

## Executive

Tuesday December 15 2009  
7.00 pm  
Town Hall, Peckham Road, London SE5 8UB

## Supplemental Agenda

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### Contact

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Date: December 14 2009

**Addendum for the Aylesbury Area Action Plan**

**Report recommendations**

1. That the Executive:
  - i Notes the response of officers in regards to the Burgess Park Action Group’s deputation
  - ii Considers and recommends that Council Assembly incorporate the factual amendment set out in Table 1 into the final AAP (along with the changes set out in the Table of Changes – appendix A of the Executive Report)

**Table 1: Recommended changes**

<b>Comment by</b>	<b>Section</b>	<b>Comment</b>	<b>Proposed change</b>	<b>Change made yes/no</b>
Planning committee	AAP appendix 5, Table A5.1, column and Table of changes appendix C	Change reference to 3+ bed units to 3 bed units as specific numbers for 4 bed and 5 bed units have been clarified.	3+ [plus] bed	

**Officer response to Burgess Park Action Group’s deputation**

2. The changes suggested by the deputation were presented to the planning inspector at the examination in public held in Sept 2009. At that time, the inspector considered the submission but chose not to make changes in his report issued in Oct 2009.

3. The council have to accept the planning inspector's binding recommendations as set out in paragraph 23 (2) and (3) of the Planning regulations 2004. Any changes, other than those the council are directed to make, to the publications/submission version that was considered by the inspector will mean the council cannot adopt the Area Action Plan.
4. The council has no reason not to adopt as per the inspector's report, the Area Action Plan has been deemed sound and in accordance with all statutory requirements. If the council do not adopt the Area Action Plan we would need to start the entire process again, which will compromise the regeneration of the Aylesbury Estate.
5. Further implications of not adopting the Area Action Plan are as follows:
  - If the council did not adopt the AAP that has local support we would need to explain why we have not taken the local opinions into account
  - It has been considered sound by a planning inspector and we would need to explain why we did not consider this an important enough issue to adopt
  - The council would lose the confidence of the HCA and funders over provision of new affordable and private housing with knock on effects for securing money to build new housing
  - There would be reputational issues
6. Any party aggrieved by the adoption has the remedy of an appeal to the High Court within 6 weeks of the adoption on limited grounds, namely (i) it is not within the council's powers and / or (ii) that a procedural requirement/s has not been complied with.

#### **Detailed responses to the deputation request**

##### **Deputation request**

7. 1/ We request the deletion of the section of the AAAP which inadvertently destroys the open space protection for the park provided by its current Metropolitan Open Land designation

##### **Officer response**

8. The planning inspector considered the representations of the Burgess Park Action Group during the EIP and in paragraphs 3.24 and 3.25 of his report concluded that:

I am aware from discussions at the hearings that residents outside the plan area have concerns about the future uses to which Burgess Park might be put as the Council comes to deliver the objectives of Policy PL8. This is referred to at para 2.7 above. Whilst I acknowledge that there have been a number of proposals for built development in the Park which have been resisted in the past, the AAP does not include any schemes which in themselves would introduce a significant element of new buildings within the area, which is in any event designated as Metropolitan Open Land. Nevertheless, it seems to me that Policy PL8 could be clearer on this point and without a change to the wording the Plan would be unsound.

In order to make the Action Area Plan sound, the following change should be made:

C8 Policy PL8: second sentence after 'designed to' insert '...facilitate open space activities which will...'

9. Officers are in agreement with the inspector that while the MOL designation will prevent inappropriate development from taking place in Burgess Park, the additional clarification would nevertheless be beneficial. Officers are recommending that this change to the AAP be made (see paragraphs 18-20 of the Executive report).

#### **Deputation request**

10. 2/ We request the maintenance of the Southwark Plan's provisions opposing high-rise tower blocks along the Albany Road and support the deletion of changes to this policy proposed in the AAAP.

#### **Officer response**

11. AAP policy PL4 states that building heights generally on the park frontage will be in the range of 7 to 10 storeys. The frontage will be punctuated by three buildings of between 10 and 15 storeys and one building of between 15 and 20 storeys.
12. Officers consider that there are good reasons for this policy. The proposed tall buildings will help mark key routes in the area and more importantly, enable densities to be reduced in the majority of the new neighbourhood. Maximising the number of houses which could be built was a priority for the council and strongly supported during consultation.

13. In contrast to the existing 14 storey buildings of Bradenham, Chiltern and Wendover which because of their great length dominate their surroundings, policy PL4 states that buildings over 10 storeys must be elegant and slender and avoid microclimate effects associated with overshadowing and wind funnelling. We have undertaken a visual impact assessment of these buildings from views within the park and do not consider that they will be overbearing or intrusive. By ensuring that new development faces the park, rather than turning its back as current buildings do and transforming the character of Albany Road to help reduce its barrier effect, we are confident our proposals will significantly improve the northern frontage to Burgess Park.
14. The policy is consistent with policies in the emerging Core Strategy. During consultation on the AAP at the preferred options stage exhibition, 71% agreed with the council's approach to building heights and 16% disagreed.
15. Therefore, it is not recommended that members of Executive make any changes to the policies of the AAP pursuant to the deputation in this regard.

#### **Deputation request**

16. 3/ We request the Executive to postpone approval of the AAAP, until such time as officers are able to provide you with independent evidence on the potential catastrophic CO<sub>2</sub> implications of the project, by outside independent analysts such as AEA or others.

#### **Officer response**

17. The planning inspector considered this point during the EIP and in paragraphs 3.11 and 3.12 of his report he concluded that:

Government guidance on local requirements for decentralised energy supply to new development is set out in the '*Planning and Climate Change*' supplement to Planning Policy Statement 1: *Delivering Sustainable Development*. I am content that the energy supply requirements in part (I) of Policy BH6 have been drawn up with proper regard to this guidance against a sound evidence base.

The Council accepted at the hearing that the overall calculation of the carbon neutrality of the proposals in the AAP had not taken account of the emissions likely to arise from demolition and construction activities associated with the proposal. However, no evidence was available on this point and, whilst I accept that the CO<sub>2</sub> emissions from this aspect of the scheme are likely to be material, I have to set them against the long term benefits of improved energy efficiency of the resultant buildings. I am not convinced that the Council's calculations were so skewed on this matter as to render them unreliable.

18. In preparing the AAP, the council commissioned an energy study. This found that a combination of biomass heating and CHP would reduce CO2 emissions to around 50% of existing levels. Since this study was carried out, the council and Dalkia have explored the opportunity to extend the MUSCo to the Aylesbury estate. If the Dalkia plans go ahead, the new Aylesbury neighbourhood would be carbon negative i.e. a net exporter of renewable energy. Officers take the view that when considered holistically, the benefits associated with the opportunities to transform the environment, regenerate the area and reduce CO2 emissions by in excess of 100%, would outweigh benefits associated with carbon savings made through retention of existing buildings.
19. Therefore, it is not recommended that members of Executive make any changes to the policies of the AAP pursuant to the deputation in this regard.

## Addendum for publication/submission version of the Canada Water Area Action Plan

### Report recommendations

That the Executive:

- i Agrees and recommends that the Council Assembly incorporates the further changes set out in Table 1 are incorporated into the publication/submission draft AAP
- ii Notes the changes set out in Table 2, and agrees that these are not incorporated into the publication/submission draft of the AAP

**Table 1: Recommended changes to the version of the AAP considered by Planning Committee**

	Comment by	Section	Comment	Proposed change	Change made yes/no
1	Planning committee	Figure 7	Refer to riverside walk for clarity	Thames Path ( <u>riverside walk</u> )	
2	Planning committee	Policy 6	Specific mention of car clubs should be mentioned in connection with green travel plans.	Para 4.3.7  Through core strategy policy 2 we will also require green travel plans to be submitted with all planning applications. Travel plans are designed to help boost cycling, walking and public transport. They include a range of measures from raising awareness of public transport options, <u>providing parking spaces for car clubs</u> , cycle routes etc, to funding provision of bus services. Our Sustainable Transport SPD provides more guidance on travel plans.	
3	Planning committee	Policy 7	Reference should be made to the potential to create taxi drop-off	Officers recommend that the diagram on CW AAP 7 is amended to show a taxi drop off area on the Surrey Quays Road frontage of the overflow car park (Site F).	

	Comment by	Section	Comment	Proposed change	Change made yes/no
			bays on Surrey Quays Road	An additional reference will be inserted into the diagram key: <u>New taxi-drop off area on the overflow car park</u>	
4	Planning committee	Figures 8 and 14	These figures are confusing for people who are not familiar with the area. It is not clear what roads are one-way at the moment and which will become 2 way. The diagram should be extended to show the right-turn into Surrey Quays Road.	Officers will prepare a new diagram to clarify alterations to the road network.	
5	Planning committee	Policy 17	The height of the tower on Site A should be amended to reflect the Planning committee resolution to grant planning permission on 1 December	A district landmark tower <u>up to 26 storeys in height</u> of <del>comparable height to the Canada Estate towers</del> on Site A	
6	Planning committee	Figure 9	Pink areas are omitted from diagram	Colour correct blocks in pink (colouring has already been corrected in the Executive version of the document)	
7	Planning committee	Figure 9	The height of the tower on Site A should be amended to reflect the Planning committee resolution to grant planning permission on	Landmark tower <u>up to 26 storeys in height</u> of <del>comparable height to Canada Estate towers</del>	



	Comment by	Section	Comment	Proposed change	Change made yes/no
			1 December		
8	Planning committee	Policy 24	Insert a figure showing core area and suburban areas.	The core area <u>and suburban density zone are</u> is shown on Figure <del>2</del> <u>13</u> . [insert new figure 13]	
9	Planning committee	Para 5.3.3	Members considered that the wording should be clarified.	The estimates of residential capacity are approximate and should not be interpreted as targets to be achieved. The amount of development which is delivered on each of the sites will depend on the amount of non-residential space provided, the bedroom mix and compliance with other planning policies such as design policies. <u>In deciding applications on the proposals sites, we will take into account policies in the AAP, our Core Strategy, forthcoming Development Management DPD and other documents in the local development framework.</u>	
10	Planning committee	CW AAP 5	Reference should be made to the taxi drop off area on Site A to reflect the Planning committee resolution to grant planning permission on 1 December	In order to improve access for cyclists to the tube station, a cycle station should be provided on the site. <u>A taxi drop off facility should be provided to serve the development.</u>	
11	Planning committee	Figure 22	Figure 22 should be amended to clarify that building heights could be at the upper end of the range on the Quebec Way frontage.	Officers will put a dashed line on the development blocks on the Quebec Way frontage indicating that buildings at the upper end of the range are appropriate.	
12	GoL	Vision	3.1 Vision – the vision	Officers recommend a new objective about delivery is added to	

	Comment by	Section	Comment	Proposed change	Change made yes/no
			<p>is not locally distinctive (this comment could also apply to the plans objectives). Though it does refer to the proposed level of overall quantum of development there is no reference to phasing. I would also expect to see something on how the vision is to be achieved – possibly by providing detail on sites within the AAP area.</p>	<p>section 3.2</p> <p><u>Theme 7: Delivering the AAP</u></p> <p><u>D1: To continue to work with key stakeholders including the local community, landowners, Lewisham Council and TfL to deliver the vision and objectives of the AAP.</u></p> <p><u>D2: To ensure that physical and social infrastructure needed to support growth at Canada Water is provided in a timely manner.</u></p> <p><u>D3: To monitor and review the delivery of AAP policies annually to inform phasing of future development and delivery of infrastructure.</u></p> <p>Insert these objectives after paragraph 6.1.1</p> <p>Add a new section into the Monitoring Framework in Appendix 5</p> <p><u>Targets: Collect s106 contributions to fund delivery of improvements to the road network, walking and cycling facilities, an extension to the CPZ, strategic areas of public realm, open spaces, play facilities and other items in accordance with Southwark’s s106 Planning Obligations SPD or its successor.</u></p> <p><u>Indicators: All; Funding gained from s106 planning obligations; Committed spending on infrastructure (new indicator). We produce quarterly reports on s106 expenditure by ward and community council area which we publish on our website:</u></p>	

	Comment by	Section	Comment	Proposed change	Change made yes/no
				<a href="http://www.southwark.gov.uk">http://www.southwark.gov.uk</a>	
13	GoL	Figure 4	Figure 4 (Key Diagram) – This diagram is rather small making it difficult to read.	The key diagram will be enlarged in the print version of the AAP.	
14	GoL	Policies 1, 7 and 8	Part 4: The Policies: - Wording could be more positive to show that you are working with key stakeholders rather than you will be working e.g. Policy 7 (Public Transport) says “We will work with”.	<p>Policy 1</p> <p>We will <u>continue to</u> work with landowners to improve and expand shopping floorspace by around 35,000sqm through the promotion of new retail space on the following sites</p> <p>Policy 7</p> <p>We will <u>continue to</u> work with Transport for London (TfL) to improve the frequency, quality and reliability of public transport, including river transport.</p> <p>Policy 8</p> <p>We will <u>continue to</u> work with TfL and Lewisham to make the following improvements to the road network to accommodate growth at Canada Water</p>	
15	GoL	Policies 1 and 8	Policy 1: Shopping in the town centre – This says that to accommodate retail growth, improvements	<p>Officers recommend adding a new section to the AAP on risk. This would be inserted after section 6.6 (p. 87)</p> <p><b><u>6.7 Risk</u></b></p>	

	Comment by	Section	Comment	Proposed change	Change made yes/no
			<p>must be made to transport infrastructure. What are the implications for retail delivery should these improvements not take place; also, have you considered any alternative options to take account of this? This relates to the plans flexibility.</p> <p>Policy 8: Vehicular traffic – As with the above point, are there any implications for the plans delivery should the suggested road improvements not take place; and have you considered any possible alternative options?</p>	<p><u>The main risks to achieving the policies in the AAP are:</u></p> <ul style="list-style-type: none"> <li>• <u>Transport infrastructure</u></li> <li>• <u>Phasing of development</u></li> </ul> <p><b><u>Transport infrastructure</u></b></p> <p><u>The AAP proposes a number of significant improvements to transport infrastructure. Key risks include the fact that agreement with TfL will be necessary to implement improvements to the road network and that funding will need to be found to deliver the improvements.</u></p> <p><u>We have reduced these risks by developing the Rotherhithe multi-modal traffic model which has been validated by TfL. We have used this model to demonstrate that growth of the scale we indicate and delivery of the London Plan targets will require investment in the road network. Using the model we have prepared a strategy to improve the network. We have also used it to prepare a rational and fair approach to negotiating planning obligations to help deliver improvements.</u></p> <p><u>TfL are in agreement that investment in the network will be required to deliver growth. We meet regularly with TfL are confident that using the model we will be to agree improvements to the network.</u></p> <p><u>There is some flexibility over funding. While we are confident that the levels of s106 planning obligations are affordable, if this changes, we have indicated in policy 33 that we will prioritise</u></p>	

	Comment by	Section	Comment	Proposed change	Change made yes/no
				<p><u>s106 obligations that contribute towards highways improvements.</u></p> <p><u>While we are currently projecting a small funding gap to deliver highways improvements, given that we are not anticipating making the improvements until AAP phase 2, there is time to identify additional funding. As the funding gap is relatively small, it may be possible to cover it using future LIP allocations.</u></p> <p><u>If ultimately, funding is not available, this would impact on the scale of growth which is delivered. It is likely that redevelopment of the shopping centre and overflow car parked would be slowed until funding becomes available. Policy 1 indicates that a significant expansion of retail space is dependant on improving the network.</u></p> <p><b><u>Phasing of development</u></b></p> <p><u>The majority of development sites in the area are in private ownership or have complicated leasehold arrangements. The success of the AAP requires the private sector to commit to significant levels of investment. Some of the key sites in and around the core area have planning consent and applications are in preparation for others. There is some uncertainty over the intentions of the leaseholders of the shopping centre and overflow car park. However, we have tested proposals on this site and are confident that the amount of development and design principles we set out in the AAP are viable. The key sites in the core area could be developed independently. If one or more sites do not come forward for development, the phasing schedule we have set</u></p>	

	Comment by	Section	Comment	Proposed change	Change made yes/no
				<p><u>out in appendix 8 will be slowed.</u></p> <p><u>Phasing will also be impacted by delivery of schemes in Lewisham. It may be necessary in future years to adjust the phasing of new housing, to avoid bringing too many new homes onto the market in any one year.</u></p> <p><u>The rate at which development occurs in both Canada Water and Lewisham will also have an impact on the phasing of infrastructure.</u></p> <p><u>We meet regularly with Lewisham council to share information and resources. Through monitoring development, we anticipate being able adjust the delivery of infrastructure. This would apply particularly to transport improvements and also to the need to upgrade utilities infrastructure. We have stated in Section 6 that we will share information with utilities and other provides to help ensure that necessary infrastructure improvements are delivered at the right time.</u></p>	
16	GoL	Para 4.3.25	Paragraph 4.3.25 – Should this read “Development Management DPD”?	Development Management SPD <u>DPD</u>	
17	GoL	Policy 20	Policy 20: Energy – This states that you are designating the core AAP area as a strategic district heating area. What are	<p>Para 4.5.30</p> <p>When there is certainty around the establishment of a district heating network, we will use s106 obligations to require development to connect. Our Sustainable Design and Construction SPD provides more guidance on the design</p>	

	Comment by	Section	Comment	Proposed change	Change made yes/no
			your plans for the rest of the AAP area?	measures needed to ensure that buildings and energy systems are future-proofed. <u>Outside the strategic district heating area, borough-wide policies in the core strategy and forthcoming Development Management DPD will apply.</u>	
18	GoL	Appendix 3	Appendix 3 – The end of the second paragraph needs completing.	In 2004 the Government made changes to the planning system and required all councils to produce a new set of planning documents, called the local development framework (LDF). The local development framework contains a number of different planning documents and is illustrated in <u>Figure 3</u> <b>Error! Reference source not found.</b> below.	
19	Officer	CW AAP5	This change reflects the planning permission for Site A granted on 1 December	<del>596</del> <u>668</u> residential homes	
20	Officer	CW AAP 5	This change reflects the planning permission for Site A granted on 1 December	<del>Outline planning permission for the redevelopment of the site was granted in 2007. Planning committee resolved to grant planning permission in December 2009 for a mixed use development on the site. Barratt Homes, the developer, are currently preparing a detailed application and expect construction to start in 2010.</del>	
21	Officer	Para 6.5.2	Change recommended to make wording consistent with wording in appendix 7	<ul style="list-style-type: none"> <li>• Transport contributions to improve the local highway network around Lower Road</li> <li>• Improvements to walking and cycling facilities</li> <li>• Implementation of an extension to the CPZ at Canada water</li> <li>• Improvements to <u>strategically important locally significant areas</u> of public realm <u>areas</u></li> </ul>	

	Comment by	Section	Comment	Proposed change	Change made yes/no
				<ul style="list-style-type: none"> <li>• Upgrades to local open spaces</li> <li>• Improvements to play facilities</li> </ul>	
<b>The following are changes to the version of the AAP reported to Planning Committee which have already been inserted into the executive version of the AAP</b>					
22	Officer	Para 1.1.1	There is a typo in the second line. The time frame should be 2026 and not 2626	26 <u>0</u> 26	
23	Officer	Para 4.1.1	The objectives should be corrected to be consistent with those in section 3.2 (p. 22)	This has been corrected in the Executive version of the AAP	
24	Officer	Para 4.2.18	Reference to the policy scoring well rather than highly would be more accurate.	It received strong support during consultation and also scored <u>highly well</u> in our sustainability appraisal.	
25	Officer	Para 4.3.1, objective T2	The objective should be corrected to be consistent with that in section 3.2 (p. 23)	This has been corrected in the Executive version of the AAP	
26	Officer	Policy 9	Reference to “retail and leisure” in the title of the policy would be more plain English than “town centre uses”.	Parking for <u>retail and leisure</u> <del>town centre uses</del>	
27	Officer	Policy 9	Reference to “developments” in the policy would be more plain English than	Car parking provided for retail and leisure <del>uses</del> <u>developments</u> within the town centre must be made available to the general public as “town centre” car parking.	



	Comment by	Section	Comment	Proposed change	Change made yes/no
			“uses”.		
28	Officer	Para 4.4.1, objective L2	The objective should be corrected to be consistent with that in section 3.2 (p. 23)	This has been corrected in the Executive version of the AAP.	
29	Officer	Section 4.5, objectives	The objectives should be corrected to be consistent with those in section 3.2 (p. 23)	This has been corrected in the Executive version of the AAP.	
30	Officer	Policy 16	Reference to the need for a masterplan for the shopping centre site should be added to avoid piecemeal development or further extensions to existing development which conflict with the design principles we set out.	<u>A masterplan for the shopping centre and overflow car park will be required as part of a planning application for the first phase of development.</u>	
31	Officer	Para 4.5.1	It would be more accurate and helpful to refer to all the figures in appendix 8.	We have shown how the principles we set out here should apply in Figures <del>23</del> 21-27.	
32	Officer	Para 4.5.7	A new paragraph should be added to justify the need for a masterplan for the shopping centre and overflow car park.	<u>A masterplan should be prepared to accompany the first phase of development on the shopping centre and overflow car park to avoid piecemeal development and ensure that future phases can be delivered according to the principles which are set out here and in proposals site CW AAP7.</u>	

	Comment by	Section	Comment	Proposed change	Change made yes/no
33	Officer	Para 4.4.29	The detail set out in para 4.5.29 could be reduced in the interest of succinctness. Information taken out should be put in para 6.4.10.	A second phase could extend the network to the east into the core area ( <u>refer to Section 6: Delivering the AAP and Appendix 6 for more details</u> ). <del>In selling heat, SELCHP would receive an income from Renewables Obligation Certificates (ROCs) which could be sufficient to fund all or part of the infrastructure needed. Post 2016, the Building Regulations will allow developments to contribute funding towards “allowable solutions” which reduce CO<sup>2</sup> emissions elsewhere, instead of achieving carbon zero development on site. This is also likely to be a significant source of funding which could contribute towards setting up the network.</del>	
34	Officer	Para 4.6.4	The housing figures should be updated to reflect the resolution to grant permission on Site A.	We have identified sites in the core area where we estimate that around <del>2600</del> <u>2550</u> new homes could be built by 2026. Of these, <del>924</del> <u>867</u> already have planning permission. In the wider AAP area, there is capacity for approximately 800 homes, of which <del>212</del> <u>265</u> have permission.	
35	Officer	Para 4.6.8	The figure of 341 homes with planning permission should be corrected to 298.	Of the target, <del>298</del> <u>341</u> affordable homes are on sites with planning permission.	
36	Officer	Para 6.2.1	The committed developments should be updated to reflect the Site A Planning committee resolution	<ul style="list-style-type: none"> <li>• Completion in summer 2009 of a mixed use development incorporating 63 homes on site B1</li> <li>• <u>We have resolved to grant planning permission for 668 homes on Site A</u></li> </ul> <p>Note this amends the wording in para 6.2.1</p>	
37	Officer	Para 6.4.4	The amount of s106 collected has been set out in appendix 7.	S106 funding will also be sought to implement a programme of improvement to walking and cycling routes in the area. <del>xxx is available from permitted schemes.</del> Some funding is also currently available from Walk London and is anticipated through the	

	Comment by	Section	Comment	Proposed change	Change made yes/no
				Connect 2 project.	
38	Officer	Para 6.4.10	Para 6.4.10 should be amended with deleted text from para 4.5.29 inserted.	We have estimated that sale of <u>Renewables Obligation Certificates (ROCs)</u> would provide a revenue of around £2m per year for Veolia which could fund all or part of that infrastructure. <u>Post 2016, the Building Regulations will allow developments to contribute funding towards “allowable solutions” which reduce CO2 emissions elsewhere, instead of achieving carbon zero development on site. This is also likely to be a significant source of funding which could contribute towards setting up the network.</u> Additional funding could be generated through <del>contributions towards allowable solutions post 2016 or s106</del> contributions in cases where developers are unable to meet energy targets on site.	
39	Officer	SWOT analysis, opportunities	A reference to Crossrail should be made to meet TfL representations.	The conversion of the east London line to the overground network will create better links between north and east London, Croydon and Clapham Junction. <u>The implementation of Crossrail would also improve accessibility.</u>	
40	Officer	SWOT analysis, threats	The reference to the health centre should be amended to address a PCT representation.	The job centre has already closed, Rotherhithe library will be moving to the town centre and the PCT have been considering leaving the health centre <u>because of space constraints in the building.</u> It is currently difficult to get to Albion Street from the town centre.	
41	Officer	SWOT analysis, threats	Reference should be made to the need to provide community facilities to meet a PCT representation.	<u>The new population will need access to community facilities such as schools and health.</u>	
42	Officer	Appendix	Reference should be	<u>We will apply standard charges as set out in our s106</u>	

	Comment by	Section	Comment	Proposed change	Change made yes/no
		7	made to standard charges.	<u>supplementary planning documents (or its successors) to developments in the AAP area. Where appropriate, charges for physical infrastructure will be tailored to ensure that all developments contribute to necessary costs. This includes</u>  <del>These will include contributions towards:</del>	
43	Officer	CW AAP7, final para page 134	Reference should be made to phasing of proposals to address a representation by Harmsworth Quays.	The layout of development and distribution of uses on the Leisure Park site requires careful consideration, given the proximity of the neighbouring Harmsworth Quays print works and the noise generated by electrical plant and vehicular trips associated with the print works. Non-residential space should provide a buffer to Harmsworth Quays print works. This can help meet the need to provide leisure or retail use or the demand for business space and enable the creation of a high quality residential environment. <u>Phasing will be critical to ensure that an effective barrier to noise is created prior to occupation of any residential dwellings. A noise assessment should be submitted as part of a planning application for noise sensitive development, such as residential.</u>	
44	Officer	CW AAP 7, second para page 136	Clarification that developments should enable future connections while protecting future residents from noise impacts to address a representation by Harmsworth Quays.	Pedestrian and cycle links around the town centre are very poor. In particular routes from the town centre to Greenland Dock are indirect and unclear, while the shopping centre turns its back on the Leisure Park. The layout of the shopping centre and car parks also create a physical separation from Lower Road. Development should help create safe, direct and attractive routes through the centre for pedestrians and cyclists, to encourage more people to visit the centre on foot, by bike and on public transport. <u>Development adjacent to Harmsworth Quays should enable future connections to the print works site, while providing an effective barrier to noise.</u>	

	Comment by	Section	Comment	Proposed change	Change made yes/no
45	Officer	CW AAP 7, penultimate para, page 136	Cross reference should be made for need for masterplan as set out in policy 16.	The principles set out here are core principles which should be applied to any development scheme prepared for these sites. They aim to ensure that key features, such as pedestrian and cycle links and a range of building heights within limits, are incorporated. In this way they provide some flexibility and could be implemented in several ways. <u>As policy 16 states, a masterplan will be required to accompany a planning application for the first phase of development on the shopping centre and overflow car park to ensure that improvements to the site are considered comprehensively and in a manner which is consistent with AAP policy.</u>	
46	Officer	CW AAP 8, first para	Reference should be made to phasing of proposals to address a representation by Harmsworth Quays.	Located on the edge of the centre this site is suitable for a residential led-mixed use development. The layout of development on the site and distribution of uses requires careful consideration, given the proximity of the neighbouring Harmsworth Quays print works and the noise generated by electrical plant and vehicular trips associated with the print works. <u>Phasing will be critical to ensure that an effective barrier to noise is created prior to occupation of any residential dwellings. A noise assessment should be submitted as part of a planning application for noise sensitive development, such as residential.</u>	
47	Officer	CW AAP 9, first para	Reference should be made to phasing of proposals to address a representation by Harmsworth Quays.	This site is now cleared and is suitable for a residential led-mixed use development. The layout of development on the site and distribution of uses requires careful consideration, given the proximity of the neighbouring Harmsworth Quays print works and the noise generated by electrical plant and vehicular trips associated with the print works. New business space should be provided to create a non-residential buffer to Harmsworth Quays print works to both help meet demand for business space and	

	Comment by	Section	Comment	Proposed change	Change made yes/no
				enable the creation of a high quality residential environment. <u>Phasing will be critical to ensure that an effective barrier to noise is created prior to occupation of any residential dwellings. A noise assessment should be submitted as part of a planning application for noise sensitive development, such as residential.</u>	
48	Officer	CW AAP 10, new final para	Reference should be made to need for a noise assessment to address a representation by Harmsworth Quays.	<u>In view of the proximity of the site to Harmsworth Quays print works, a noise assessment should be submitted as part of a planning application for noise sensitive development, such as residential.</u>	
49	Officer	CW AAP 11, new para	Reference should be made to need for a noise assessment to address a representation by Harmsworth Quays.	The Quebec Way boundary should be softened in new development to help retain a sense of greenness which is a key part of the character of the area.  <u>In view of the proximity of the site to Harmsworth Quays print works, a noise assessment should be submitted as part of a planning application, to demonstrate that a good quality residential environment can be provided.</u>	
50	Officer	CW AAP 12	Reference should be made to need to maintain security arrangements at the print works and to clarify timescale for redevelopment to address a representation by Harmsworth Quays.	The print works are in operation and any comprehensive redevelopment would depend on their relocation. Because of this, the site, if it is <u>redeveloped</u> , is unlikely to come forward <del>for</del> <u>development until the final phase in the time frame</u> of the AAP. In the medium term however, there may be an opportunity to redevelop the western corner of the site. In addition to creating a usable site which provides an active frontage to Surrey Quays Road, this could also unlock an opportunity to reroute traffic to the east of the current Surrey Quays Road alignment and integrate the leisure uses more effectively into the town centre (see CW	

	Comment by	Section	Comment	Proposed change	Change made yes/no
				AAP7). This option would be subject to <u>maintaining security arrangements and</u> vehicular access to print works and protecting the amenities of future residential occupiers on the Leisure Park site.	

**Table 2: Changes which officers recommend are noted, but not incorporated into the AAP**

	Comment by	Section	Comment	Proposed change	Change made yes/no
51	Planning committee	Policy 10	The reason why the maximum parking standard is 0.3, as opposed to 0.4 which is the Aylesbury standard, requires further justification.	The Canada Water core area has PTALs of between 4 and 6. In contrast, Aylesbury core area PTALs vary between 2 and 5. Officers consider that better access to public transport at Canada Water justify a lower standard than in the Aylesbury AAP.	
52	Planning committee	Omission	Reference should be made to the need to install electric charging points.	This point is already made in paragraph 4.3.5 and no further changes are considered necessary.	
53	Planning committee	Policy 11	The AAP should not refer to the possibility of moving the cinema.	The current wording of policy 11 is consistent with the wording in the Southwark Plan. Officers consider that the current wording should be retained to provide flexibility in the future which is a key requirement of PPS 12. The policy makes it clear that even if the cinema is moved, it must be secured elsewhere, ie by s106 planning obligation.	
54	Planning committee	Policy 24	Members support the designation of the	No change required.	

			suburban density zone.		
55	Planning committee	Omission	Reference should be made to the need to state that gated communities will not be built	Objective P1 states that there should be no gated communities. Officers consider that this covers the point adequately.	
56	GoL	Part 4	Part 4: The Policies: – It would be helpful to have linkages here to the appropriate evidence base. - I could not see any reference to your Sustainability Appraisal throughout this section.	Officers consider that sufficient links to the evidence base and sustainability appraisal are set out in the policies.	
57	GoL	Part 4	Part 4: The Policies: - There are a considerable number of policies within the draft plan. Are all of them necessary/can any be combined e.g. Policy 2 (Cafes and restaurants in the town centre) and Policy 4 (Small scale shops, restaurants and cafes outside the town centre)?	Officers consider that policies 2 and 4 deal with different areas and uses and that it is more beneficial to keep them separate.	
58	GoL	Part 4	Part 4: The Policies: - You helpfully cross refer policies to those	By the time the AAP is adopted, the core strategy will also be adopted. Officers do not therefore think that the qualification suggested is necessary.	



			in your Core Strategy. However, for clarity you may want to say that the contents of your Core Strategy are subject to a hearing and binding report issued by the Inspector.		
59	GoL	Policy 13	Policy 13: Arts, culture and tourism – Do you know the amount of new bed hotel spaces you are proposing within the AAP area?	We have an overall figure for the borough. But not a specific figure for Canada Water.	
60	GoL	Para 4.4.19	Paragraph 4.4.19 says that you are currently updating your open spaces survey and preparing an open spaces strategy. Will this be ready prior to publication?	This will be available in time for formal consultation.	
61	GoL	Policy 21	Policy 21: New Homes – The targets set out here come from the draft London Plan which is still subject to Examination. Do you have the appropriate	Officers consider that we do have sufficient evidence.	

			evidence base to show that these targets are deliverable on the ground?		
62	GoL	Part 6	Part 6 Delivering the AAP – This is more comprehensive than at the Further Regulation 25 stage. The section is broken down into various different subjects, including infrastructure, transport and energy and water. By taking this approach are you confident that all of the delivery issues/areas in the AAP are addressed? Is there anything within the plan that is critical to its delivery e.g. infrastructure requirements, and should this not come about how will this be addressed? There is little information within this section on phasing. This could be addressed by providing	Officers consider that sufficient information has been set out. The phasing is summarised in the schedule in appendix 6. The link to appendix 6 is clearly referenced in paragraph 6.4.2	

			stronger linkages to Appendix 6.		
63	GoL	Appendix 6	Appendix 6 – This helpfully sets out a table detailing infrastructure projects. This could be made more robust if you could provide more detail around funding e.g. how will funding gaps be rectified; are there any contingency plans should any of the projects not go ahead; can this be cross referenced to the plans objectives/policies?	Officers consider that sufficient detail is set out. Further information can be explained in a background paper to accompany the AAP.	
64	GoL	Appendix 7	Appendix 7 – Are the planning obligations set out here, including projected costs, in line with Circular 05/2005?	We are confident that the obligations we are seeking are consistent with Circular 05/2005. We have also referred to national policies in the reasons for the policy.	
65	GoL	Appendix 8	The overall quantum of development for retail and housing do not match the combined figures set out in the schedule of proposal sites.	the figures set out in the policy are approximate (ie they state that “around xxx” will be provided). In the reasons for the policy figures have been set out which match those in appendix 8. We have not specified the exact number of homes which will be provided in the wider AAP area, other than by saying that this will be around 800. This is consistent with appendix 8. The wider area figure is an indication of capacity and is not a target which is why we have not been more specific. The final number will depend on the acceptability of design, density, provision of parking etc.	



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