceptable also provided.

The site's location adjacent to the water and nearby both the Canada Water and Surrey Quays stations and bus routes makes it ideally suited for a mixed-use development providing office and commercial uses and incorporating a residential component.

Development on the site should be designed to enhance the pedestrian activity at street level to encourage direct and safe access between the two stations and to the Surrey Quays shopping centre. Residential development should be located above ground floor only so that an active frontage is maintained.

The site is located adjacent to the protected wildlife habitat of the Canada Water dock basin. Any proposed development on this site needs to demonstrate that there will be no adverse impacts on this wildlife area.

8.8 Proposal Site 33P (Site G)

Site G contains the existing Surrey Quays indoor shopping centre and associated car parking.

The draft UDP (2004) designates the required use for the site as: Retail, Food and Drink, Services (A), Residential (C3) and Community Use (D1 and D2). Any other use is also acceptable. The ground floor of the shopping centre is a Protected Shopping Frontage. The adopted UDP (1995) does not designate a preferred land use for the site but does include a Secondary Shopping Frontage.

There is an opportunity to redevelop the centre to bring it up to modern standards and integrate it with the new, mixed-use developments on the surrounding sites. An active street frontage is required in a redevelopment of the site, in particular for the sides fronting the water's edge (as illustrated in Figure 2) and all public roads. The use of the ground floor of the shopping centre must be retained in A1 retail use. Residential above the shopping centre is encouraged to provide a mix of uses and introduce vitality to the centre.

Any redevelopment of the shopping centre should encourage non-car based trips wherever possible, because of its proximity to two tube stations and bus routes. Given the excellent proximity to public transport, any redevelopment of the site should result in a significant reduction in the amount of



surface level car parking, the majority of which should be accommodated underground.

A redevelopment of this site must seek to improve the north-south access from the Canada Water station through to the Surrey Quays station as illustrated in Figure 2. A clear, legible and safe pedestrian access should be secured through the site. Preference is given to a traditional high street pattern, which opens the shopping centre onto the street and public realm. Access through the shopping centre to the Leisure Site to the east and through the south of the site to Greenland Dock should also be secured as illustrated in Figure 2.



Another important matter for this site is the need to improve the pedestrian connection to the retail area of Lower Road. Any development on the site should introduce clear and well signposted pedestrian links through to Lower Road.

8.9 Proposal Site 32P (Mulberry Business Park)

The Mulberry Business Park is situated in the north east of the Canada Water Action Area and is currently being used for commercial purposes.

The draft UDP (2004) designates the Mulberry Business Park for Employment use (B) only. No other acceptable use is given. It specifies that no net loss of employment floor space will be permitted. The adopted UDP (1995) does not designate a preferred land use for the site.

The site has reasonable access to public transport and is not suited to tall buildings. This site is considered best suited to an employment generating use such as light industry activity.

8.10 Proposal Site 35P (Leisure Site)

This site is bounded by Redriff Road, Quebec Way, Surrey Quays Road and Harmsworth Quays. At present the site is used for car-based leisure development and contains a multi-screen cinema, a bowling alley and associated A3 cafes, bars and restaurants. These provide a range of leisure uses to complement the shopping centre and may be considered as part of the town centre.

The adopted UDP (1995) designated the site as an Employment Area. Objective B.2 and Policy B.2.1 encourage the development of new employment generating activity for employment areas in order to secure a wide range of job opportunities for local people. The draft UDP (2004) designates the site for Entertainment (D2) and Food and Drink (A3) uses. Any other use is also acceptable. The Plan states that a cinema should be located on this site unless provided for elsewhere within the Canada Water Action Area.

The site has reasonable access to public transport and is not suited to tall buildings.

Any redevelopment of these sites should retain the leisure-focussed use but should also seek a more efficient use of land which is less dependent on private transport. An improved pedestrian link through the Surrey Quays Shopping Centre to the Leisure site should enable improved non-car based access to the site. A strong pedestrian link to Greenland Dock should also be secured.

8.11 Proposal Site 34P (Harmsworth Quays)

The Harmsworth Quays site is located in the east of Canada Water Action Area and is currently utilised as a printing works.

The adopted UDP (1995) designates the site as an Employment Area. Objective B.2 and Policy B.2.1 encourage the development of new employment generating activity for employment areas in order to secure a wide range of job opportunities for local people. The draft UDP (2004) designates the required use of the site as Employment use (B class) with any other use also acceptable. It states that no net loss of employment floorspace is permitted.

The site has reasonable access to public transport and is not suited to tall buildings.

This site would suit a predominantly industrial or commercial development. Any alternative uses can only be introduced provided they do not compromise the function of any employment activity on the site. A residential component may be acceptable providing that the dominant use remains

employment based and there is no net loss of employment floorspace.

8.12 Proposal Site 36P (Quebec Way Industrial Estate)

The Quebec Way Industrial Estate is located in the east of the Canada Water Action Area and is in industrial use. The site is adjacent to Russia Dock Woodland and is in close proximity to the Greenland Dock.

The adopted UDP (1995) designates the site as an Employment Area. Objective B.2 and Policy B.2.1 encourage the development of new employment generating activity for employment areas in order to secure a wide range of job opportunities for local people. The draft UDP (2004) designates the required use for the site as Community Use (D1) with education as the priority.

The site has reasonable access to public transport and is not suited to tall buildings.

A review of educational provision in the borough has highlighted the need for a new school site in Rotherhithe, which provides two forms of entry at primary school level and eight forms of entry at secondary level. Approximately 15% of the capacity of the school must be secured for early years learning facilities and it should also have the ability to act as an extended school for community use. The Quebec Industrial Estate has been identified as an appropriate site for a school due to its catchment area; size; location on the edge of a town centre; good accessibility; location away from primary roads; and proximity to leisure facilities and open space. It is intended that the school will be of a high architectural standard and will be an asset to Canada Water and the Rotherhithe peninsula.

9.0 Planning Obligations

9.1 Planning Obligations

The development outlined in this SPG will have a direct impact upon the transport, social, public realm and utility infrastructure of the Canada Water area. This in turn will generate a requirement for investment in essential new infrastructure, facilities and mitigation of other adverse effects.

The adverse effects of developments that cannot be addressed by planning conditions may be required to provide a contribution which is secured via a planning obligation under section 106 of the Town and Country Planning Act 1990 and Circular 1/97.

Through consultation the LPA have identified a number of infrastructure improvements and facilities that may be required to support the levels of development provided for in the SPG and which could form the basis of a planning obligation. This list is intended to be a guide only and is by no means exhaustive or mandatory. Individual planning agreements will be made on a case by case basis. In all instances, the obligation must fairly and reasonably relate to the proposed development.

The following priorities have been identified for the Canada Water area:

Transport related:

- Funding for a high quality network of walkways, cycleways and crossing points within and through the area;
- Funding for a range of transport related initiatives including car clubs, bike sharing and parking schemes;
- Funding of necessary improvements to the Surrey Quays station and associated accessways; and

- Funding of new and upgraded road infrastructure, traffic and environmental management measures.

Social, economic, cultural and leisure related:

- Provision of a new library;
- Funding for new school provision;
- Affordable housing;
- Support for affordable nursery care provision and after school clubs;
- Support for jobs and training services, particularly for local people, and a local business support strategy;
- Support for appropriate health facilities;
- Funding for improvements to leisure centres; and
- Support for new arts and cultural facilities.

Open space and public realm

- Provision of new public open spaces;
- Management and maintenance of the public realm;
- Funding of art in public spaces; and
- Funding for crime reduction and prevention initiatives.

Other

- Compliance to sustainability, waste reduction and recycling targets.

Refer to Policy **R.2.2** of the adopted UDP (2004); Policy **2.5** of the draft UDP (2004); and the Planning Obligations SPG.

10.0 Sources of Additional Information

10.1 List Of Other Supplementary Planning Guidance

The following Supplementary Planning Guidance documents should be read in conjunction with this guidance:

Life Chances

- 13 Planning Obligations

Clean and Green

- 14 Access and Facilities for People with Disabilities
 16 Design
 17 Designing Out Crime
 19 Open Space
 20 Outdoor Advertisements and Signage
 21 Parking
 22 Resources
 23 Shopfront Design
 24 Sustainability
 25 Tall Buildings
 26 Telecommunications

Housing

- 28 Affordable Housing
 29 Residential Design Standards

The adopted Unitary Development Plan (1995), the Second Draft Deposit Unitary Development Plan (2004) and Supplementary Planning Guidance can be viewed on our website www.southwark.gov.uk/udp under the heading 'Publications'

10.2 Contact Information

For further information on this SPG or the Southwark Unitary Development Plan, please contact:

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11.0 Appendices

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Appendix 1

List of Southwark Council Planning Policies

Southwark Unitary Development Plan 1995 (adopted)

The following policies are of particular relevance to the Canada Water SPG.

Policy R2.1	Regeneration Areas	Policy C.4.1	Protection of Existing Community Facilities and Public Buildings
Policy R2.2	Planning Agreements	Policy C.7.1	Accessibility
Policy E.1.1	Safety and Security in the Environment	Policy C.7.2	Safety and Security
Policy E.2.1	Layout and Building Line	Policy S.1.1	Secondary Shopping Frontages
Policy E.2.2	Heights of Buildings	Policy S.2.1	New Retail Outlets Under 2000 sq m
Policy E.2.3	Aesthetic Control	Policy S.3.1	Customer Facilities
Policy E.2.4	Access and Facilities for People with Disabilities	Policy S.3.2	Environment of Shopping Centres
Policy E.2.5	External Space	Policy H.1.3	New Housing
Policy E.2.6	Advertisement Hoardings and Panels	Policy H.1.4	Affordable Housing
Policy E.3.1	Protection of Amenity	Policy H.1.5	Dwelling Mix of New Housing
Policy E.3.2	Environmental Assessment	Policy H.1.7	Density of New Residential Development
Policy E.3.4	Upgrading the Environment	Policy H.1.8	Standards for New Housing
Policy E.6.3	Protection and Creation of Sites of Ecological Importance	Policy H.1.9	Housing Infrastructure
Policy E.6.4	Local Nature Reserves and Sites of Nature Conservation	Policy H.1.10	Provision of Housing to Mobility and Wheelchair Standards
Policy C.1.1	Premises for Community Facilities	Policy H.1.11	Housing for Homeless People
Policy C.1.3	Retention of Existing Community Facilities and Public Buildings	Policy H.2.1	Rehabilitation and Improvement of Housing
Policy C.2.2	Health, Social and Educational Facilities	Policy H.4.1	Housing for Special Needs Groups
Policy C.4.1	Protection of Existing Recreational Facilities	Policy H.4.2	Sheltered Housing
Policy C.4.2	New Leisure and Recreational Facilities	Policy H.4.3	Travellers
Policy C.5.1	Open Space Provision	Policy H.5.1	New Visitor Accommodation
Policy C.5.2	Protection of Play Spaces and Facilities for Children	Policy B.1.1	Protection of Employment Areas and Identified Sites
Policy C.5.3	Community Open Space	Policy B.1.2	Protection Outside Employment Areas and Sites
Policy C.5.4	Protection of Private and Public Urban Open Space	Policy B.1.3	Protection of Warehouses
Policy C.6.1	New Arts, Entertainment and Visitor Facilities	Policy B.2.1	Employment Areas and Sites
		Policy B.2.2	Class B2 General Industrial Proposals
		Policy B.2.3	Class B1 Business Proposals
		Policy B.2.4	Small Scale Industry and Offices

Policy B.3.1	Access for People with Disabilities	Policy T.3.4	Community Transport
Policy B.3.2	Employment Facilities and Conditions	Policy T.4.1	Measures for Cyclists
Policy T.1.1	Locally Based Facilities	Policy T.5.1	Traffic Restraint
Policy T.1.2	Location of Development in Relation to the Transport Network	Policy T.5.3	Alterations to the Road Network
Policy T.2.1	Measures for Pedestrians	Policy T.5.5	Traffic Management and Road Safety
Policy T.3.1	Safeguarding and Improving the Quality of Public Transport Services and Facilities	Policy T.6.1	On Street Parking Control
Policy T.3.2	New Public Transport Schemes and Services	Policy T.6.2	Off-Street Parking
		Policy T.6.3	Parking Spaces in New Developments

Proposal Map Designations:

Regeneration Areas; Strategic Views Protected Viewing Corridor; Strategic Views Backdrop Consultation Zones; Secondary Shopping Frontages; Employment Sites; Housing Sites; Shopping Sites; Community Facility Sites; Employment Areas.

Proposal Sites: 26 and 32

Draft Southwark Unitary Development Plan 2004 (second draft deposit)

9.4.3 Development at Canada Water should seek:

- i. To create a new focus for community and commercial activity for the Rotherhithe Peninsula and neighbouring areas;
- ii. To create an urban environment of the highest standards to enhance the quality of life for existing and future residents and users of the Action Area;
- iii. To develop a mixed-use area with appropriate densities of development to enable the most efficient use of land and to reduce the need to travel;
- iv. To improve accessibility to and around the area, particularly for pedestrians, cyclists and users of public transport;
- v. To better integrate Canada Water station into the local street network and increase permeability and accessibility to the station, shops and community facilities;
- vi. To create an integrated public transport interchange, which maximises the ease of changing between trains, buses and other sustainable forms of transport and increases ease of movement within the area;
- vii. To link Canada Water and Surrey Quays tube stations with a direct pedestrian spine;
- viii. To protect and enhance Canada Water dock basin and its value for wildlife and other special environmental features of the area;
- ix. To create employment opportunities and improve access for local people to the opportunities that are created;
- x. To retain and support existing businesses and promote inward investment;
- xi. To provide a significant amount of high quality new housing which will include housing to meet a range of needs, including affordable housing as a 35% proportion of the total number of additional units, including 25% social rented and 10% intermediate housing, and to provide housing for larger families;
- xii. Extend and improve the existing shopping centre and maintain its viability whilst expanding the range and variety of retail activity;
- xiii. Identify suitable locations for new public buildings;
- xiv. Create an attractive, safe and secure public realm; and
- xv. Enhance existing environmental assets to create a distinctive sense of place.

The following policies are of particular relevance to the Canada Water SPG:

Policy 1.1	Access to Employment Opportunities	Policy 4.5	Wheelchair Affordable Housing
Policy 1.2	Local Policy Areas – Canada Water Action Area	Policy 4.6	Loss of Residential Accommodation
Policy 1.5	Mixed Use Developments	Policy 4.7	Non Self-Contained Housing for Identified User Groups
Policy 1.6	Small Business Units	Policy 5.3	Walking and Cycling
Policy 1.7	Live-Work Units	Policy 5.1	Locating Developments
Policy 1.8	Location of Retail Provision	Policy 5.2	Transport Impacts
Policy 1.9	Change of use and new development within town centres	Policy 5.6	Car Parking
Policy 1.10	Change of use within protected shopping frontages	Policy 5.7	Parking Standards for the Mobility Impaired
Policy 1.12	Superstores and major retail developments	Policy 5.8	Other Parking
Policy 1.13	Arts, Culture and Tourism Facilities		
Policy 1.14	Hotels and Visitor Accommodation		
Policy 2.1	Enhancement of Community Facilities		
Policy 2.2	Provision of new Community Facilities		
Policy 2.4	Educational Deficiency – Provision of new Educational Establishments		
Policy 2.5	Planning Agreements		

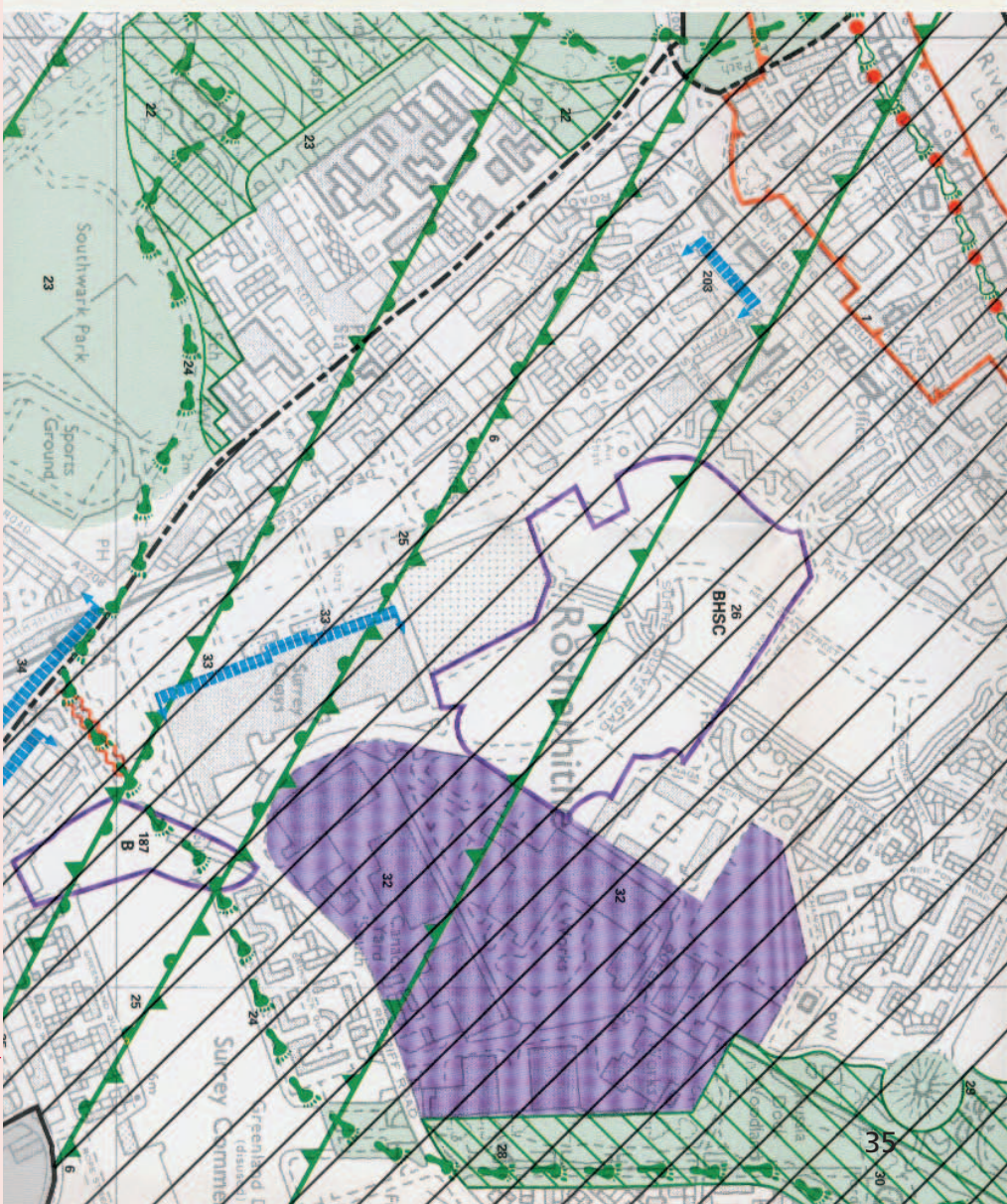
Mix of Dwellings

Policy 3.1	Environmental Effects
Policy 3.2	Protection of Amenity
Policy 3.3	Sustainability Appraisal
Policy 3.4	Energy Efficiency
Policy 3.5	Renewable Energy
Policy 3.6	Air Quality
Policy 3.7	Waste Reduction
Policy 3.8	Waste Management
Policy 3.9	Water
Policy 3.10	Efficient Use of Land
Policy 3.11	Quality in Design
Policy 3.12	Design Statements
Policy 3.13	Urban Design
Policy 3.14	Designing Out Crime
Policy 3.20	Tall Buildings
Policy 3.21	Strategic Views
Policy 3.22	Important Local Views
Policy 3.23	Outdoor Advertisements
Policy 3.24	Telecommunications
Policy 3.26	Borough Open Land
Policy 3.28	Biodiversity
Policy 4.1	Density of Residential Development
Policy 4.2	Quality of Residential Development
Policy 4.3	Mix of Dwellings
Policy 4.4	Affordable Housing

Proposal Map Designations:

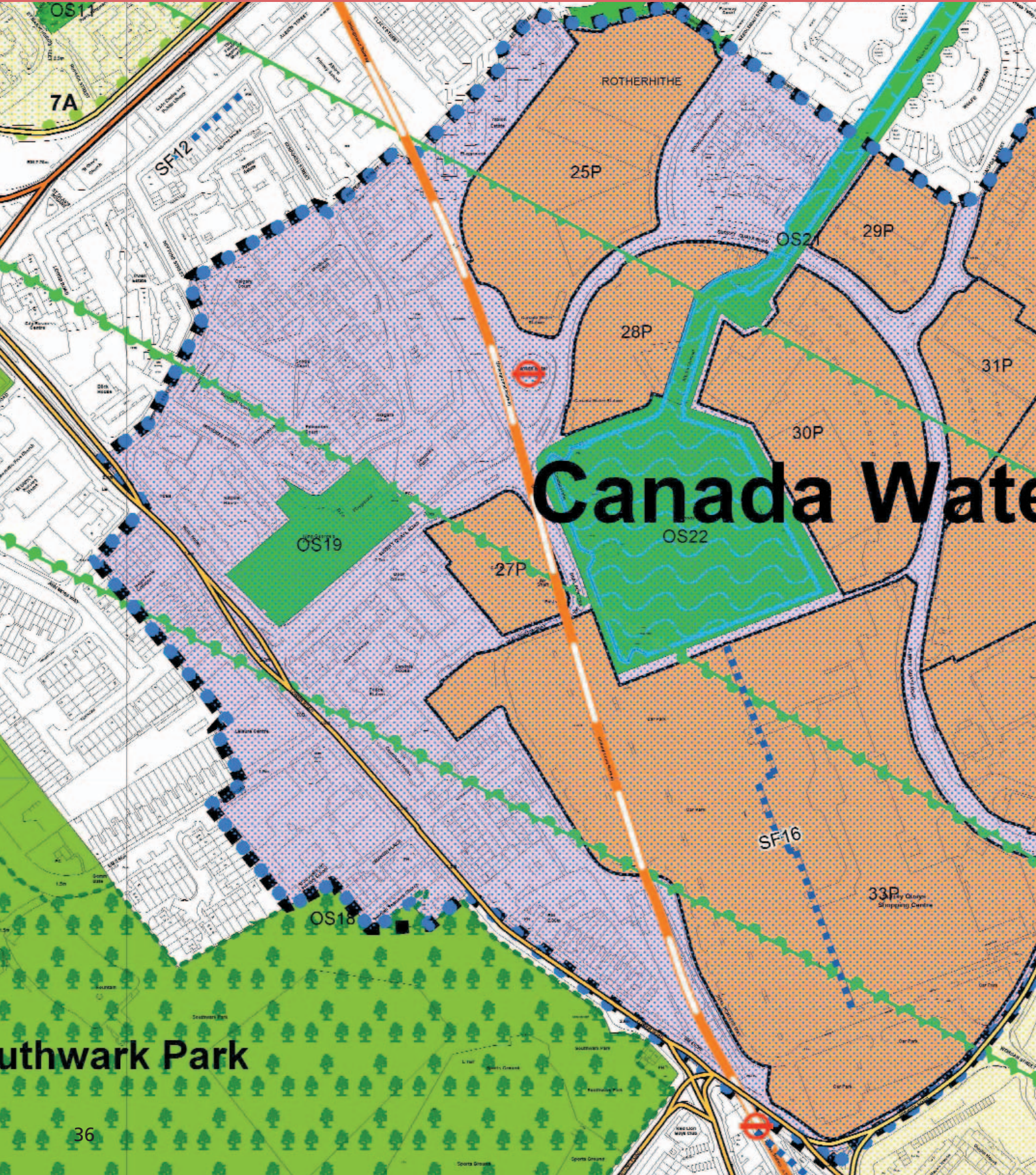
Action Area; Public Transport Accessibility Zone; Strategic Views- Protected Viewing Corridor; Strategic Views - Wider Consultation Zone; Borough Open Space; Sites of Importance for Nature Conservation; Proposal Sites **25P, 27P, 28P, 29P, 30P, 31P, 33P, 34P, 35P, 36P.**

- Borough Boundary
- Regeneration Areas
- Employment Sites
- Employment Areas
- Housing Sites
- Shopping Sites
- Primary Shopping Frontages
- Secondary Shopping Frontages
- Community Facility Sites
- Thames Path/Green Chain Walk
- Metropolitan Open Land
- Strategic Views-Backdrop Consultation Zones
- Archaeological Priority Zones
- Sites of Nature Conservation Importance
- East London Line Extension
- Cycle Route
- Safeguarding Lines
- Proposed Station



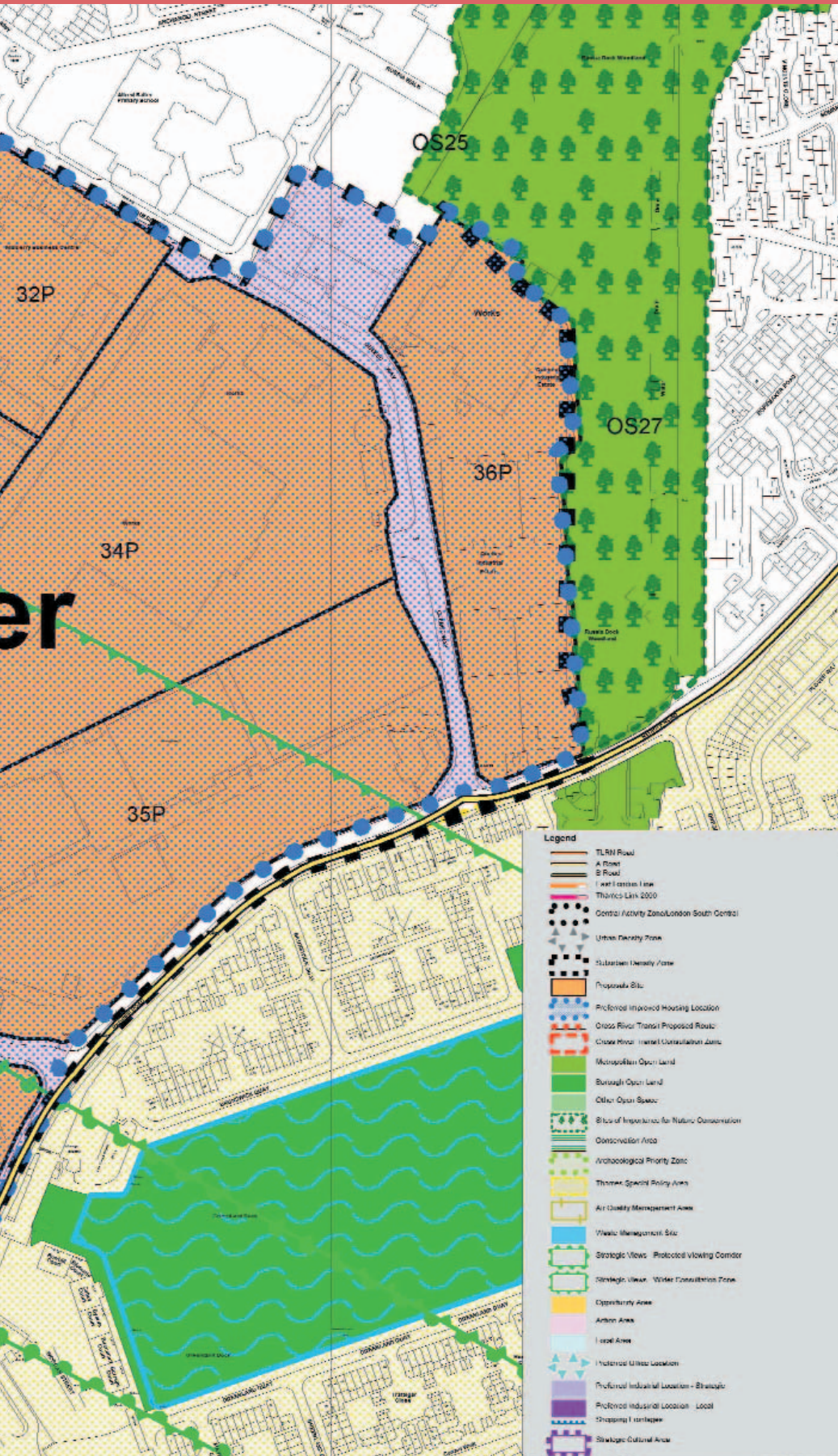
Appendix 2

Adopted Southwark Unitary Development Plan (1995) Designations



Canada Water

Southwark Park



Appendix 3
Second Draft
Deposit
Southwark
Council Unitary
Development
Plan (2004)
Designations





