

Open Agenda

Planning Committee

Monday 21 March 2022

6.30 pm

Ground Floor Meeting Room G02A - 160 Tooley Street, London SE1 2QH

Membership

Councillor Martin Seaton (Chair)
Councillor Kath Whittam (Vice-Chair)
Councillor James Coldwell
Councillor Richard Livingstone
Councillor Damian O'Brien
Councillor Cleo Soanes
Councillor Dan Whitehead
Councillor Bill Williams

Reserves

Councillor Radha Burgess
Councillor Victor Chamberlain
Councillor Jon Hartley
Councillor Nick Johnson
Councillor Eleanor Kerlake
Councillor James McAsh
Councillor Victoria Mills
Councillor Margy Newens

INFORMATION FOR MEMBERS OF THE PUBLIC

Access to information

You have the right to request to inspect copies of minutes and reports on this agenda as well as the background documents used in the preparation of these reports.

Babysitting/Carers allowances

If you are a resident of the borough and have paid someone to look after your children, an elderly dependant or a dependant with disabilities so that you could attend this meeting, you may claim an allowance from the council. Please collect a claim form at the meeting.

Access

The council is committed to making its meetings accessible. Further details on building access, translation, provision of signers etc for this meeting are on the council's web site: www.southwark.gov.uk or please contact the person below.

Contact

Gregory Weaver via email: greg.weaver@southwark.gov.uk

Members of the committee are summoned to attend this meeting

Eleanor Kelly

Chief Executive

Date: 11 March 2022



Planning Committee

Monday 21 March 2022

6.30 pm

Ground Floor Meeting Room G02A - 160 Tooley Street, London SE1 2QH

Order of Business

PART A - OPEN BUSINESS

PROCEDURE NOTE

1. APOLOGIES

To receive any apologies for absence.

2. CONFIRMATION OF VOTING MEMBERS

A representative of each political group will confirm the voting members of the committee.

3. NOTIFICATION OF ANY ITEMS OF BUSINESS WHICH THE CHAIR DEEMS URGENT

In special circumstances, an item of business may be added to an agenda within five clear days of the meeting.

4. DISCLOSURE OF INTERESTS AND DISPENSATIONS

Members to declare any personal interests and dispensation in respect of any item of business to be considered at this meeting.

5. MINUTES

3 - 6

To approve as a correct record the Minutes of the meeting held on 22 February 2022.

6. DEVELOPMENT MANAGEMENT

7 - 10

6.1. DEED OF VARIATION TO A SECTION 106 AGREEMENT: CANADA WATER SITEX C AND E, SURREY QUAYS ROAD, LONDON, SE16 2XU

11 - 21

Item No.	Title	Page No.
6.2.	21/AP/2655 FOR: OUTLINE PLANNING APPLICATION & 21/AP/2610 FOR: OUTLINE PLANNING APPLICATION	22 - 262

ANY OTHER OPEN BUSINESS AS NOTIFIED AT THE START OF THE MEETING AND ACCEPTED BY THE CHAIR AS URGENT.

EXCLUSION OF PRESS AND PUBLIC

The following motion should be moved, seconded and approved if the committee wishes to exclude the press and public to deal with reports revealing exempt information:

“That the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in paragraphs 1-7, Access to Information Procedure rules of the Constitution.”

PART B - CLOSED BUSINESS

ANY OTHER CLOSED BUSINESS AS NOTIFIED AT THE START OF THE MEETING AND ACCEPTED BY THE CHAIR AS URGENT.

DISTRIBUTION OPEN 2021_22

Date: 11 March 2022



Planning Committee

Guidance on conduct of business for planning applications, enforcement cases and other planning proposals

1. The reports are taken in the order of business on the agenda.
2. The officers present the report and recommendations and answer points raised by members of the committee.
3. The role of members of the planning committee is to make planning decisions openly, impartially, with sound judgement and for justifiable reasons in accordance with the statutory planning framework.
4. The following may address the committee (if they are present and wish to speak) for **not more than 3 minutes each**.

- (a) One representative (spokesperson) for any objectors. If there is more than one objector wishing to speak, the time is then divided within the 3-minute time slot.
- (b) The applicant or applicant's agent.
- (c) One representative for any supporters (who live within 100 metres of the development site).
- (d) Ward councillor (spokesperson) from where the proposal is located.
- (e) The members of the committee will then debate the application and consider the recommendation.

Note: Members of the committee may question those who speak only on matters relevant to the roles and functions of the planning committee that are outlined in the constitution and in accordance with the statutory planning framework.

5. If there are a number of people who are objecting to, or are in support of, an application or an enforcement of action, you are requested to identify a representative to address the committee. If more than one person wishes to speak, the 3-minute time allowance must be divided amongst those who wish to speak. Where you are unable to decide who is to speak in advance of the meeting, you are advised to meet with other objectors in the foyer of the council offices prior to the start of the meeting to identify a representative. If this is not possible, the chair will ask which objector(s) would like to speak at the point the actual item is being considered.
6. Speakers should lead the committee to subjects on which they would welcome further questioning.
7. Those people nominated to speak on behalf of objectors, supporters or applicants, as well as ward members, should sit on the front row of the public seating area. This

is for ease of communication between the committee and the speaker, in case any issues need to be clarified later in the proceedings; it is **not** an opportunity to take part in the debate of the committee.

8. Each speaker should restrict their comments to the planning aspects of the proposal and should avoid repeating what is already in the report. The meeting is not a hearing where all participants present evidence to be examined by other participants.
9. This is a council committee meeting which is open to the public and there should be no interruptions from the audience.
10. No smoking is allowed at committee.
11. Members of the public are welcome to film, audio record, photograph, or tweet the public proceedings of the meeting; please be considerate towards other people in the room and take care not to disturb the proceedings.

The arrangements at the meeting may be varied at the discretion of the chair.

Contacts: General Enquiries
Planning Section, Chief Executive's Department
Tel: 020 7525 5403

Planning Committee Clerk, Constitutional Team
Finance and Governance
Tel: 020 7525 5485



PLANNING COMMITTEE

MINUTES of the Planning Committee held on Tuesday 22 February 2022 at 6.30 pm
at Ground Floor Meeting Room G02A - 160 Tooley Street, London SE1 2QH

PRESENT: Councillor Kath Whittam (Chair)
Councillor Damian O'Brien
Councillor James Coldwell
Councillor Richard Livingstone
Councillor Cleo Soanes
Councillor Dan Whitehead
Councillor Bill Williams

OFFICER SUPPORT: Colin Wilson, Head of Strategic Development
Jon Gorst, Legal Services
Gregory Weaver, Constitutional Team

1. APOLOGIES

Apologies were received from Councillor Martin Seaton and Councillor Bill Williams.

2. CONFIRMATION OF VOTING MEMBERS

Those members listed as present were confirmed as the voting members for the meeting.

3. NOTIFICATION OF ANY ITEMS OF BUSINESS WHICH THE CHAIR DEEMS URGENT

The chair drew members' attention to the members' pack and the addendum report which had been circulated before the meeting.

4. DISCLOSURE OF INTERESTS AND DISPENSATIONS

The Chair, Councillor Kath Whittam noted that the report being considered took place in her ward, Rotherhithe.

5. MINUTES

The minutes of the meetings taking place on the 18th January and the 2nd February were agreed.

6. TO RELEASE £300,000 OF SECTION 106 FUNDING TOWARDS THE FIT-OUT OF A COMMUNITY FACILITY AT LLEWELLYN STREET

RESOLVED:

1. That Planning Committee approves the release of £300,000 from the listed Legal Agreement associated with the Chambers Wharf development (planning application reference 07/AP/1262) in North Bermondsey ward, towards the fit-out of a new community facility on Llewellyn Street.

Permission Ref	Account No	Type	Address	Amount
07/AP/1262	687	CDEV - Community Development & Facilities	Chambers Wharf, Chambers Street, SE16 4XQ	£300,000
TOTAL				£300,00.00

7. DEVELOPMENT MANAGEMENT

RESOLVED:

1. That the determination of planning applications, or formal observations and comments, the instigation of enforcement action and the receipt of the reports included in the attached items were considered.
2. That the decisions made on the planning applications be subject to the conditions and/or made for the reasons set out

in the attached reports unless otherwise stated be agreed.

3. That where reasons for decisions or conditions were not included or not as included in the reports relating to an individual item, they be clearly specified and agreed.

7.1 19/AP/4455 - FULL PLANNING APPLICATION

Planning Application Number: 19/AP/4455

PROPOSAL:

Demolition of existing buildings and construction of 12 storey building of commercial floorspace (Class E) at ground floor, and 48 residential units at upper floors, cycle parking, refuse and recycling storage, plant and external amenity space, and external landscaping and improvements to public realm.

The applicant's representatives addressed the committee and answered questions by the committee.

There were no ward councillors present and wishing to speak.

The committee discussed this application and asked further questions of Planning officers.

A motion to agree the application was moved, seconded, put to the vote and declared carried.

RESOLVED:

1. That planning permission be granted, subject to conditions and referral to the Mayor of London and the applicant entering into an appropriate legal agreement.
2. In the event that the requirements of (1) are not met by 1 December 2022 the Director of Planning be authorised to refuse planning permission, if appropriate, for the reasons set out at paragraph 166 of this report.

CHAIR:

DATED:

Item No. 6	Classification: Open	Date: 21 March 2022	Meeting Name: Planning Committee
Report title:		Development Management	
Ward(s) or groups affected:		All	
From:		Proper Constitutional Officer	

RECOMMENDATIONS

1. That the determination of planning applications, or formal observations and comments, the instigation of enforcement action and the receipt of the reports included in the attached items be considered.
2. That the decisions made on the planning applications be subject to the conditions and/or made for the reasons set out in the attached reports unless otherwise stated.
3. That where reasons for decisions or conditions are not included or not as included in the reports relating to an individual item, they be clearly specified.

BACKGROUND INFORMATION

4. The council's powers to consider planning business are detailed in Part 3F which describes the role and functions of the planning committee and planning sub-committees. These were agreed by the annual meeting of the council on 23 May 2012. The matters reserved to the planning committee and planning sub-committees exercising planning functions are described in part 3F of the Southwark Council constitution.

KEY ISSUES FOR CONSIDERATION

5. In respect of the attached planning committee items members are asked, where appropriate:
 - a. To determine those applications in respect of site(s) within the borough, subject where applicable, to the consent of the Secretary of State for Housing, Communities and Local Government and any directions made by the Mayor of London.
 - b. To give observations on applications in respect of which the council is not the planning authority in planning matters but which relate to site(s) within the borough, or where the site(s) is outside the borough but may affect the amenity of residents within the borough.
 - c. To receive for information any reports on the previous determination of applications, current activities on site, or other information relating to specific planning applications requested by members.

6. Each of the following items are preceded by a map showing the location of the land/property to which the report relates. Following the report, there is a draft decision notice detailing the officer's recommendation indicating approval or refusal. Where a refusal is recommended the draft decision notice will detail the reasons for such refusal.
7. Applicants have the right to appeal to Planning Inspector against a refusal of planning permission and against any condition imposed as part of permission. Costs are incurred in presenting the council's case at appeal which maybe substantial if the matter is dealt with at a public inquiry.
8. The sanctioning of enforcement action can also involve costs such as process serving, court costs and of legal representation.
9. Where either party is felt to have acted unreasonably in an appeal the inspector can make an award of costs against the offending party.
10. All legal/counsel fees and costs as well as awards of costs against the council are borne by the budget of the relevant department.

Community impact statement

11. Community impact considerations are contained within each item.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Democracy

12. A resolution to grant planning permission shall mean that the director of planning is authorised to grant planning permission. The resolution does not itself constitute the permission and only the formal document authorised by the committee and issued under the signature of the director of planning shall constitute a planning permission. Any additional conditions required by the committee will be recorded in the minutes and the final planning permission issued will reflect the requirements of the planning committee.
13. A resolution to grant planning permission subject to legal agreement shall mean that the director of planning is authorised to issue a planning permission subject to the applicant and any other necessary party entering into a written agreement in a form of words prepared by the director of law and democracy, and which is satisfactory to the director of planning. Developers meet the council's legal costs of such agreements. Such an agreement shall be entered into under section 106 of the Town and Country Planning Act 1990 or under another appropriate enactment as shall be determined by the director of law and democracy. The planning permission will not be issued unless such an agreement is completed.
14. Section 70 of the Town and Country Planning Act 1990 as amended requires the council to have regard to the provisions of the development plan, so far as material to the application, and to any other material considerations when dealing with applications for planning permission. Where there is any conflict with any policy contained in the

development plan, the conflict must be resolved in favour of the policy which is contained in the last document to be adopted, approved or published, as the case may be (s38(5) Planning and Compulsory Purchase Act 2004).

15. Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The development plan is currently Southwark's Core Strategy adopted by the council in April 2011, saved policies contained in the Southwark Plan 2007, the where there is any conflict with any policy contained in the development plan, the conflict must be resolved in favour of the policy which is contained in the last document to be adopted, approved or published, as the case may be (s38(5) Planning and Compulsory Purchase Act 2004).
16. On 15 January 2012 section 143 of the Localism Act 2011 came into force which provides that local finance considerations (such as government grants and other financial assistance such as New Homes Bonus) and monies received through CIL (including the Mayoral CIL) are a material consideration to be taken into account in the determination of planning applications in England. However, the weight to be attached to such matters remains a matter for the decision-maker.
17. "Regulation 122 of the Community Infrastructure Levy regulations (CIL) 2010, provides that "a planning obligation may only constitute a reason for granting planning permission if the obligation is:
 - a. necessary to make the development acceptable in planning terms;
 - b. directly related to the development; and
 - c. fairly and reasonably related to the scale and kind to the development.

A planning obligation may only constitute a reason for granting planning permission if it complies with the above statutory tests."

18. The obligation must also be such as a reasonable planning authority, duly appreciating its statutory duties can properly impose i.e. it must not be so unreasonable that no reasonable authority could have imposed it. Before resolving to grant planning permission subject to a legal agreement members should therefore satisfy themselves that the subject matter of the proposed agreement will meet these tests.
19. The National Planning Policy Framework (NPPF) came into force on 27 March 2012. The NPPF replaces previous government guidance including all planning practice guidance (PPGs) and planning policy statements (PPSs). For the purpose of decision-taking policies in the Core Strategy (and the London Plan) should not be considered out of date simply because they were adopted prior to publication of the NPPF. For 12 months from the day of publication, decision-takers may continue to give full weight to relevant policies adopted in accordance with the Planning and Compulsory Purchase Act (PCPA) 2004 even if there is a limited degree of conflict with the NPPF.
20. In other cases and following and following the 12 month period, due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF. This is the approach to be taken when considering saved plan policies under the Southwark Plan 2007. The approach to be taken is that the closer the

policies in the Southwark Plan to the policies in the NPPF, the greater the weight that may be given.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Council assembly agenda 23 May 2012	Constitutional Team 160 Tooley Street London SE1 2QH	Virginia Wynn-Jones 020 7525 7055
Each planning committee item has a separate planning case file	Development Management 160 Tooley Street London SE1 2QH	Planning Department 020 7525 5403

APPENDICES

No.	Title
None	

AUDIT TRAIL

Lead Officer	Chidilim Agada, Head of Constitutional Services		
Report Author	Gregory Weaver, Constitutional Officer Jonathan Gorst, Head of Regeneration and Development		
Version	Final		
Dated	11 March 2022		
Key Decision?	No		
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER			
Officer Title	Comments sought	Comments included	
Director of Law and Democracy	Yes	Yes	
Director of Planning	No	No	
Cabinet Member	No	No	
Date final report sent to Constitutional Team			11 March 2022

Contents

Contents	1
BACKGROUND INFORMATION	2
Site history	2
Site location and description	4
Details of proposal	5
KEY ISSUES FOR CONSIDERATION	6
Summary of main issues	6
Planning policy	6
ASSESSMENT	6
Community impact and equalities assessment	8
Human rights implications	9
CONCLUSION	9
BACKGROUND INFORMATION	10
BACKGROUND DOCUMENTS	10
AUDIT TRAIL	10

Item No. 6.1	Classification: OPEN	Date: 21 March 2022	Meeting Name: PLANNING COMMITTEE
Report title:	<p>Development Management: Deed of Variation to a Section 106 Agreement.</p> <p>Address: CANADA WATER SITES C AND E, SURREY QUAYS ROAD, LONDON SE16 2XU</p> <p>Proposal: Deed of Variation to the s106 legal agreement signed as part of application 12/AP/4126 (as amended under applications 17/AP/3694, 16/AP/0200, 15/AP/2821).</p>		
Ward(s) or groups affected:	Rotherhithe		
From:	Director of Planning and Growth		

RECOMMENDATION

1. AGREE delegated authority to negotiate and complete a Deed of Variation to the legal agreement signed as part of planning consent 12/AP/4126 (as amended).

BACKGROUND INFORMATION

Site history

2. In December 2013, the Council granted outline (hybrid) planning permission to redevelop sites C and E of the Canada Water Area Action Plan. Planning consent was granted for a four phase/five building development under reference 12/AP/4126 (and amended under applications 17/AP/3694, 16/AP/0200, 15/AP/2821) as set out below:
3. **Phase 1** - Building C1 was approved in detail and provided 235 new homes in addition to a new Decathlon store and underground town centre car parking. Buildings range in height from seven to 14 storeys. Phase 1/building C1 has been completed and is now fully occupied.
4. **Phase 2** - Building E1 was approved with Class D1 floorspace, which was intended to form a new health centre, as well as office (Class B1), retail (Class A1-A4), and residential accommodation (Class C3) with capacity for up to 231 new homes. Building E1 was approved in outline only with building heights of between 37.8m (AOD) and 23.8m (AOD) to the north, west and south of the site

adjacent to Surrey Quays Road and opposite the Water Gardens development. Heights of a maximum of 31.5m (AOD) and a minimum of 17.8m (AOD) were proposed to the east of the site. A central courtyard area was also proposed at podium level at a maximum height of 13.6m (AOD) or minimum height of 5.6m (AOD). It was agreed that this building would be used to accommodate all of the affordable housing for the scheme.

5. **Phase 3** - Buildings C2 and C3 had full details submitted for siting, scale, vehicular access and appearance. Landscaping, layout of the basement car park and the internal layouts of individual buildings were reserved for subsequent applications. Together, buildings C2 and C3 would have capacity for 292 new market homes in buildings of eight and 20 storeys respectively. In addition to residential use, this phase would also provide a small cinema and some retail floorspace.
6. **Phase 4** - Building C4 had full details submitted for the siting, scale, vehicular access and appearance. Landscaping, layout of the basement car park and the internal layout of the building was reserved for subsequent applications. Building C4 would have capacity for up to 273 new homes and some retail floorspace in a tower of up to 40 storeys in height.
7. The planning consent for Site C&E therefore anticipated up to 1030 new homes in addition to new retail space, offices, health centre and a cinema. Overall affordable housing provision was agreed at 22.5% due to viability reasons and the significant costs associated with relocating Decathlon which included buying out the remainder of their lease, relocating them to a temporary store to continue trading during building works and providing a permanent store within the first phase of the development. Given the significant costs associated with the relocation of Decathlon, as verified at the time by the District Valuer Service (DVS) on behalf of the Council, it was agreed that the affordable housing provision was the maximum amount that could be provided without compromising the deliverability of the scheme. The affordable housing was secured to be delivered on site as part of Phase 2 taking into account the significant costs of delivering Phase 1 as a result of the Decathlon relocation set out above.
8. Phase 1 of the planning consent was implemented in 2015 and has since been fully completed and occupied. The remaining phases have not been implemented and the matters reserved by the parent consent remain outstanding.
9. In June 2020 the landowner/developer sold the remainder of the site to AIRE UK Canada Water GP PROPCOS Limited who intend to redevelop the site for commercial purposes. As AIRE seek to redevelop the remainder of the site for commercial purposes (offices) it is not expected that the remaining phases of the 2013 consent will be implemented or that the housing contained within those phases, including the affordable housing, will be delivered.

10. The construction of Phase 1 of the development gave rise to a requirement to deliver affordable housing in Phase 2 of the Development when that was built out. This was secured in the legal agreement however it did not provide for a situation whereby the development is not progressed beyond Phase 1. Unless the Phase 2 scheme is implemented there is therefore no means to require affordable housing to be delivered on this site under the terms of the agreed s106 agreement.
11. The current landowner recognises the strategic importance of the delivery of affordable housing and considers it reasonable to make provision for a contribution to Affordable Housing in the event that the remainder of the 2013 consent is not progressed beyond Phase 1 but an alternative development is instead brought forward in its place. As such the landowner wishes to amend the legal agreement to make provision for a financial contribution of £25 million towards the delivery of affordable housing in the event that an alternative development comes forward on the remainder of the site. Given that there is currently no mechanism to secure an affordable housing contribution within the legal agreement of the parent consent, the payment would be secured through a Deed of Variation (DoV) to the 2012 permission.

Site location and description

12. The site is formed of two plots separated by Surrey Quays Road. Site C is bounded by the Canada Water Basin to the west, the Albion Channel to the north, Surrey Quays Road to the east and the Surrey Quays Shopping Centre site to the south. The western portion of Site C, adjacent to the Albion Channel, is occupied by Phase 1 of the Site C&E redevelopment (known as Building C1). The eastern portion of Site C accommodates Unit 1 of the Canada Water Retail Park, occupied by Dock X on a temporary basis, along with surface level parking. In the permission, this was described as plots C2, C3 and C4.
13. The land defined as Site C occupies an area of 2.31 hectares and was previously occupied by the Decathlon retail store, located in two large retail sheds erected in the 1980s in addition to a car park for 224 surface parking spaces with associated service areas. The western portion of Site C is now occupied by the first phase of the Canada Water C&E redevelopment. This is the only part of the permission to have been built out. This first phase, known as building C1, accommodates a new Decathlon Store over the bottom two floors (with mezzanine). A total of 235 homes have also been provided. The majority of these homes are provided at upper levels above the retail units albeit there are townhouses fronting the Albion Channel. The residential blocks take the total buildings heights to a maximum of 17 storeys. A residential central courtyard, (at podium level) is provided at 4th storey level, with the residential blocks enclosing the courtyard space. The podium also contains a MUGA 'Ball Court' area, for use by customers of the Decathlon Store, residents of building C1 and the wider public (by arrangement with Decathlon).
14. Site E is located to the east of Surrey Quays Road and adjacent to the Harmsworth Quays Printworks site. Under the permission, Site E would have provided up to 231 affordable homes. This would have equated to around 22.5%

of the total development of 1030 homes, including the requirement for Plots C2, C3 and C4 which have not been commenced.

Details of proposal

15. The landowner seeks a Deed of Variation to the original s106 Legal Agreement in order to provide a £25 million financial contribution towards affordable housing delivery in the event that an alternative development comes forward on the remainder of the site.
16. Under the terms of the current legal agreement, affordable housing would only be delivered on site in the event that Phase 2/3/4 come forward for implementation. There is no mechanism in the current legal agreement to secure an affordable housing contribution in the event that the later phases of the planning consent are not implemented.
17. The proposed amendment to the legal agreement would allow the Council to secure a financial contribution in the event that Phases 2/3/4 do not come forward and an alternative development is carried out on the site.
18. The proposed £25 million payment would be index linked from the date that the Deed of Variation is signed, or 1st May 2022, whichever is earlier. In terms of payment schedule, the £25 million payment would include a £2.5 million payment made on implementation of the alternative development followed by three additional payments linked to 25% occupation of each phase of the alternative development.
19. The proposed deed of variation would include new definitions as set out below:
20. **Alternative Development** - means a development for Plot E1 and Plot C2-C4 comprising more than 50% Commercial Floorspace, for which planning permission shall have been granted;
21. **Commercial Floorspace** - means net internal area (expressed in sqm) in the Alternative Development for use within Class E of the Use Classes Order 1987 as amended;
22. **Affordable Housing Contribution** - means the sum totalling £25 million (indexed) to be calculated for each phase of the Alternative Development in accordance with clause 4.16 of Schedule 3, to be applied by the Council towards the provision of Affordable Housing in the Borough
23. **Occupation** - The first date upon which any part of the Site (or as the context so permits any Building within the Development) is physically occupied but does not include occupation by personnel engaged in construction, fitting out or decoration or occupation for marketing or display or operations in relation to security operations or any interim or temporary uses and the phrases "Occupy" "Occupied" shall be construed accordingly;

24. **Dispose** - means the grant of any legal interest in any part of the Commercial Floorspace including but not limited to the sale and/or lease of a part of the Commercial Floorspace and/or the assignment of a contract for the sale and/or lease of Commercial Floorspace and/or the Exchange of Contracts in respect of any part of the Commercial Floorspace and “Disposal” and “Disposed” shall be construed accordingly.

KEY ISSUES FOR CONSIDERATION

Summary of main issues

25. The main issues to be considered in respect of this application are:
- a) whether the information and outcomes are sufficient to warrant altering the terms of the legal obligation without undermining the original reason for imposing the obligation; and
 - b) whether the altered terms of the legal agreement would remain compliant with the legal tests set out in Regulation 122 of the Community Infrastructure Levy Regulations 2010 (directly related to the new development, fairly and reasonably related in scale and kind to the new development etc.).
26. Other matters that require consideration are:
- Community impact and equalities assessment; and
 - Human rights implications;

Planning policy

27. The detailed planning policy relating to the previously consented development is set out in the committee report for the original planning application (12/AP/4126). As such, the report should be referred to if clarity on the policy background is required.

ASSESSMENT

28. The consented development was approved in 2013. The consented scheme approved the delivery of up to 1030 new homes; retail space; offices; cinema; and a health centre within five buildings ranging in height from five to 40 storeys and delivered across four distinct phases with only Phase 1 being approved in detail and the remaining three phases being approved with matters reserved either in whole or in part.
29. Phase 1 contained a new Decathlon store as well as 235 market homes. Phase 2 would accommodate up to 231 affordable homes as well as a new health centre. Phases 3 and 4 would contain up to 565 new homes as well as offices, retail and a small cinema.
30. The scheme was approved with 22.5% affordable housing, all of which would be delivered in Phase 2 (on Site E). The decision to grant permission with this level of affordable housing was based on a submitted financial viability assessment (FVA), which had been reviewed on the Council’s behalf by the District Valuer

Service (DVS). The DVS had concluded that this was the maximum amount of affordable housing that could be delivered without compromising the deliverability of the development. This was largely a result of the costs associated with land acquisition together with the need to meet the requirements of Decathlon by decanting them from the existing site to allow them to continue trading during the construction of Phase 1 and then re-install them in the new retail unit. This added significant costs to the development which were accepted by the DVS reasonable inputs to the FVA.

31. To date, only Phase 1 has been delivered, having been completed and occupied around 2018. Phases 2/3/4 remain outstanding and as they were approved in outline, various matters are reserved that would require additional approval. The ownership of the site changed in 2020 and the new landowner is a commercial developer who seeks to redevelop the site for a new office development.
32. It is therefore expected that an alternative development will come forward on the site and that Phase 2/3/4 of the 2013 consent will not be built out. Under the terms of the current legal agreement, affordable housing would only be delivered on site in the event that Phase 2 came forward for implementation. There is no mechanism in the current legal agreement to secure an affordable housing contribution in the event that the later phases of the planning consent are not implemented.
33. As mentioned previously, the current landowner understands and recognises the strategic importance of the delivery of affordable housing and considers it reasonable to make provision for a contribution to affordable housing in the event that Phases 2/3/4 of the 2013 consent are not implemented but an alternative commercial development is brought forward in its place.
34. The landowner therefore seeks to amend the legal agreement to make provision for a financial contribution of £25 million towards the delivery of affordable housing in the borough in the event that an alternative development comes forward instead of the remaining phases of the 2013 consent. Given that there is currently no mechanism to secure an affordable housing contribution within the legal agreement of the parent consent, this would be secured through a deed of variation to the original 2013 s106 agreement
35. In order to provide a reasonable and proportionate payment, the landowner has used the Council's Affordable Housing SPD as a guide to calculate the relevant sum. The Affordable Housing SPD sets out three value areas for the Borough. The purpose of these value areas is to identify the level of contributions that a developer would have to pay in circumstances where it is found that an in lieu payment is the most appropriate way of securing affordable housing. The number of affordable habitable rooms that would have be provided on site is used as the basis for calculating in-lieu payments. Canada Water lies in Value Area 2 which sets out an in lieu contribution of £100,000 per habitable room.
36. It is important to note that the £25 million offered by the landowner is not an in lieu payment, as the legal agreement on the consented scheme does not contain mechanisms to compel the landowner to make a payment for the affordable housing on Phase 1. Instead, the payment is a contribution towards the delivery of affordable housing and the SPD has been used as a guide rather

than as an instrument of planning policy.

37. The landowner has applied a 35% requirement to the 707 habitable rooms delivered on Phase 1. This equates to 250 habitable rooms which would result in a £25 million payment when the per-habitable room contribution of £100,000 is applied. This is far in excess of the 22.5% affordable housing secured on the original scheme.
38. Officers have undertaken a further review the schedule of accommodation for the completed Phase 1. In line with the planning guidance that was in place at the time of the 2013 application, rooms that measure 27.5sqm or larger should count as two habitable rooms. Applying this standard to Phase 1, the habitable room count would be 775. In this instance, the £25 million payment would equate to 32% affordable housing which is still a significant improvement on the original 22.5% of the 2013 consent. Officers therefore consider that the £25 million payment would be a reasonable and proportionate payment towards affordable housing based on the housing delivered as part of Phase 1.
39. The proposed £25 million payment would be index linked to the date that the deed of variation is signed or 1st May 2022, whichever is earlier. In terms of payment schedule, the £25 million payment would include a £2.5 million payment made on implementation of the alternative development followed by three additional payments linked to either 25% occupation of commercial floorspace of each phase (or the first three phases where more than three phases of development are proposed) of the alternative development; or the full remaining payment would become payable on 25% occupation of overall commercial floorspace should the development not be phased.
40. The payment will be index linked and as such the overall payment will rise in line with inflation, ensuring that the value of the payment does not diminish even if the later payments are received some years away..
41. Officers are satisfied that the wording of the new definitions would be effective in securing the payments, and would not contradict or in any other way undermine the reasons for imposing the various original obligations contained within the original legal agreement.
42. Officers advise that, in their reasonable opinion, the nature, scope and finalised wording of the Deed of Variation provisions are:
 - necessary to make the development acceptable in planning terms;
 - directly related to the development; and
 - fairly and reasonably related in scale and kind to the development;
 in accordance with the Community Infrastructure Levy Regulations.
43. The monies would be used by the council to support the delivery of housing in the borough under the New Homes programme.

Community impact and equalities assessment

44. The council must not act in a way which is incompatible with rights contained within the European Convention of Human Rights

45. The council has given due regard to the above needs and rights where relevant or engaged throughout the course of determining this amendment.
46. The Public Sector Equality Duty (PSED) contained in Section 149 (1) of the Equality Act 2010 imposes a duty on public authorities to have, in the exercise of their functions, due regard to three "needs" which are central to the aims of the Act:
1. The need to eliminate discrimination, harassment, victimisation and any other conduct prohibited by the Act
 2. The need to advance equality of opportunity between persons sharing a relevant protected characteristic and persons who do not share it. This involves having due regard to the need to:
 - Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic
 - Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it
 - Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low
 3. The need to foster good relations between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to tackle prejudice and promote understanding.
47. The protected characteristics are: race, age, gender reassignment, pregnancy and maternity, disability, sexual orientation, religion or belief, sex, marriage and civil partnership. The shortage of affordable housing disproportionately impacts people from BAME backgrounds. Securing this affordable housing contribution would enable the council to address that.

Human rights implications

48. This planning application engages certain human rights under the Human Rights Act 2008 (the HRA). The HRA prohibits unlawful interference by public bodies with conventions rights. The term 'engage' simply means that human rights may be affected or relevant.
49. This application has the legitimate aim of providing new offices. The rights potentially engaged by this application, including the right to a fair trial and the right to respect for private and family life are not considered to be unlawfully interfered with by this proposal.

CONCLUSION

50. The proposed amendment to the legal agreement would allow the Council to secure a financial contribution towards affordable housing in the event that an

alternative commercial development comes forward on the site. Without amending the legal agreement, there would be no mechanism to secure a financial contribution towards the delivery of affordable housing if Phase 2/3/4 do not come forward in line with the existing consent.

51. The proposed financial contribution would be index linked and this would ensure that the overall payment would rise in line with inflation, ensuring that the value of the payment does not diminish. Officers are satisfied that the proposed payment is proportionate and reasonable, equating to at least 32% affordable housing based on the Phase 1 provision and that this would be a significant improvement on the 22.5% affordable housing secured on the original consent.
52. The amendment to the legal agreement is a necessary and beneficial way to protect the Council's ability to deliver affordable housing from the redevelopment of site C&E in the event that an alternative development is brought forward. Having regard to the provisions of the existing legal agreement, the development plan and all appropriate guidance, it is recommended that officer be authorised complete a deed of variation based on the terms set out in this report.

BACKGROUND INFORMATION

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Southwark Local Development Framework and Development Plan Documents	Chief Executive's Department 160 Tooley Street London SE1 2QH	Planning enquiries telephone: 020 7525 5403 Planning enquiries email: planning.enquiries@southwark.gov.uk Case officer telephone: 0207 525 0254 Council website: www.southwark.gov.uk

AUDIT TRAIL

Lead Officer	Stephen Platts, Director of Planning and Growth	
Report Author	Terence McLellan, Team Leader	
Version	Final	
Dated	4 March 2022	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included

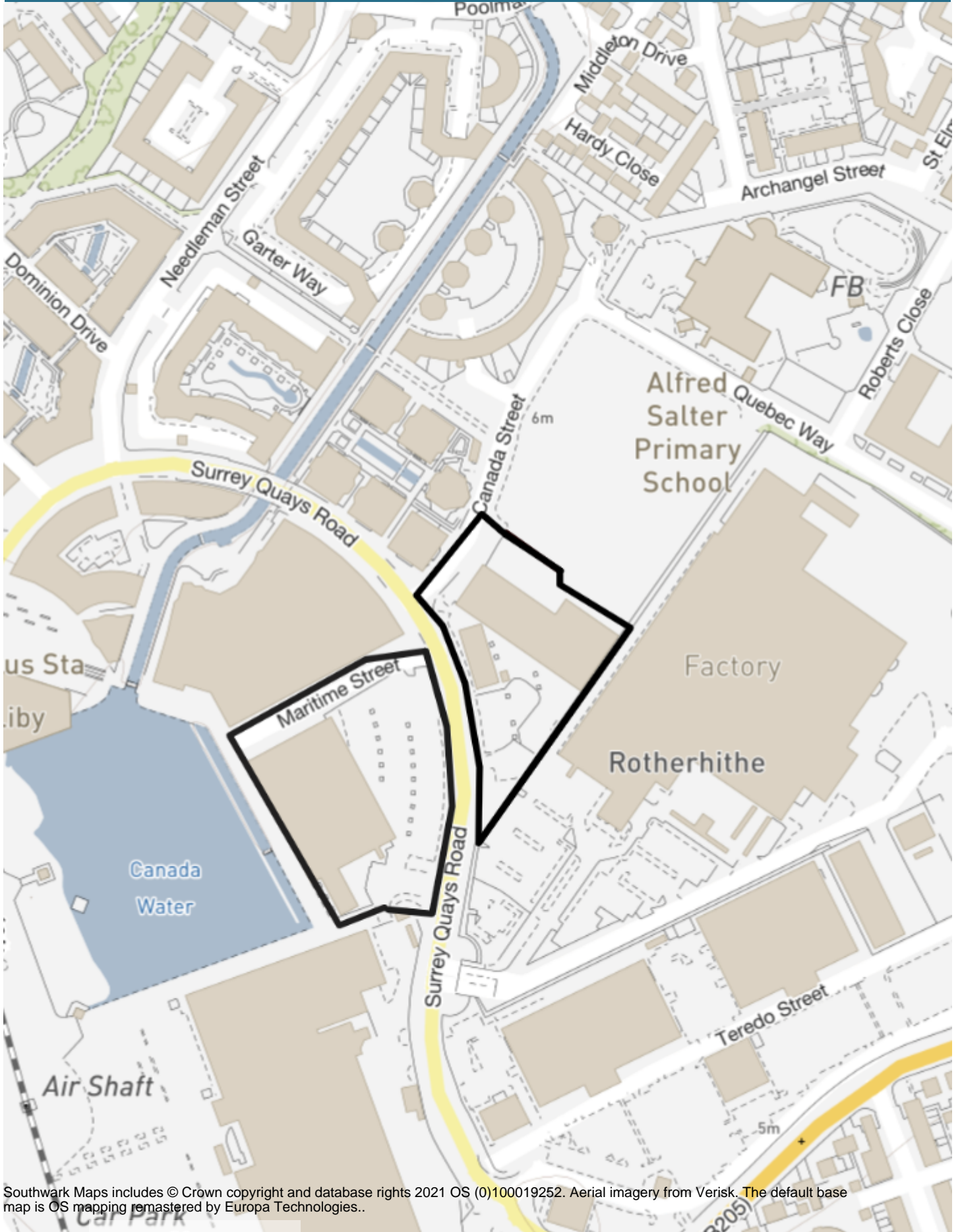
Strategic Director of Finance and Governance	No	No
Strategic Director of Environment and Leisure	No	No
Strategic Director of Housing and Modernisation	No	No
Director of Regeneration	No	No
Date final report sent to Constitutional Team		10 March 2022

Agenda Item 6.2



21/AP/2655 & 21/AP/2610

Units 1 And 4, Canada Water Retail Park, London



Southwark Maps includes © Crown copyright and database rights 2021 OS (0)100019252. Aerial imagery from Verisk. The default base map is OS mapping remastered by Europa Technologies..



Contents

RECOMMENDATION	6
EXECUTIVE SUMMARY	6
BACKGROUND INFORMATION	10
Site location and description	10
Surrounding Sites	12
Canada Water Masterplan	12
The SCAPE Development	12
Details of proposal	13
Quantum and type of development	13
Car parking and cycle provision	15
Proposed public realm/open space	15
Phasing	16
Scope and limitations of this application	16
Consultation responses from members of the public and local groups	22
Affect local ecology	24
Increase of pollution	26
Noise and Pollution	27
Strain on existing community facilities	28
Conflict with local plan	28
KEY ISSUES FOR CONSIDERATION	34
Summary of main issues	34
Legal context	35
Planning policy	35
ASSESSMENT	35
Principle of the proposed development in terms of land use	35
Basements	41
Affordable workspace	42
Environmental impact assessment	45
Socio Economics	50
Transport and Accessibility	52
Noise and Vibration	53
Air Quality	55
Daylight, Sunlight, Overshadowing, Solar Glare and Light Spill	56

Wind Microclimate.....	57
Archaeology.....	62
Townscape, Built Heritage and Visual Impact Assessment	63
Combined Effects.....	64
Significant Effects	66
Design.....	68
Site Context	68
Site layout and public realm.....	69
Height scale and massing and appropriateness of a tall building	73
Architectural design and materials	78
Landscaping, trees and urban greening.....	79
Design Review Panel.....	81
Designing out crime	82
Fire safety	82
Heritage considerations and impact on protected views	82
Ecology and biodiversity	87
Impact of proposed development on amenity of adjoining occupiers and surrounding area.....	89
Outlook and privacy	89
Daylight.....	90
Proposed Development Maximum Parameters and Consented/Extant Position Comparison	94
Summary of Baseline Vs Proposed Position.....	99
Cumulative Scenarios Summary.....	102
Masterplan Amenity Spaces	113
Conclusion on daylight and sunlight.....	114
Solar glare and light spill	115
Noise and vibration	116
Transport and highways.....	117
Site layout	118
Trip generation.....	119
Pedestrian Comfort	121
Servicing and deliveries	121
Refuse and waste management	121
Car parking	122

Cycle parking and cycling facilities.....	122
Healthy Streets	123
Transport Summary	123
Environmental matters	123
Construction management.....	124
Water resources, flood risk and SUDs.....	125
Land contamination.....	126
Air quality	126
Energy and sustainability	126
Whole life cycle and carbon capture	127
Carbon emission reduction	127
Circular economy	128
Overheating	129
BREEAM.....	130
Health Impact Assessment	130
Digital Connectivity	131
Planning obligations (S.106 agreement)	132
Mayoral and borough community infrastructure levy (CIL).....	137
Community involvement and engagement.....	138
Consultation responses from external and statutory consultees.....	139
Consultation responses from internal consultees.....	142
Community impact and equalities assessment	145
Human rights implications.....	146
Positive and proactive statement	146
Positive and proactive engagement: summary table.....	146
CONCLUSION	147
BACKGROUND INFORMATION	148
BACKGROUND DOCUMENTS	148
APPENDICES	148
AUDIT TRAIL	148
Appendix 1: Recommendation	150
Appendix 2 Relevant Policies	177
Appendix 3 Relevant Planning History.....	181
Appendix 4 Consultation undertaken	183

Appendix 5: Consultation responses received	199
Appendix 6: Southwark Design Review Panel Report	203
Appendix 1: Recommendation	207
Appendix 2: Relevant Policies	215
Appendix 3: Relevant planning history	219
Appendix 4: Consultation undertaken	225
Appendix 5: Consultation responses received	239

Item No.	Classification:	Date:	Meeting Name:
6.2	OPEN	21 March 2022	Planning Committee
Report title:	<p>Development Management planning application: Application 21/AP/2655 for: Outline Planning Application Application 21/AP/2610 for: Outline Planning Application</p> <p>Address: Units 1 And 4, Canada Water Retail Park, London</p> <p>Proposal: 21/AP/2655: Outline planning permission (all matters reserved) for a commercial masterplan containing offices and other complementary town centre uses with no housing. The proposals involve the demolition of all buildings and structures and the comprehensive redevelopment of the site to provide three Development Plots (A1, A2 and B) which will contain three Buildings (A1, A2 and B) reaching maximum heights of 110m, 55.4m and 63.2m AOD respectively.</p> <ul style="list-style-type: none"> • The proposed maximum floorspace is 145,780sq m GEA above ground, with basements extending to a maximum of 13,006sq m GEA. • The proposed land uses are: offices (Class E), retail/professional services/food and drink (E), learning and non-residential institutions/local community (F1/F2), medical or health (E) and indoor sport, recreation or fitness (E). • Works of hard and soft landscaping are proposed to create a series of new and improved public realm spaces within the site. This will include the replacement of some trees and the planting of additional new trees. • New vehicular access points are proposed to be created from Surrey Quays Road and Canada Street, along with other incidental works. <p>21/AP/2610: Outline planning permission (all matters reserved) for works of hard and soft landscaping to create a shared public realm space for use by pedestrians and vehicles. The proposals will retain and re-provide access for servicing vehicles to Porters Edge, and will improve the street through the provision of new trees and other planting, alongside new street furniture and surface finishes to enable the use of the space for play and recreation.</p>		
Ward(s) or groups affected:	Rotherhithe		
From:	Director of Planning and Growth		
Application Start Date	09.09.2021	PPA Expiry Date	
Earliest Decision Date			

RECOMMENDATION

1. That planning permission is GRANTED subject to conditions, referral to the Mayor of London and the applicant entering into an appropriate legal agreement; and
2. That environmental information be taken into account as required by Regulation 26(1) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended); and
3. That the Planning Committee in making their decision has due regard to the potential Equalities impacts that are outlined in this report; and
4. That following the issue of planning permission, the Director of Planning and Growth write to the Secretary of State notifying them of the Decision, pursuant to Regulation 30(1)(a) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017; and
5. That following issue of planning permission, the Director of Planning and Growth place a statement on the Statutory Register pursuant to Regulation 28(1) of the TCP (EIA) Regulations 2017, which contains the information required by Regulation 28 and, for the purposes of Regulation 28(1)(h) being the main reasons and considerations on which the Planning Committee's decision was based shall be set out in the report; and
6. That, in the event that the requirements of (1) are not met by 31st December 2022 that the Director of Planning and Growth be authorised to refuse planning permission, if appropriate, for the reasons set out in Paragraph 504 of this report.

EXECUTIVE SUMMARY

7. This application seeks permission for development of two separate sites referred to as the 'Masterplan Site'. The combined site extends to 2.082ha. It comprises two adjoining red line boundaries relating to land under different ownership:
 - The Canada Water Dockside Site which is owned by the Applicant (except for areas of highway land on Surrey Quays Road) and extends to 1.926ha, containing former Units 1 and 4 of the Canada Water Retail Park; and
 - The Maritime Street Site which is owned by Notting Hill Genesis and extends to 0.156ha, containing a section of Maritime Street located between former Unit 1 of the Canada Retail Park and the Porters Edge/Decathlon development.
8. The application site was formerly part of a wider site granted planning permission in 2013 under reference 12/AP/4126. Phase 1 was built out in 2019 and is known as the Porters Edge development. It comprises 235 residential units, a retail store and offices occupied by Decathlon, and other small retail units. The application subject of this report (21/AP/2655) proposes development on what would have been Phases 2, 3 & 4 of 12/AP/4126. That outline permission, which if completed would have contained up to 1030 homes, remains live, and therefore is a material

consideration in the determination of the current applications. In this report, the 2012 application is referred to as the 'extant scheme'

9. The extant scheme was, and still is, divided into three elements comprising:
 - Phase 1 – including Building C1 (now built as Porters Edge);
 - Phase 2 and 3 - including buildings C2, C3 and C4 (referred to as Site C).
 - Phase 4 - including Building E1 (referred to as Site E)
10. This application site comprises the land covered by Phases 2, 3 and 4, as well as Maritime Street which was landscaped as part of Phase 1 of the extant scheme and is an un-adopted road.
11. It should be noted that following implementation of Phase 1 of the extant scheme the site has been sold to the current applicant. The current applicant does not intend to build out the later phases of the extant scheme so the remaining residential units which were to be delivered on Phases 2,3 and 4 will not come forward. The current proposal is a 100% commercial development to be delivered in 3 blocks that will fully occupy Phases 2,3 and 4 of the extant scheme. The proposed layout is shown in the image below together with the image of the extant site boundary for context.



Image: Proposed site plan to show location of 3 commercial blocks.



Image: Site plan of extant scheme to show extent of this application (Phases 2,3 and 4)

12. This application seeks outline planning permission with all matters reserved, for the demolition of all existing buildings and construction of three buildings to provide an office-led development, comprising up to 158,786 sq.m. (GEA) of employment space and town centre uses.
13. The proposed development includes the construction of three blocks:
 - Block A1 would be located on the southern side of Plot A, with a frontage to the Canada Water Basin. Block A1 would be the tallest building within the proposed development with maximum height of up to 110 metres AOD.
 - Block A2 would be located on the northern side of Plot A, adjacent to the Porters Edge development. A2 is the lowest building with maximum height of up to 55.4 metres AOD.
 - Block B would be located on Plot B, on the eastern side of Surrey Quays Road. This block includes maximum building heights of up to 63.2 metres AOD.
 - It is noted that the parameter plans identify that necessary service equipment such as flues/antennas and BMU equipment may protrude above the maximum height. These features would need to be shown as part of the detailed design stage (RM).
14. The outline application for Maritime Street proposes soft and hard landscaping with retained provision for access for servicing vehicles to Porters Edge. Access to Maritime Street is intended to be limited to refuse collection, emergency vehicles, and occasional deliveries associated with the Porters Edge development (including

residential move ins/outs and the dockside retail unit). It is noted that Decathlon has its own dedicated servicing yard accessed from Surrey Quays Road to the north of the Canada Street junction, with egress then via the signalised junction itself. The quality of the street would be enhanced through the provision of new trees, planting and street furniture.

15. The separate outline planning applications would be linked through the s106 agreement so that together they comprise the Development.
16. The external spaces within the masterplan site would comprise Waterfront Square as the main area of public realm, which is intended to be a multi-functional space that will provide a place for informal gathering, events, spill out for adjacent commercial units and an opportunity to link the development to the Canada Water Dock. Maritime Street, which will be redesigned as a shared space, which will still be required to accommodate servicing for Porters Edge but will become much more pedestrian friendly. The Boulevard, which is a diagonal pedestrian route between Buildings A1 and A2 linking Deal Porters Square and the dockside to Surrey Quays Road, and linear green spaces within Canada Street and adjacent to the 'Scape' student housing development (to be known as Green Street). The proposal also includes enhancements to Surrey Quays Road and to new routes and spaces being created under the adjoining British Land masterplan development.
17. Within the overall provision of commercial floorspace it is intended to provide a maximum of 143,780 sqm of office space as well as 2,000 – 7,000 sqm of other uses falling within the broader range of Use Class E (retail/food and drink/professional service/medical/leisure), this would include the minimum provision of 300 sqm community space . At this stage it is anticipated that the development could create between 8,000 and 10,900 full time jobs.
18. The development would deliver a significant quantum of affordable workspace (circa 14,500 sqm but exact amount would be confirmed at Reserved Matters (RM) stage once detailed design is submitted), which would be secured as office or workshop floorspace in line with the requirements of development plan policies. It is proposed to build in some flexibility within the s106 agreement to enable some of the affordable space to be occupied by other uses (retail/food and drink or medical centre) if it can be demonstrated at RM stage that this is appropriate for the site and would result in a policy compliant provision.
19. The proposal is for 3 substantial buildings. The detailed design of each building would be subject to approval as part of Reserved Matters applications. However, the current application includes a set of parameter plans and other control documents which demonstrate the maximum building envelopes for each block, the minimum extent of public realm and a detailed set of design codes to ensure design quality in terms of the form, function and architectural appearance of the development. On the basis of the parameter plans submitted officers have been able to assess the acceptability in principle of the proposal in terms of scale and appropriateness of the tall buildings in this location. The principles for access, layout, scale, appearance and landscaping are considered to be acceptable for the reasons set out in this report.

20. Subject to the detailed design of the development at RM stage and recommended conditions to control how the development is designed and occupied there would no be significant harm to neighbouring amenity in terms of privacy, outlook, noise or disturbance. In terms of impact upon daylight/sunlight to neighbours the proposal would give rise to harm. However, the level of harm that is likely to occur in most cases would be comparable to that deemed to be acceptable by virtue of the grant of the extant permission on this site. The additional harm that arises would need to be weighed against the wider benefits of the scheme.
21. The development would satisfactorily address transport and sustainability policies, with substantial contributions towards public transport and public realm improvements.
22. The cumulative impact of the development together with adjacent committed schemes has been assessed in terms of the environmental impacts including construction impacts and operational impact in respect of land use, transport, design and amenity. Cumulative effects have been addressed in the submitted Environmental Statement and within the full assessment of this application. The cumulative effects are considered to be acceptable. Furthermore approval of this application would not fetter the ability of the adjacent BL outline permission to be built to its maximum parameters and for the range of uses identified within the adjacent blocks.
23. In all other respects, subject to the appropriate mitigation secured by the recommended conditions and s106 obligations set out below, the proposal is considered to be acceptable for the reasons discussed in this report.

BACKGROUND INFORMATION

Site location and description

The Site

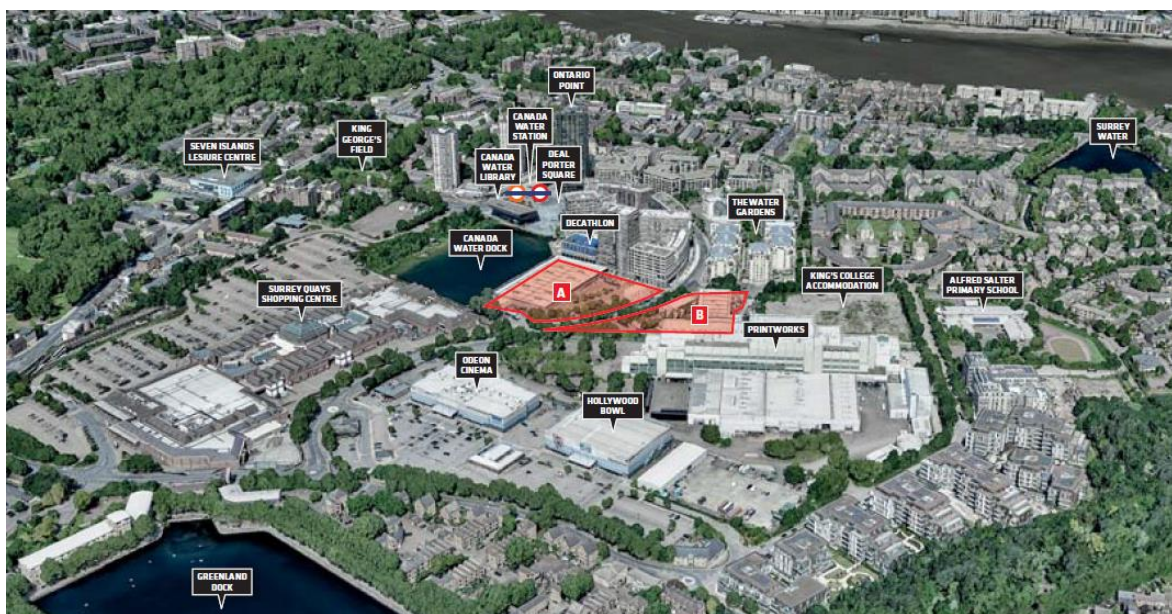


Image: aerial view with site shown in red

24. The proposed development relates to the 2.08hecatre 'Canada Water Dockside Masterplan' site. The site comprises two adjoining red line boundaries relating to land under different ownerships: The Canada Water Dockside Site (CWD) and the smaller Maritime Street Site.
25. The CWD application site extends 1.92 hectares and comprises two parcels of land separated by Surrey Quays Road:
 - Plot A: To the west of Surrey Quays is land currently occupied by Unit 1 of the Canada Water Retail Park, occupied by Dock X on a temporary basis, along with surface level parking and,
 - Plot B: To the east of Surrey Quays Road is land currently occupied by Unit 4 of the Canada Water Retail Park (vacant since March 2021), temporary buildings comprising Bow Arts Studio and the Construction Skills Centre (located in former construction portacabins) and surface level parking.
26. The Maritime Street Site seeks outline planning permission for landscape works, with no new buildings proposed here. The site extends 0.15 hectares and includes a section of Maritime Street, located between former Unit of the Canada Water Retail Park and the Porters Edge development.
27. The site currently accommodates temporary uses (6,445 sqm). All temporary permissions within Hawker House will expire by April 2023. The temporary permission for the Construction Skills Centre expires in May 2026.

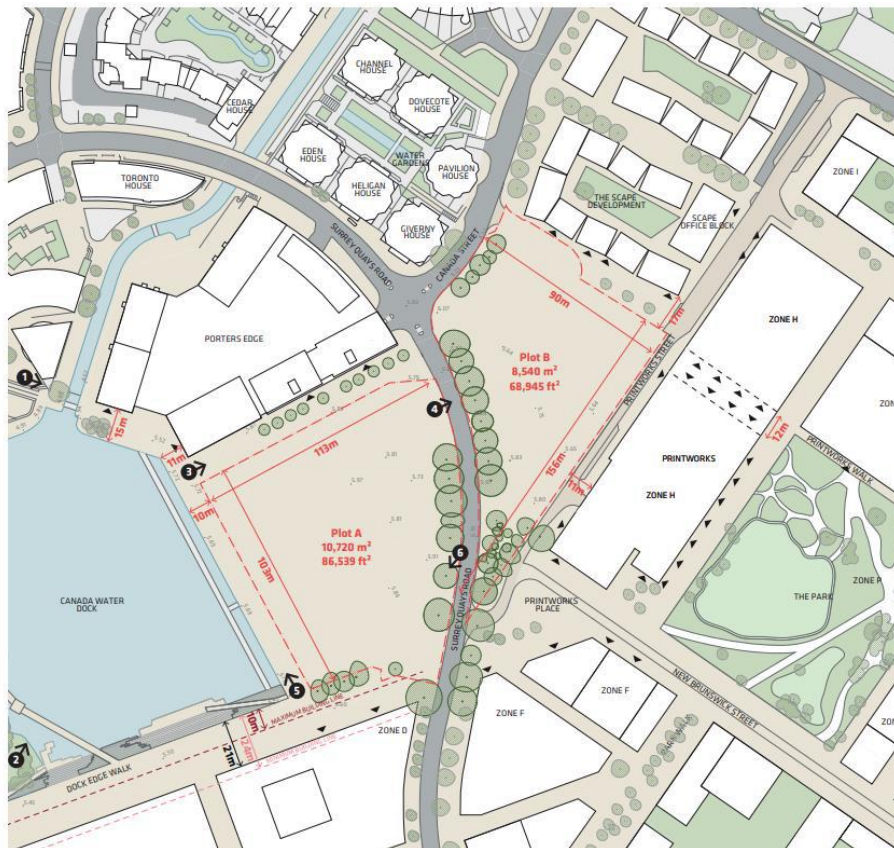


Image: Plan to show proposed development plots (showing BL Masterplan illustrative scheme)

28. The combined site is bounded to the north by Maritime Street (beyond which is the Porters Edge building), to the south by the Printworks building and Surrey Quays Shopping Centre, to the east by the Scape development (student accommodation) located on the former Mulberry Business Park, and to the west by Canada Water Dock.
29. The site is located within the Canada Water Town Centre and is a designated Opportunity Area. The site lies away from the Transport for London Road Network (TLRN) and Strategic Road Network (SRN), the roads surrounding the site being borough roads, although the Rotherhithe Roundabout (TLRN) and Lower Road (SRN) are within around 600m of the site. Canada Water Underground and bus stations are within 300-400 metres providing access to Jubilee line services and London Overground services on the extended East London Line. A wide range of buses operate in the area which provides a public transport accessibility level (PTAL) of 6a, on a scale of 1 to 6b where 6b is the most accessible, indicating excellent accessibility to public transport.

Surrounding Sites

Porters Edge

30. The Porters Edge development was completed in 2019 as Phase 1 of planning permission ref. 12/AP/4126 (subsequently varied by permission refs 15/AP/2821, 16/AP/0200 and 17/AP/3694). It comprises 235 residential units, a retail store and offices (occupied by Decathlon) and other retail units.

Canada Water Masterplan

31. The Canada Water Masterplan covers an area of 21.27 hectares. Hybrid Planning Permission was granted in May 2020 under reference 18/AP/1604 for redevelopment of the town centre to create a diverse mix of retail, residential, leisure and cultural facilities. The Masterplan will deliver a series of buildings on plots focussed around three new public spaces. Zone H (The former Printworks Building), Zone F and Zone D are the closest plots that would have a direct relationship with the application site.

The SCAPE Development

32. Planning permission ref. 13/AP/1429 was granted at the former Mulberry Business Park for redevelopment comprising buildings of between 4 and 9 storeys (maximum height 42.85m AOD), comprising 770 student bedrooms with related living/kitchen and communal spaces (sui generis); 33 affordable residential units (Class C3); 610sqm retail uses (Classes A1, A2,A3); 322sqm health centre (Class D1); 75sqm area of retail (Classes A1, A2, A3) or alternate non-residential institutional use (Class D1); 4,490sqm offices (Class B1); associated car parking, cycle parking and landscaped public realm; new vehicular and pedestrian access/egress and associated works
33. This is now known as the SCAPE development and is currently under construction and forms the eastern boundary of the Canada Water Dockside site

Details of proposal

Quantum and type of development

34. Outline planning permission is sought with all matters reserved. The amount and use of development comprising the maximum (and in some cases minimum) amount of development proposed for each land use and Development Plot.

Land use	Minimum floorspace (sqm GEA)	Maximum floorspace (sqm GEA)*
Retail/professional services/food and drink (E(a/b/c))		5,000
Learning and non-residential institutions/local community (F1/F2)	300	750
Medical or health (E(e))		3,000
Indoor sport, recreation or fitness (E(d))		1,500
NON-WORKPLACE SUB-TOTAL	2,000	7,000
Workplace (E(g)(i))		143,780
ABOVE GROUND SUB-TOTAL		145,780
Basements		13,006
TOTAL		158,786

Image: Proposed land uses across the whole site

35. The Development comprises a maximum total development area of 158,786 sqm GEA. The above table defines the maximum floorspace for each category of land use (in GEA sqm) and, where proposed, the minimum floorspace. The total floorspace by land use exceeds the maximum GEA (equating to 167,036 sqm) amount because there is an allowance for different land use configurations to be provided
36. The Development is divided into three Development Plots comprising Building A1, A2 and B. The table below defines the maximum floorspace for each Development Plot (in GEA sqm).
- Plot A1 - The principal land use will be workspace (E(g)(i)) with complementary town centre uses at the ground floor likely to include retail/professional services/food and drink (E(a/b/c)). Parking and servicing will be provided at basement level.
 - Plot A2 - The principal land use will be workspace (E(g)(i)) with complementary town centre uses at the ground floor likely to include retail/professional services/food and drink (E(a/b/c)). Parking and servicing will be provided at basement level or at ground floor level.
 - Plot B - The principal land use will be workspace (E(g)(i)) with complementary town centre uses at the ground floor likely to include retail/professional services/food and drink (E(a/b/c)) and learning and non-residential institutions/local community (F1/F2). There is potential for a medical or health use (E(e)) at ground, mezzanine and/or first floors. Parking and servicing will be provided at basement level or at ground floor level.

Development Plot	Maximum floorspace (sqm GEA) above ground	Maximum floorspace (sqm GEA) basement
A1	59,908	3,588
A2	34,950	4,741
B	50,922	4,677
TOTAL	145,780	13,006

Image: Floorspace proposed for each plot/building

Vehicular Access

37. Three potential access points are sought to serve the development comprising:
- One to Development Plot A2 (for permanent access to service the combined basement for Buildings A1 and A2) on Surrey Quays Road adjacent to Maritime Street; and

- Two options for Development Plot B, either on Canada Street or Printworks Street. This is to allow flexibility depending on the nature of Printworks Street as a single or two-way road.

38. New emergency only accesses would also be provided from Surrey Quays Road to the Boulevard, and to the south of Development Plot A1.

Car parking and cycle provision

39. Cycle parking will be provided within each building in accordance with Southwark Plan standards. A total of 3 disabled car parking space will be provided (1 in each building although the space for Building A1 is likely to be provided in the basement for Building A2).

Proposed public realm/open space

40. As part of the application it is proposed to provide a series of routes and open spaces between the buildings. The Development Specification states that a minimum of 9,010 sqm of accessible public realm within the Masterplan Site will be provided comprising:

- A new Waterfront Square
- A new route called the Boulevard to be provided between Buildings A1 and A2
- Canada Street Pocket Park – a linear landscaped park
- Highways improvements to Surrey Quays Road, Printworks Street, Printworks Place, Dock Walk, and the Waterfront

41. The 'extent of public realm' parameter plan identifies the additional area of public realm which would be created by increasing the size of Waterfront Square achieved by ensuring that Building A2 is only built to the 9m limit of deviation on the western façade. This would increase the overall provision of Waterfront Square by 254 sqm and therefore the total public realm to a minimum of 9,264sqm.

42. It should be noted that only 6,508 sqm of the public realm identified falls within the applicants ownership (this includes the enlarged Waterfront Square). The remaining space is either owned by Notting Hill Genesis (Maritime Street) or forms part of the public highway.

43. The illustrative scheme and Design Code Documents seek to ensure that the proposal knits into existing and planned future streets, routes and areas of public realm. For example, the plans and documents submitted identify a soft landscaped space between Building B and the adjacent Scape development (Green Street Park). Whilst this space would provide a good opportunity for a landscape buffer between the two sites it should be noted that space falls almost entirely outside of the redline boundary. The area within the applicants ownership would be used for access into Block B. Furthermore the areas of public realm identified as Printworks Place and Dock Walk would largely be delivered as part of the British Land Masterplan; there are sections of this development site that would need to connect to those spaces but the majority of the space would be delivered by the adjacent landowner. Finally the eastern edge of The Dock is owned by the Council.

44. Whilst it is useful for the application documents to demonstrate how the scheme would fit into the existing and emerging context it is not within the gift of the applicant to deliver all of the adjacent spaces identified within the illustrative material submitted with the application. Therefore it is fundamental to the success of the scheme that through the detailed design of the future RMAs every opportunity is taken to maximise the extent and quality of the public realm that can be delivered within this development site. This will include the increased size of Waterfront Square.

Phasing

45. The Application seeks express permission to carry out the Development in phases. A Phasing Plan is submitted for approval which indicates the following phases:
- Phase 0 = Demolition on Development Plots A1 and A2
 - Phase 1 = Construction of basements of Buildings A1 and A2
 - Phase 2 = Construction of Building A2 above ground
 - Phase 3 = Construction of Building A1 above ground
 - Phase 4 = Demolition on Development Plot B and construction of Building B

Scope and limitations of this application

46. As this application is for Outline Consent, Scale, Appearance, Layout, Landscaping and Access (“the reserved matters”) would all be specified via future Reserved Matters Applications (RMAs). Each of the “reserved matters” is defined in Article 2 of the Development Management Procedure Order (2015), as follows
47. *Access – the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network;*
48. *Appearance – the aspects of a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture;*
49. *Landscaping – the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes:*
- (a) *Screening by fences, walls or other means;*
 - (b) *The planting of trees, hedges, shrubs or grass;*
 - (c) *The formation of banks, terraces or other earthworks;*
 - (d) *The laying out or provision of gardens, courts, squares, water features, sculptures or public art; and*
 - (e) *The provision of other amenity features.*

Layout – the way in which buildings, routes and open spaces within the development are provided, situated, orientated in relation to each other and to

buildings and spaces outside the development;

50. *Scale – the height, width and length of each building proposed within the development in relation to its surroundings.*
51. Both the Canada Water Dockside Planning Application and the Maritime Street Planning Application seek approval in outline only, specifying parameters within which reserved matters will subsequently be brought forward. Though an outline planning permission would mean that the composition and detailed design of each of the proposed buildings is not yet fixed, their future development potential would be dictated by a suite of control documents:
- The Development Specification
 - The Parameter Plans
 - Design Code for Buildings
 - Design Code for Landscaping

Development Specification

52. The Development Specification sets out the range of uses and the amount of floorspace that could be delivered within each of the buildings (as discussed in the preceding paragraphs of this report) as well as extent of public realm, access points and cycle parking provision.

Parameter Plans

53. The Parameter Plans effectively establish an overall block structure and a maximum 3D building envelope within which the eventual development would sit. Specific plans dictate the maximum extent of individual buildings which have been designed with set backs on the upper levels and the minimum amount of public realm, extent of basement and maximum building heights. They also indicate areas of potential access and appropriate land uses within each building.
54. The Parameters Plans cover:
- Red line site boundaries
 - Demolition - all existing buildings/structures will be demolished
 - Existing and proposed site levels
 - Land use – the plans identify the predominant land use on each face of the buildings including the intended location of the principal pedestrian entrances and potential locations for vehicle entrances and plant zones
 - Vehicular access points – plans identify areas where access points into Plots might be made from the public highway network
 - Building lines (maximum and limits of deviation) for each building at ground, dominant face and upper levels. For Plots A1 and B there is a 5m inner limit of deviation and for Plot A2 a 9m limit on the dock facing facades and 5m limit for all other elevations
 - Maximum extent of basements
 - Maximum building heights for each zone – Plots A2 and B allow for a 10m deviation in height (below the maximum shown) and Plot A1 allows for a 3m deviation.
 - Main uses at ground floor level and upper floor levels

- Trees to be retained
- Extent of accessible public realm

Design Guidelines

55. The Design Guidelines establish a code that the RMAs would be required to conform to in order to deliver design excellence across the site. While the guidelines would allow flexibility for architects tasked with the design of future buildings, key principles would be established to ensure an appropriate standard of design is achieved and a level of coherence is delivered across the site. Separate sets of detailed guidelines apply to the buildings and to the public realm. The guidelines also include key sustainability and environmental principles.

The documents include a glossary of terms for the key elements of the building as shown on the parameter plans. The following key terms are relevant to interpreting

56. the plans.
- **DOMINANT FACE** - The vertical plane of the building facade that is located immediately above the ground & mezzanine facade on each building
 - **SHOULDER HEIGHT** - The identifiable building edge of the 'dominant face' of the facades of buildings above ground, defined in the Design Code as nominally +30m AOD (+32m AOD in order to potentially accommodate handrails and guarding for terraces or similar practical features located at or around the shoulder height level).
 - **UPPER LEVELS** - Areas of the building located above the Shoulder Height
 - **SETBACK FACADES** - Facades in the Upper Levels of the buildings located in a different plane to the dominant face, within the extents of the dominant face, above the shoulder height, as generally implied by the sloping planes of the maximum building extents.
 - **GROUND & MEZZANINE FACADES** - The facades of the buildings that extend upwards from ground level to meet a soffit above
 - **RECESSED FACADES** - Those facades located in a different plane to the dominant face, within the extents of the dominant face, where a soffit above extends out to the dominant face (typically Ground and Mezzanine Facades).

57. The Landscape Design Codes explain the intended character for each of the public spaces in the site. The codes cover pedestrian movement principles, minimum widths of pavements, cycling provision, vehicular access, soft and hard landscaping principles, tree planting (setting maximum heights for trees that are intended to largely sit below building overhangs), street furniture and possible playable features including water. The document also sets out how the roofs and terraces should be utilised (living roofs/PVs/planting/recreations/work purposes).

“The Illustrative Masterplan”

58. The control documents provide a flexibility around how the development might be realised in terms of the breakdown of different commercial uses and the physical form of the development. The applicant has developed an “illustrative masterplan” (IMP), to identify what a scheme might eventually look like within the parameters

set by the control documents. This includes how buildings might be sculpted within the overall envelope allowed by the Parameter Plans and how the open spaces might be utilised. The IMP provides a helpful interpretation of how the control documents work in tandem and has been used both as a tool to test whether these measures work and to communicate how the development could be delivered.

59. The IMP has been used to aid the commentary in the Environmental Statement particularly the Townscape and Visual Impact Assessment chapter. While the IMP represents the applicant's informed thinking at this point in time, it remains only one possible iteration of how the overall development might be realised and would not be part of the approved documents.
60. The IMP has been drawn up on the basis of the maximum parameters.

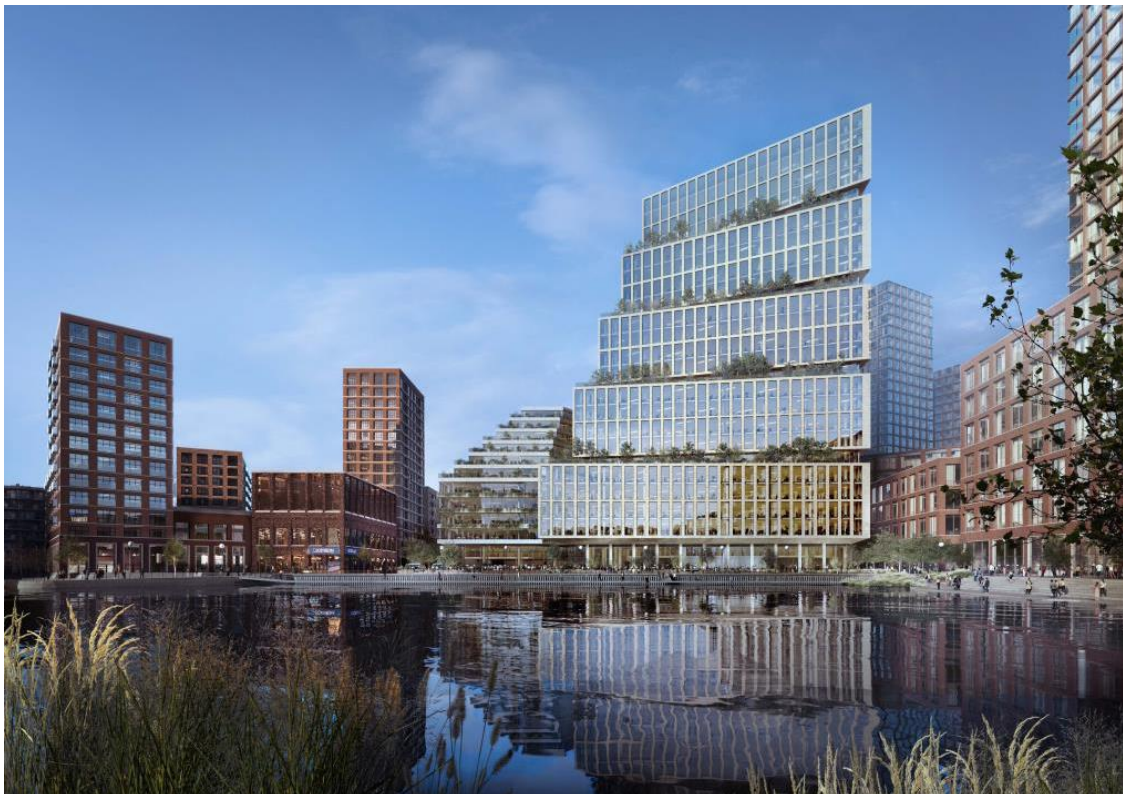


Image: CGI of potential scheme with potential British Land Masterplan in emerging context

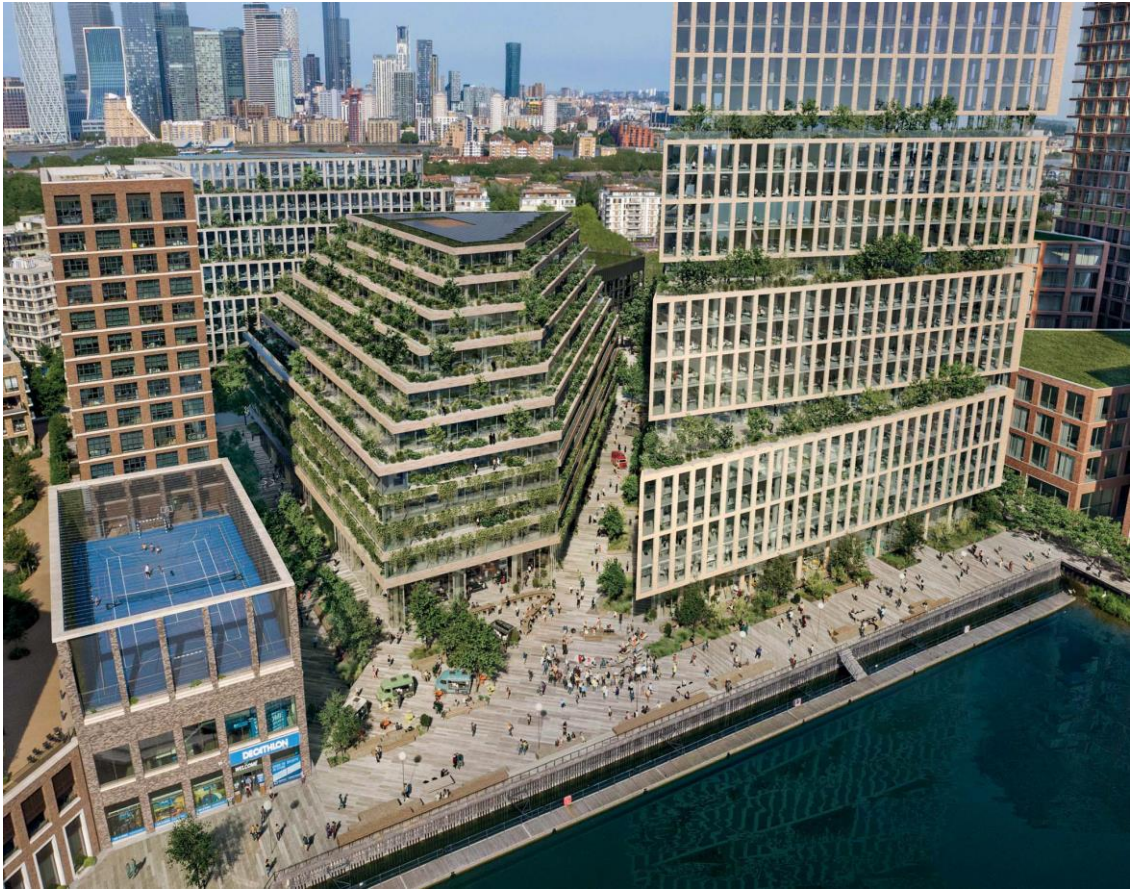


Image: CGI to show potential Waterfront Square and The Boulevard.

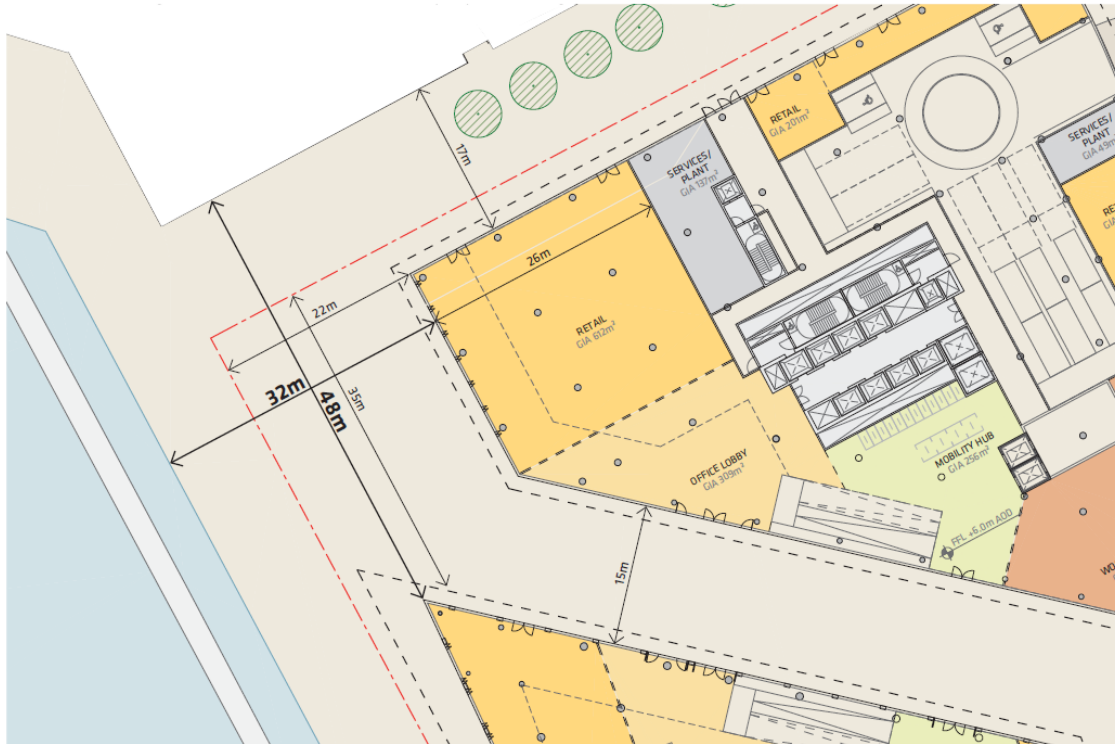
Amendments to the application

61. Since the original submission, revised and additional information was submitted to address comments raised by officers, consultees and third parties. Further clarification was provided in connection with the initial review of the Environmental Statement. The revised/additional material resulted in re-consultation in February 2021 and can be summarised as follows:

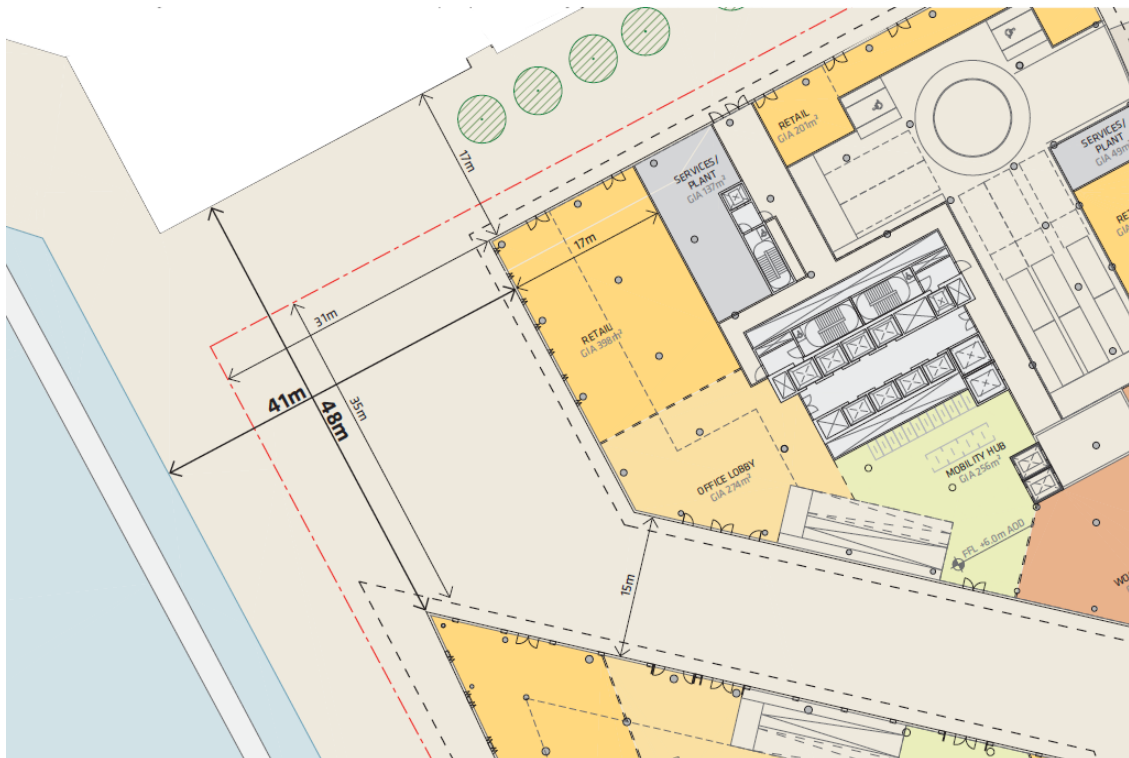
- Provision of a larger Waterfront Square with a corresponding reduced footprint for Building A2, including the potential for more greening within the new public space: this has been accommodated through increasing the limit of deviation for the western elevation of Building A2 from 5m to 9m, with additional guidance provided in the Design Code on the relationship between Building A2 and Waterfront Square. As this setback is considered to be essential in order to provide an area of public realm that is of adequate size and quality to serve a development of this nature and scale, a condition will be secured to ensure that Building A2 is not built out beyond the footprint established by the 9m limit of deviation as shown on the parameter plans.
- This strategy would extend the green character proposed for Maritime Street and the Boulevard whilst maintaining active and flexible spaces which can be programmed throughout the day and the seasons. The reduced footprint of A2 would reduce the size of the food hall fronting on to the Square, however active frontages facing the new space will be maintained to further

animate the Square.

ILLUSTRATIVE PLAN SUBMITTED IN JULY 2021



ILLUSTRATIVE PLAN OF LARGER WATERFRONT SQUARE



- The removal of the potential for servicing vehicular activity from Dock Edge Walk in the scenario where Building A1 comes forward in advance of Building A2. This has been achieved through the removal of the potential for a secondary temporary servicing access on Dock Edge Walk from Plot A1.

Emergency access will be retained.

- Revisions to the construction vehicle access to the site: this comprises a change to the construction logistics strategy to confirm that the existing vehicle access point on Dock Edge Walk will only be used temporarily for demolition and not construction;
- Securing exemplary design quality in the detailed design of the buildings: this has been accommodated through additional guidance in the Design Code for Buildings in relation to the considerations for tall buildings and further detail on how exemplary design quality will be secured through the reserved matter process
- In addition clarification was provided in response to the Councils initial review of the Environmental Statement and accompanying technical assessments.

Consultation responses from members of the public and local groups

62. In respect of both 21/AP/2655 and 21/AP/2610 - letters were sent to local residents when the applications were first received in September 2021, at this time the application was advertised as EIA development in the local press and site notices were erected. Following the submission of revised/additional information in February 2022 a re-consultation was undertaken for both applications.

63. Taking both applications together, a total of 120 representations have been received. In total there were 76 letters of support, 3 neutral and 39 objections.

64. In addition British Land as the adjacent Developer for the CW Masterplan submitted two letters raising issues of concern relating to the impact on their ability to build out their approved scheme. The comments have been summarised in the table below.

Objections	Officer Response
------------	------------------

<p>Development too high/ loss of light</p> <ul style="list-style-type: none"> • The proposed maximum height of the A1 building is too high and will be out of place with the character of the area and will block out sunlight to surrounding area and create high winds and privacy issues • The building envisaged in plot B is too high and out of touch with existing building around: Water Gardens Square, Scape Student Housing and the new Printworks building (H1 and H2 in the Canada Water Masterplan) • The proposed development would be less aggressive for the neighbouring communities to allow a higher rise in plot A and grant a better and more rational integration of the building in plot B. • Canada Water is already experiencing huge development with new buildings erected near Printworks, which has obscured the view of the city skyline for many residents in the area – a selling point of residence. Further high rise buildings are not necessary 	<ul style="list-style-type: none"> • For the reasons set out in detail in this report the proposed development is considered to be of an appropriate scale for this town centre location having regard to the existing and emerging context. • The town centre has been identified within the development plan for regeneration to deliver a significant quantum of new commercial and residential development. To realise this objective and to optimise site capacity it will be necessary to provide a range of medium and high rise buildings.
<p>Out of keeping with character of area</p> <ul style="list-style-type: none"> • The proposed development is entirely out of character with unique local natural surroundings, local architectural heritage/docklands history and current skyline - excessive height and mass • The density and construction of multiple buildings is not in harmony with existing surroundings/local aesthetic – proposed development would 	<ul style="list-style-type: none"> • For the reasons set out in this report the proposal is considered to be an appropriate form of development in terms of quantum, land use and scale for this town centre location. • The proposal optimises the development potential for this site which is entirely appropriate given the site allocation and other relevant policies. • The design is subject to reserved matters so has not

<p>stick out as too high, glassy and reflective</p> <ul style="list-style-type: none"> Proposed development would greatly decrease the character and charm of this area 	<p>been fixed at this stage but the Design Codes set out a range of criteria in respect of the detailed form and architectural appearance. The illustrative scheme has been prepared to show how a detailed development could be delivered in accordance with the design codes. The contemporary style would be appropriate for this location.</p> <ul style="list-style-type: none"> It is not considered that the development would harm the existing character of the area.
<p>Affect local ecology</p> <ul style="list-style-type: none"> Proposed development will have an impact on the ecology of the local area/not in keeping with aesthetic with the increased noise and amount of people; it will drive out birds including nesting Cormorants and Herons and negatively impact local flora, fauna and wildlife This development is in conflict with the proposal from British Land to preserve the wildlife in the Canada Dock 	<ul style="list-style-type: none"> A range of assessments have been submitted to demonstrate the impact of the proposal on ecology and biodiversity. Subject to conditions to control lighting and construction impacts, the proposal will not give rise to harm to existing ecology and will provide opportunities for enhanced greening, habitat creation and biodiversity net gains. The proposal would complement the British Land proposals and would also further enhance the eastern edge of the dock which sits outside of the BL masterplan.
<p>Inadequate public transport facilities/Traffic/ Highways</p> <ul style="list-style-type: none"> There is a total lack of supporting public transportation infrastructure investment needed to carry such a large increase in commercial real estate – would make area more unpleasant for those living here and also shows lack of consideration 	<ul style="list-style-type: none"> The impact of the proposals in terms of trip generation and public transport impact have been fully assessed and found to be acceptable subject to the s106 mitigation detailed in this report. The development would be car free save for 3 disabled spaces. The impact of servicing and deliveries would not severely affect the road network.

<ul style="list-style-type: none"> Proposed development would cause further disruption at the tube station which is already at maximum capacity and is frequently closed, road traffic and foot fall would increase and Rotherhithe Tunnel is already overburdened – area cannot support additional commuters/visitors Without direct investment into the Rotherhithe river bridge, cycle highway and a massive expansion of the Tube station, the Rotherhithe area must remain closed to further real estate investment. Local transport links and roads are already congested with no plans to increase current capacity or public transport provision and TfL lack funds to invest Local road links are totally congested during the day, because of the problematic access to Rotherhithe tunnel and there are no other roads to access the area. 	<ul style="list-style-type: none"> Constructed related traffic impacts would be temporary and will be minimised through a details CEMP
<p>General dislike of proposal</p> <ul style="list-style-type: none"> There is no need for office/commercial development as many people work from home and there are many empty offices in a post-Covid London – needs to be a review of their use post-pandemic, as development may be out of date before it is built Proposed development does not enhance the area or benefit local people – only benefits private developers building on Southwark owned land 	<ul style="list-style-type: none"> The long term impacts of Covid on office demand are not known at this stage. However, the development plan clearly identifies a significant need for office floorspace and creation of employment opportunities in this location. The proposal to deliver a significant quantum of office development accords with the recently adopted site allocation. The public benefits arising from this proposal include significant employment opportunities, creation of a mixed use, vibrant commercial hub that will complement the town centre,

<ul style="list-style-type: none"> • The proposed development is unsuitable and not needed in this small community. The Canada Water Masterplan is already in this area and local residents have suffered enough • The proposed development would be unaffordable for local businesses who wouldn't be able to compete on price points as there is no commitment to affordable rent – the development would result in empty offices and push out locals through higher rent - another way of social cleansing • The proposed development would result in higher crime as the wealthy would raise the level of mobile phone snatching and car and bike theft • The proposed development should have kept the park from the original plan and remove the building – the need to build is destroying a peaceful neighbourhood and skyline 	<p>creation of new areas of public realm, enhanced pedestrian public routes through the site, a significant quantum of affordable workspace and a range of s106 obligations as set out in detail in this report.</p> <ul style="list-style-type: none"> • There is no evidence to suggest that there would be an increase in crime in this area. This development would be required to achieve 'secure by design' accreditation.
<p>Increase of pollution</p> <ul style="list-style-type: none"> • The development in the area will result in pollution and traffic all over the peninsula which will get worse with public transport strains • The proposed development is not in line with Southwark's carbon emission goals • Increased footfall will pollute the area with more noise and rubbish affecting the wildlife in the dock and the increased pollution will be detrimental to health and wellbeing 	<ul style="list-style-type: none"> • The operational development will be car free save for 3 disabled spaces so will not generate a significant amount of traffic related pollution. • The delivery and servicing strategy will include an offsite consolidation to reduce the impact of vehicle movements in this respect. • As demonstrated in detail in this report the development addresses climate change policies meeting targets for carbon reduction onsite, renewable energy, whole life cycle and circular economy

	<p>principles.</p> <ul style="list-style-type: none"> • The developer will be responsible for maintaining all areas of public realm within the site which will include litter control. • Subject to conditions to control soundproofing, hours of operation and deliveries it is not anticipated that unacceptable noise nuisance would occur.
<p>Noise and Pollution</p> <ul style="list-style-type: none"> • The noise is already frustrating with the amount of building works in the area and the construction of the proposed development would be unbearable for all local residents • Renters will not stay or come to the area due to the constant, daily noise which is extremely disruptive when the majority work from home • Many local stakeholders experienced considerable harm during the applicants original excavation and construction works • Developments thus far have shown little ability to care for neighbours – drilling on weekends, only care about deadlines. • Local residents are being driven out by noise, vibrations, dust, site traffic and pollution. The local area cannot handle amount of daily traffic and disruption from these big developments 	<ul style="list-style-type: none"> • Subject to conditions to control soundproofing, hours of operation and deliveries it is not anticipated that unacceptable noise nuisance would occur • There will be noise and disturbance during construction which is unavoidable. However, all reasonable measures will be taken to limit the adverse impacts and this will be controlled through detailed CEMPs secured as a s16 obligation.

<p>Strain on existing community facilities</p> <ul style="list-style-type: none"> • The area is already extremely overpopulated with little supporting infrastructure and local amenities. The area lacks healthcare, outdoor facilities for children and young population, and there is a shortage of schools and poor transport infrastructure • Proposal does not address infrastructure – need better parking, transportation and road access • The application does not meet the requirement for housing association stock of 35% as other applications may have 	<ul style="list-style-type: none"> • This application does not include any residential development so will not increase demand on schools or health facilities. The proposal includes the potential for provision of a health facility which would make a valuable contribution to infrastructure in the future. • The s106 package to be secured include significant contributions towards public transport improvements • There is no requirement for affordable housing in this application as it is for commercial development only
<p>More open space needed on development</p> <ul style="list-style-type: none"> • Many green spaces have disappeared in the area which has affected biodiversity and resulted in a negative impact on birds • A park would be more suitable adjacent to the water – the space would be better used to provide open and green spaces and residents facilities 	<ul style="list-style-type: none"> • This application would deliver over 9,000 sqm of new public realm in a variety of spaces comprising a mix of hard and soft landscape. • There is a new park proposed as part of the British Land Masterplan development as well as Southwark Park within walking distance of the site. This scheme will provide a link between the two parks in a series of spaces which can be enjoyed by the public. • The documents submitted demonstrate that the development would achieve Urban Greening Targets and a significant increase in Biodiversity Net Gain through a combination of soft landscaping, extensive 'greening' on the buildings facades and terraces and extensive living roofs.
<p>Conflict with local plan</p>	<ul style="list-style-type: none"> • The proposal is in accordance with the site allocation and

<ul style="list-style-type: none"> Proposed development is not compatible with the Council's Climate Emergency, as the total estimate of greenhouse gas emissions is 9,217 tCO₂e/year. Proposed development is in conflict to Canada Water Area Action Plan 	<p>relevant development plan policies in respect of land use. The proposal also accords with policies in respect of affordable workspace, climate change, transport, design and amenity.</p>
<p>Residential Amenity</p> <ul style="list-style-type: none"> The proposed development should include balconies for people to enjoy the view 	<ul style="list-style-type: none"> This application does not include residential development. All offices would benefit from generous balconies.
<p>Information missing from plans</p> <ul style="list-style-type: none"> There are inconsistencies between the documents on the website and documents at the library and dates of publication and not features correctly on the Council's website The proposed development will result in the removal of number of trees. The plans do not show how these will be replaced The elevations plans are hard to read because (a) the buildings are not numbered and (b) their heights are barely visible to the naked eye. The height of adjacent buildings is likewise almost illegible 	<ul style="list-style-type: none"> Officers are not aware of any discrepancies in the documentation submitted for this application. In accordance with the EIA regulations, a copy of the ES was made available at the local library. This included revised/additional information submitted in February 2022. The impact on existing trees is discussed in detail in this report and has been robustly considered by the Councils Urban Forester who raises no objection to the proposal. The proposal will deliver a significant increase in tree planting.
<p>Not enough info given on application</p> <ul style="list-style-type: none"> It is unclear who the applicant is and what their vision is for the local area and the scope of the project The proposal does not include satisfactory environmental impact assessments, groundwork assessments, construction management plan and necessary detail, incomplete documents were submitted 	<ul style="list-style-type: none"> The level of information submitted with this application is sufficient for an Outline Application. Officers have been able to fully assess the impacts of the proposal on the basis of the information submitted as appropriate for an outline permission This site is owned by a private developer and any development

<ul style="list-style-type: none"> • The proposal contains lack of detail on impacts/improvements to Canada Water and public realm and details on the wider benefits to the local community • The pre-consultation was poor and neighbours were not engaged meaningfully • Questions whether public funds will be used for application and questions over potential conflicts of interest/transparency as some councillors from cabinet have been involved in this and other construction projects 	<p>on site would be implemented at their cost.</p>
<p>Comments in support</p>	
<ul style="list-style-type: none"> • Canada Water needs regeneration/redevelopment and job creation • The proposed Dockside development would provide outdoor seating/alfresco dining and green spaces for people to enjoy the view and local area - support mental health and wellbeing and valuable amenity would have a positive impact • The proposed development would provide social spaces, promote local and commercial businesses and the bars and restaurants would encourage people to spend money locally rather than going to Canary Wharf – would provide economic benefits and enhance sense of community • The proposal is an attractive development, appropriate for a zone 2 central London location. Proposed mixed use is welcomed and commercial activity/town centre uses are needed and tourism/increased footfall should be encouraged • The proposed development is an improvement on 2013 design as offers commercial/retail space, generates jobs and provides more options for shopping and social activities – the current site and dockside is underused and dull – good there is local community involvement and developers understand needs of local people • A local technology centre would be good and affordable workspace is welcomed 	
<p>Comments from British Land (summary)</p>	
<ul style="list-style-type: none"> • BL are generally supportive of the CWD proposals and welcome the removal of the potential for servicing and access from the southern elevation of Building A1, given the importance of the Dock Edge Walk (South) pedestrian route. 	

- The CWD proposals result in obvious impacts on the consented Canada Water Masterplan (CWM), in particular to Development Zones D, F and H, and it must be evident that the Council are satisfied that those obvious impacts will not prejudice the delivery of the CWM in accordance with the parameters established by the grant of planning permission for CWM
- The route which sits between Development Zone D and Building A1 is Dock Edge Walk (South), a key pedestrian route which provides a strategic connection in the form of a 'Green Link' between the existing Southwark Park, the Park which is to form part of CWM and Russia Dock Woodland. This route is of particular importance to the delivery of the masterplan vision, and the Council will need to be satisfied that its importance is not diminished by the A1 building and the pedestrian comfort levels and overshadowing arising from the CWD proposals will not lead to unpleasant or unsafe conditions.
- Building A1 is a tall building in accordance with Policy D9 of the London Plan 2021 and that the architectural quality (including the southern façade of Building A1) and materials should be of an exemplary standard.
- The Council must confirm that the delivery of residential units (including affordable housing units) within Development Zone D will not be prejudiced by the consenting and future delivery of Building A1 of the CWD proposals. This must be confirmed in respect of separation distances, daylight and sunlight impact
- In respect of the proposed residential development to be delivered in Plot F of the CWM development the Council must confirm that the likely internal daylight and sunlight conditions and the ground level pedestrian comfort conditions within the CWM resultant from the CWD proposals are acceptable and the delivery of CWM will not be prejudiced. Furthermore the request for update daylight and wind assessments which take account of the AIRE proposals are required to demonstrate good design within the approved parameters of the scheme and will not be used to refuse a scheme which complies with the outline parameters.
- The Council needs to be satisfied that the level of impact from light spill on the CWM arising from the CWD proposals is acceptable and will not prejudice the delivery of residential units (including affordable housing units) in Plots D, F or H
- Strategic transport matters and the appropriateness of the surrounding environment to accommodate the forecasted population of users for the CWD proposals are of principal importance to ensuring the CWD proposals are acceptable from a transport and accessibility perspective
- We understand the Applicant has removed the servicing access alongside the southern edge of Building A1. This is welcomed. We note however that not all parameter plans have been updated to reflect this change, and the design codes continue to include the potential for servicing access

along this route

- We expect the Council to secure sufficient mitigation to ensure an acceptable and safe pedestrian experience in and around Albion Channel and its bridge crossing, and that this mitigation will be secured and required to be delivered for when it is needed by way of planning obligations
- It is expected that planning conditions will be imposed on any planning permission to be granted to secure a wind environment which is no worse than that shown by the illustrative results submitted in support of the CWD proposals
- There are concerns that the construction of this development will affect the 4 willow trees on the shared boundary
- British Land confirms that it remains willing to deliver Printworks Street as a two-way carriageway together with adjacent land, including land in the ownership of the Applicant and to which the Applications relate.
- BL consider the Applicant should be required to identify a technically acceptable solution for surface water flows from Building A2 before any grant of planning permission, so that the Council can have confidence discharge into the Dock and/or into Thames Water sewers is feasible.
- CWM was designed and scrutinised to enable it to be delivered as a standalone entity, without reliance on the delivery of adjacent land holdings. Whilst CWM is consented, the Council should satisfy itself that the CWD proposals, in particular Buildings A1 and B1, can be implemented, completed, and operated without reliance on CWM future proposals or delivery programme

Officer Comment: The above issues have been considered in detail in the assessment of this application and have been discussed in relevant sections of this report. As set out in this report officers do not consider that granting this permission would fetter the ability for BL to implement their outline permission to the maximum parameters and for the range of uses approved within the adjacent blocks. Appropriate conditions and s106 obligations have been recommended in respect of design, light pollution, wind, transport and drainage.

Planning history of the site, and adjoining or nearby sites

65. The site benefits from outline planning permission (ref: 12/AP/4126) for mixed-use development of five buildings up to 40 storeys, comprising retail (including a replacement Decathlon store), 1,030 residential units, offices, cinema and a health centre. This permission has been partially implemented through the construction of Block C1, a 5-17 storey building with a new Decathlon store at ground floor and 235 residential units above (Porters Edge development).

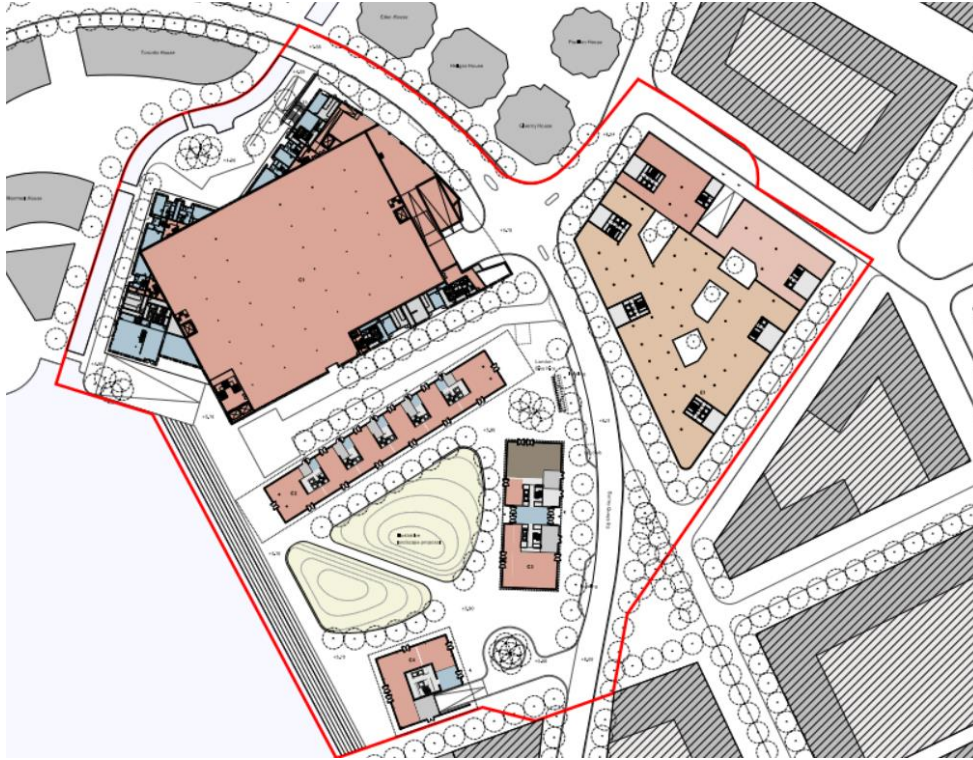


Image: Layout of extant scheme 12/AP/4126



Image: Potential scale and massing for the extant scheme



Image: Illustrative image of extant scheme

66. The current application if consented and implemented would replace the extant permission on Phases 2, 3 and 4.
67. A full history of decisions relating to this site, and other nearby sites, is provided in Appendix 3 and has also been discussed as relevant in this report.

KEY ISSUES FOR CONSIDERATION

Summary of main issues

68. The main issues to be considered in respect of this application are:
 - Principle of the proposed development in terms of land use;
 - Affordable workspace
 - Environmental impact assessment
 - Design, including layout, building heights, landscaping and ecology;
 - Heritage considerations
 - Archaeology
 - Impact of proposed development on amenity of adjoining occupiers and surrounding area, including privacy, daylight and sunlight
 - Transport and highways, including servicing, car parking and cycle parking
 - Environmental matters, including construction management, flooding and air quality
 - Energy and sustainability, including carbon emission reduction
 - Planning obligations (S.106 undertaking or agreement)
 - Mayoral and borough community infrastructure levy (CIL)

- Consultation responses and community engagement
- Community impact, equalities assessment and human rights

69. These matters are discussed in detail in the 'Assessment' section of this report.

Legal context

70. Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires planning applications to be determined in accordance with the development plan, unless material considerations indicate otherwise. In this instance the development plan comprises the London Plan 2021 and the Southwark Plan 2022. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires decision-makers determining planning applications for development within Conservation Areas to pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Section 66 of the Act also requires the Authority to pay special regard to the desirability of preserving listed buildings and their setting or any features of special architectural or historic interest which they possess.
71. There are also specific statutory duties in respect of the Public Sector Equalities Duty which are highlighted in the relevant sections below and in the overall assessment at the end of the report.

Planning policy

72. The statutory development plans for the Borough comprise the London Plan 2021 and the Southwark Plan 2022. The National Planning Policy Framework (2021) constitutes a material consideration but is not part of the statutory development plan. A list of policies which are relevant to this application is provided at Appendix 2. Any policies which are particularly relevant to the consideration of this application are highlighted in the report.

ASSESSMENT

Principle of the proposed development in terms of land use

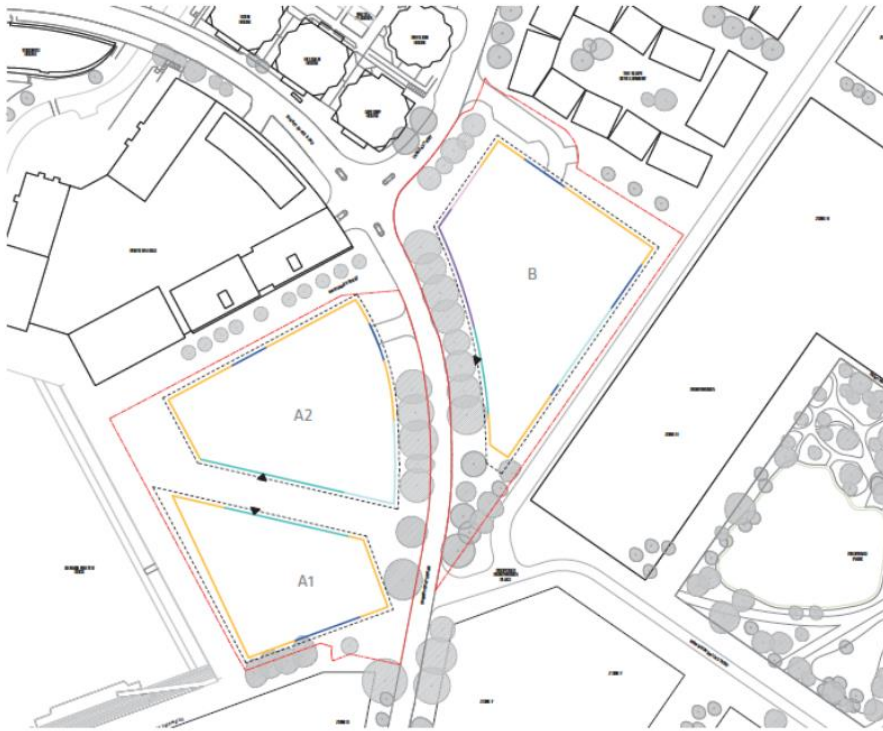
Relevant policy designations

73. The site is within the Canada Water Opportunity Area, which the London Plan describes as aiming to deliver 20,000 jobs and the Canada Water Major Town Centre will provide at least 40,000sqm (net) new retail uses. Site allocations in Canada Water and Rotherhithe have enormous potential to provide new homes and commercial space, particularly in and around the Canada Water town centre.

74. The site is located within AV.15 Rotherhithe Area Vision. Development in Rotherhithe should:
- Create a new destination around the Canada Water Dock which combines shopping, civic, education, and leisure, business and residential uses.
 - Provide as many homes as possible of a range of tenures including social housing while respecting the local character. There will be opportunities for taller buildings on key development sites;
 - Transform Canada Water into a new heart for Rotherhithe with a new leisure centre, shops and daytime and evening events and activities around the Dock and in the Harmsworth Quays Printworks.
 - New retail space will be provided including a new department store and independent shops, offices and places to eat and drink;
 - Provide new education opportunities and health services which will include new school places and a health centre with GPs and could include colleges and universities;
 - Complement and improve the historic character, including the docks, and the unique network of open spaces, water and riverside;
 - Prioritise walking and cycling and improve public transport, including improved links to Southwark Park, the river, boat services and docks, completion of the Thames Path, a new river crossing to Canary Wharf, better circulation of buses, enhanced cycle routes to support expansion of cycle hire to the area and creating 'healthy streets';
 - Improve traffic flow on the road network, particularly on Jamaica Road and Lower Road;
 - Provide a range of flexible employment spaces, including premises suitable for smaller businesses;
 - Improve roads, pavements and cycleways, particularly the local environment around Albion Street and Lower Road.
75. The site lies within Southwark Plan Allocation 80: Decathlon site and Mulberry Business Park. The site allocation states
- “Development of the site must:
- Provide retail uses; and
 - Provide community uses; and
 - Provide enhanced public realm and civic space; and
 - Provide employment floorspace (E(g), B class).
- Development of the site should:
- Provide new homes (C3).
- Development of the site may:
- Provide leisure uses; and
 - Provide student accommodation (sui generis).
76. Canada Water is a major town centre destination which combines shopping, civic, education, leisure, business and residential uses. Much of the current environment is designed to accommodate trips made by cars. The aspiration is to create high quality streets and spaces that are not dominated by car use or by car parking.

77. Development on these sites will be expected to maximise the amount of employment space and its contribution to the regeneration of the town centre. The site should accommodate improved walking routes to Canada Water Station and to public open spaces. The scheme should provide links to existing cycle routes and proposed Cycle Super Highway (if the scheme is provided).
78. Comprehensive mixed-use redevelopment of the site could include taller buildings subject to consideration of impacts on existing character, heritage and townscape”.
79. The Southwark Plan Site Allocation includes the existing Porters Edge and SCAPE development. The Porters Edge development includes 235 residential units, a large retail store and offices occupied by Decathlon and other smaller retail units. The SCAPE development at the former Mulberry Business Park comprises 770 student bedrooms, for Kings College University (using the London Plan methodology this would be equivalent to 308 residential units). Consequently, in total, the site allocation is currently delivering 539 residential units.
80. The proposed development seeks to deliver a commercial development at the application site, in place of the previously consented residential-led scheme. The wording of the site allocation states that employment space ‘must’ be provided, and homes ‘should’ be provided rather than ‘must’ be provided. Given the number of residential units already delivered on the remainder of the land within this designation, a fully commercial scheme for this particular application site is considered to be acceptable.
81. The development specification sets out a maximum provision of employment floorspace and minimum and maximum provisions for non-employment space (although within the range of non-employment uses only the community use has a defined a minimum amount with the remainder of the space being flexible). Within each building a maximum amount of floorspace is identified but this is not broken down into minimum land uses. Instead, the application seeks to identify appropriate uses by way of the land use parameter plans which identify zones for potential land use together with specific design code requirements for active frontages. This approach has been taken to maximise flexibility around how the lower floors of the building might be used.
82. The flexibility built into the proposal to enable a range of potential uses for the ground floor of each building is considered to be appropriate in the interests of creating a vibrant, mixed use development. In order to ensure that the ground floors do accommodate a mix of active uses (not just office entrance lobbies) there is a specific design code which stipulates that ground floor and mezzanine land uses should be provided in accordance with the Parameter Plans. Where land uses are predominant, they must form the main land use on that part of building frontage. Where land uses are described as ‘potential’, they may be provided in that part of building frontage. As shown on the annotation on the parameter plans for ground and mezzanine level there would be a predominance of retail/professional services/food and drink/recreation.

PARAMETER PLANS
PROPOSED LAND USES, GROUND LEVEL



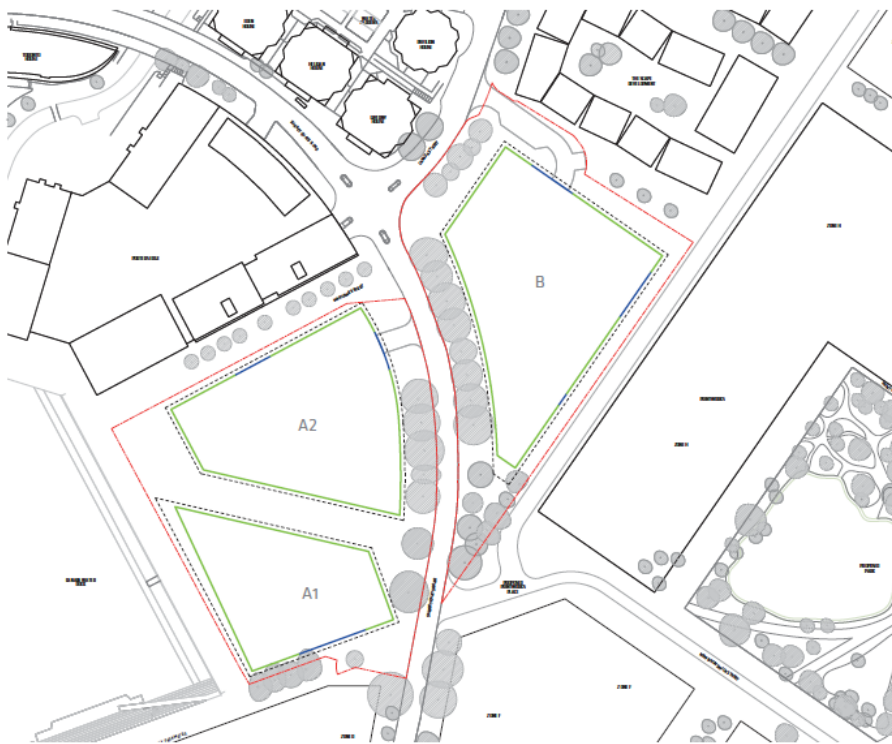
Key

- PLANNING APPLICATION BOUNDARY
- A** DEVELOPMENT ZONE REFERENCE
- MAXIMUM PARAMETER ABOVE (DOMINANT FACE)
- PREDOMINANTLY RETAIL / PROFESSIONAL SERVICES / FOOD AND DRINK / RECREATION
- PREDOMINANTLY OFFICE LOBBY
- POTENTIAL WORKSPACE
- POTENTIAL SERVICE ENTRY / PLANT
- PREDOMINANTLY LEARNING / COMMUNITY
- POTENTIAL MEDICAL OR HEALTH
- ▼ INDICATIVE PRINCIPAL OFFICE ENTRANCE

Drawing no.: CWD-BIG-CW-XX-DR-A-0012-XX

This drawing indicates potential uses on the ground floor for each building.

PROPOSED LAND USES, GROUND LEVEL MEZZANINE



Key

- - - - PLANNING APPLICATION BOUNDARY
- A** DEVELOPMENT ZONE REFERENCE
- - - - MAXIMUM PARAMETER ABOVE (DOMINANT FACE)
- - - - PREDOMINANTLY OFFICE/ANCILLARY,
POTENTIAL FOR RETAIL / PROFESSIONAL
SERVICES / FOOD AND DRINK / RECREATION
/ INDOOR SPORT / LEARNING / COMMUNITY
- - - - SERVICE / PLANT

Drawing no.: CWD-BIG-CW-XX-DR-A-0013-XX

This drawing indicates potential uses on the ground floor mezzanine for each building.

83. The breakdown of proposed commercial uses is discussed further below.

Employment uses

84. Promoting the economy and creating employment opportunities is key priority for the planning system. The site lies within a London Plan Opportunity area (Policy SD1) and within a defined Major Town Centre (Policy SD6). London Plan Policy GG5 requires local planning authorities to plan for sufficient employment and industrial spaces to support economic growth whilst Policies E1 and E2 deal specifically with the provision of B Use Class (now called Class E(g) since the change to the Use Classes order in 2021) space. London Plan Policy E11 requires development proposals to support employment, skills development, apprenticeships, and other education and training opportunities in both the construction and end-use phases.
85. Southwark Plan Policy SP4 seeks to ensure that Southwark can develop a strong, green and inclusive economy. To achieve this the development plan aims to deliver at least 460,000sqm of new office space between 2019 and 2036 (equating to around 35,500 jobs). The policy states that around 80% of new offices will be delivered in the Central Activities Zone. Additional offices will be delivered in the Canada Water and Old Kent Road Opportunity Areas and in town centres, the policy

sets a target of 20,000 jobs to be delivered in Canada Water. Policy SP4 further requires 10% of all new employment floorspace to be affordable workspace for start-ups and existing and new small and independent businesses in Southwark. Finally, the policy identifies Canada Water as appropriate for delivering 40,000sqm of retail floorspace.

86. The aforementioned London Plan and Southwark Plan policies support the provision of a commercial led development on this site.
87. This application was accompanied by a Marketing Statement which seeks to provide justification and context for the workplace element of the proposal in terms of the amount, format and approach to placemaking. The proposed commercial-led development would deliver 143,780sq.m. of employment space (Use Class E(g)(i)). The buildings are all of substantial scale, designed with large floor plates. The intention is that the site would be able to offer a significantly sized global occupier the ability to take space, but the design is such that the buildings could be occupied in a variety of ways including incubator/maker space, ground level community/co-working/flexible workspace and a range of larger multi or single-tenanted flexible office floorplates at upper levels. It is intended to construct the blocks with a modular floor panel system to enable flexibility for future occupiers.
88. The design codes set out requirements for terraces and openable windows to serve the proposed offices making them more attractive as work environments but also contributing to sustainable development principles.
89. Whilst the nature of future occupation remains flexible and the number of jobs accommodated by the development would depend on the final mix of uses and employment density, the applicant indicates that this could range from 8,000 jobs to just under 10,900 jobs. This level of employment would be a significant positive benefit of the scheme.

Retail, professional services and food & drink

90. London Plan Policy SD6 and Southwark Plan policies identify this site as being within a Major Town Centre. As a town centre location is not necessary for the sequential test approach to be followed to demonstrate the acceptability of large scale retail use. The application seeks planning permission for a range of non-workplace uses with a combined minimum area of 2,000sqm GEA and a combined maximum area of 7,000sqm GEA. Within this allowance it is suggested that up to 5,000 sqm could be used for retail floorspace. The parameter plans demonstrate that the retail uses would activate the ground floor frontages along the dock edge and Surrey Quays Road. The retail provision would be appropriate for this location in accordance with the aforementioned policies. The application does not propose a minimum amount of retail floorspace so if approved the permission would allow for up to 7,000 sqm of floorspace to be used for retail, community use or medical facility purposes. Furthermore, permitted development would allow for changes of use between all of the E Use Class commercial uses. Given the town centre location, the range of appropriate uses set out in the Site Allocation and national Governments clear intention to allow flexibility for commercial uses this is considered to be appropriate.

Although this site was historically used as retail a large quantum of retail was re-provided in Phase 1 of the re-development by virtue of the Decathlon store. The remaining 'sheds' on Phase 2, 3 and 4 have not been in retail uses for several years. As such in planning policy terms there is no issue in respect of a reduction in retail across the site allocation.

91. Whilst a flexible permission for a range of commercial uses to come forward is deemed to be acceptable it would be appropriate to restrict by Condition any future permitted change of use from commercial to residential use. This is required to protect the viability and vitality of the town centre but also to enable the local planning authority to properly assess and control any potential large scale residential development in terms of standards of accommodation, relevant technical impacts and affordable housing.
92. Southwark Plan Policy P35 sets out the requirements for new retail development within town centres. For a development of this scale it is necessary for the proposal to include toilets, public drinking fountains and public seating. These features should be secured within the legal agreement to be delivered as part of the RMA.

Education, community uses and social infrastructure

93. The proposed development would deliver between 300-750sq.m. of learning and non-residential institutions/local community floorspace (Use Class F1/F2) within Block B. This land use would comprise a Community Hub which is anticipated to accommodate a range of cultural and community activities at ground and mezzanine level. The proposed land uses are supported in line with London Plan Policies S3 and HC5 and Southwark Plan Site Allocation 80.
94. Up to 1,500sq.m. of indoor sport, recreation or fitness (Use Class E(d)) is proposed within Blocks A1, A2 and B. It is anticipated that this category of land use could accommodate facilities such as a gym, or yoga/pilates studio and would occur at ground and mezzanine levels. The proposed co-location of a recreation use within the commercial-led development is supported in line with London Plan Policy S5 and Southwark Plan Site Allocation 80.
95. The proposal includes up to 3,000sq.m. of medical or health floorspace (Use Class E(e)) proposed to accommodate a local health care facility within Block B. The provision of a medical centre (health hub) is supported in principle and in line with London Plan Policy S2. The detailed size and specification of this provision which would need to be set out at reserved matters stage should be informed by up to date local need and/or support from Clinical Commissioning Groups (CCGS) or other appropriate NHS and community organisations. The potential provision of a health hub at Canada Water would meet a local need and is in accordance with Southwark Plan Policy P35 which states that town centres should be the main focus for new developments providing new healthcare facilities. It must be noted that whilst the application allows for the potential for a health use in Block B, there is currently no commitment for this to be delivered.

Basements

96. The application seeks permission for a maximum amount of basement space of 13,006sqm GEA, with maximum amounts for each building. Each building is proposed to have a one-storey basement. The new basements are proposed to have a formation level of approximately -3mOD (corresponding to c.8.5m below the existing ground level). The basements will accommodate uses that are ancillary to the above ground uses, including plant, parking, servicing and storage. If any of these uses are provided above ground instead, they must be accommodated within the maximum above ground total floorspace of 145,780sqm GEA.
97. The application included an Outline Basement Impact Assessment (BIA). The BIA identifies adjacent assets and environmental issues which must be taken into account as part of the design and construction of the basements as well as setting out probable construction techniques and methods to minimise disruption to neighbouring properties. It is appropriate to secure a detailed BIA at RM stage.

Affordable workspace

98. London Plan Policy E2 requires the provision of a range of low-cost Class B1 business space to be supported to meet the needs of micro, small and medium sized enterprises and to support firms wishing to start up and expand. The policy states “development proposals for new B1 business floor space greater than 2,500sqm, or a locally determined lower threshold in a local development plan document, should consider the scope to provide a proportion of flexible workspace suitable for micro, small and medium sized enterprises.
99. Policy E3 of the London Plan deals specifically with affordable workspace. The policy states “In defined circumstances, planning obligations may be used to secure affordable workspace at rents maintained below the market rate for that space for a specific social, cultural or economic development purposes”. The policy identifies the circumstances in which it would be appropriate to secure affordable space.
100. Southwark Plan Policy P31 deals with affordable workspace. Criterion 2 of the policy requires Major ‘B Use Class’ development proposals to deliver at least 10% of the floorspace as affordable workspace on site at a discounted market rent for a period of at least 30 years. The policy recognises that there are many different forms that such space could take depending on the site location, characteristics and existing/proposed uses on site. The space should be offered to existing business on site first and then small and independent local businesses. Only where on-site provision would be impracticable are developers permitted to make a payment in lieu of the on-site provision.
101. In exceptional circumstances affordable retail, affordable cultural uses, or public health services which provide a range of affordable access options for local residents, may be provided as an alternative to affordable workspace (employment uses). This will only be acceptable if there is a demonstrated need for the affordable use proposed and with a named occupier. If the alternative affordable use is no longer required in the future, the space should be made available for affordable workspace (employment uses).

102. This application was accompanied by a Workspace Strategy and Addendum. The applicant acknowledges the requirement to provide 10% affordable workspace on the site. On the basis of the overall GEA sought under this Outline permission this would equate to approximately 14,570 sqm of affordable workspace. The specific requirements for Affordable Workspace for each Plot will need to be agreed at Reserved Matters stage when the exact quantum of development to be accommodated within the each building is known. At that stage exact figures of overall floorspace and affordable workspace will be confirmed in GIA as required by Policy P31. However, it is clear that the level of affordable workspace to be delivered as part of this proposal will be significant.
103. Whilst acknowledging the benefits of providing a significant provision of affordable office space as part of the scheme, the applicant suggests that this development has the opportunity to support a range of affordable commercial uses on a more flexible basis. Providing a wider range of uses such as affordable retail, food and drink, cultural space and a health hub would help to deliver a vibrant and diverse new town centre at Canada Water. The applicant proposes to deliver 10% of the overall floorspace (GIA) as affordable space but is seeking permission to incorporate a strategy which would enable a wider range of businesses to have the opportunity to access affordable space
104. Given that the level of detail available on the mix of uses to be delivered within each building at this stage is not fixed, it is proposed to develop the detailed strategy for affordable provision at Reserved Matters Application stage, once the details are known. For the purposes of demonstrating how the draft Affordable Workspace Strategy being proposed could work, the Illustrative Scheme was used.
105. The strategy suggests that Plot A2 (to be delivered as the first part of the masterplan) is intended to attract a major occupier to the area and so it is important to keep the commercial leasing strategy as flexible as possible given the need to establish Canada Water as a viable office location. At this stage the applicant is suggesting that it would be appropriate for this building to focus the affordable element on the ground floor town centre uses. The main component of this will be a food hall fronting onto Waterfront Square – a home for local food and drink enterprises, supported by a range of affordable retail spaces for local businesses to provide retailing and other essential services to residents and workers. This could include for example a grocery store, a shoe repair and key shop, or a local DIY store. There is also the potential for self-contained workspace, perhaps at street level or in the upper levels of the building depending on whether the building is let to a single or multiple tenants.
106. The strategy sets out that Plot A1 will offer the potential for a range of different tenants and workspace typologies. The emphasis will be on providing affordable business space that delivers a synergy for local businesses to grow alongside the market business occupiers within the building, potentially in managed workspace through subsidised memberships. The affordable workspace would be integrated with the market-level space.

107. Plot B will be delivered last and as such its intended use is less well-defined. However, the vision for Plot B is to provide a clear transition between the town centre and residential community by delivering two defined elements – subsidised community space and a discounted workspace offer. The community space may take the form of a local health hub. The health hub would be let to the local NHS partners. The workspace element will focus on maker spaces and incubators – perhaps linked to an educational institution, with further potential for discounted workspace on the upper floors depending on the main tenants.
108. The flexible strategy outlined above has been discussed with the Councils Local Economy Team. Given the quantum of space to be delivered in this town centre location the principle of providing affordable floorspace for a wider range of uses is supported. It will however be necessary for the applicant to demonstrate in detail that any alternative uses will result in a policy compliant (or better) offer for the borough at RM stage.
109. As this is an outline application, it is not possible to fully quantify the amount of affordable workspace that will be provided at this stage. However, it is necessary at this stage to secure the appropriate amount of affordable workspace in line with the full requirements of Policy P31 as the backstop position. To this end the applicant has agreed to the following terms and conditions to be secured within the s106 agreement.
- **Quantum of space and split across the Proposed Development** – 10% of total GIA for each building to be provided as affordable workspace. Each building will deliver its 10% proportion of space to ensure an even distribution across the development and that the space comes forward in a timely manner (ie: not all loaded into the last phase). The wording of the s106 will allow for Buildings A1 and A2 to be treated as one plot for the purposes of delivering this space in the event that these buildings are substantially implemented around the same time; provided that the overall aggregate space equates to 10% of the commercial floorspace within the two buildings. If either building within Plot A is made available for occupation before the other building is substantially implemented it will be necessary for each building to deliver its own proportionate (10%) GIA as affordable workspace. In the event that Buildings A1 and A2 deliver more than 10% GIA as affordable workspace a proportionate reduction would be made to the space required in Building B.
 - **Level of discount applied** – for a minimum of 30 years at a minimum of 25% reduction on market rent for office space and a greater discount for affordable retail/food and drink or medical hub
 - **Cap on non-office affordable workspace** – in the event that the applicant is able to demonstrate at RM stage that alternative land uses would be appropriate to occupy some of the affordable workspace within any of the buildings, this should be capped at no more than 5% of the GIA for the specific building in which the alternative uses are proposed (with the other 5% delivering workspace)
 - **Specification of space delivered** - Fitting out of the affordable workspace to a minimum specification and for the common facilities (such as the bike store, showers and lifts) to remain accessible to staff throughout the lifetime of the affordable workspace unit.

- Approach to Service Charge – not yet agreed but must be set to ensure it is affordable to the target occupiers
- Rent free periods – 6 months
- **Occupation restrictions for market space** - no more than 50% of the market rate floorspace can be occupied within each building until the affordable workspace within that building has been fitted-out ready for occupation
- **A Management Plan** - detailed strategy required to secure the appointment of a Workspace Provider and a methodology for that Provider to support the occupiers and appropriate marketing of the affordable workspace.

110. Subject to the applicant entering into a legal agreement to secure the above terms this development would deliver a significant amount of affordable workspace for the borough in accordance with development plan policy requirements.

Land Use Summary

111. As discussed above the proposal is to deliver a commercial scheme comprising mainly office floor space but with other appropriate town centre uses. The parameter plans submitted identify where such uses could occur within each building. Retail, community, health and leisure uses would occupy the ground and mezzanine levels with the upper floors being used for offices. This approach is acceptable in line with the site allocation and other town centre development plan policies. The development would deliver a significant quantum of commercial floorspace including a large quantum of affordable space. The development offers the potential to generate a very high level of employment which would be a very positive benefit to the borough and would help to achieve the employment targets within the development plan.

Environmental impact assessment

Regulatory framework

112. Environmental Impact Assessment is a process reserved for the types of development that by virtue of their scale or nature have the potential to generate significant environmental effects. The categories of development to which this applies, the size thresholds and selection criteria, are set out in the Town and Country Planning (Environmental Impact Assessment) (EIA) Regulations 2017.
113. As a large-scale commercial scheme comprising more than 1ha of non-residential development, the proposed development exceeds the suggested thresholds for an 'Urban Development Project', as described in Schedule 2 Article 10(b) of the EIA Regulations 2017 (as amended). Accordingly, an Environmental Impact Assessment has been undertaken and the ensuing Environmental Statement (ES) has been submitted to reflect this process. In March 2021 the applicant requested a formal 'Scoping Opinion' from the council to determine the scope of the assessment. The council, having consulted with internal and external consultees, issued the Scoping Opinion in July 2021.

Methodology

114. The EIA process involves establishing an accurate baseline of the existing environmental conditions in and around a site and modelling how a development might generate a range of environmental impacts that could affect sensitive receptors, whether positively or negatively. Through undertaking the assessment, it should be clear that steps have been taken to reduce any harm and that, where this persists, mitigation measures have been identified that can reduce the significance of these impacts. Sensitive receptors comprise a wide range of individuals and organisations that interact with the site, such as existing businesses on-site and in the local area, residential neighbours, users of local facilities and of the local transport network, as well as open spaces, heritage assets and protected views and local air quality.
115. The ES must assess the likely environmental impacts at each stage of the development programme, and consider impacts arising from the demolition and construction phases as well as the impacts arising from the completed and operational development.
116. As prescribed by the Regulations, the submitted ES includes: a description of the proposal; an outline of the main alternative studies and an indication of the choices made; taking into account the environmental effects; a description of the aspects of the environment likely to be affected (the receptors); a description of the likely significant effects on the environment; and the mitigation measures. A non-technical summary is provided alongside comprehensive technical assessments.
117. To distinguish between the various types of environmental effect, the ES is divided into the following topic areas, which aligns with those agreed with the council through the Scoping process:
- Demolition and Construction
 - Socio economics
 - Transportation and accessibility
 - Noise and vibration
 - Air quality
 - Archaeology
 - Wind
 - Daylight, sunlight, overshadowing, light pollution and solar glare
 - Townscape, built heritage and visual impact assessment; and
 - Cumulative effects
118. The following topics were either scoped out of the ES or where relevant have been subject to standalone technical assessments:-
- Daylight, sunlight and overshadowing internal (standalone technical report submitted);
 - Ecology and biodiversity standalone technical report submitted);
 - Ground conditions and Ground Water standalone technical report submitted);
 - Health (standalone technical report submitted);
 - Land-take and Soils;
 - Materials and Waste standalone technical report submitted);

- Project Vulnerability;
 - TV and Radio Interference (standalone technical report submitted); and
 - Water Resources, Drainage and Flood Risk (standalone technical report submitted)
119. The ES models a reasonable ‘worst case scenario’ based on the maximum building lines and quantum of development for each of the buildings. This requires making assumptions around the amount of deviation that the control documents – the Parameter Plans, Development Specification and Design Guidelines – would allow for each building. The report also considers the impact of the limit of deviation and the illustrative scheme.
120. By examining the anticipated reasonable ‘worst case’ scenario, the ES provides a conservative baseline from which to consider the potential environmental effects and how they might be mitigated.
121. The ES evaluates the nature and scale of these effects and categorises them as adverse or beneficial impacts of minor, moderate or major scale. Whether the effect is deemed to be ‘significant’ in EIA terms is also stated. Alternatively, it might be that impacts are deemed to be insignificant. In determining the significance of the effect, the assessment considers factors including the magnitude (local, borough, London-wide), duration and nature of the impact, the sensitivity of nearby receptors and the compatibility of any impact with environmental policies and recognised standards.”
122. Within each chapter of the ES, measures to mitigate any adverse impacts are identified. Where mitigation measures cannot fully address an identified impact, a summary of potential positive and negative residual effects remaining after mitigation measures are included in order to assess their significance and acceptability.
123. It is important to note that where environmental impacts are identified it is not necessarily the case that planning permission should be refused. Consideration should be given to the extent to which these effects can be avoided, mitigated or reduced to a level whereby the remaining (residual) impact would not be so significant.
124. The ES comprises the July 2021 ES together with the Applicants Response to the queries raised and the Statement of Conformity produced to assess the impact of amendments to the original proposal. In recognition of the specialist issues associated with the ES, the Council instructed external consultants Land Use Consultancy (LUC), in association with a range of technical specialists, to provide a critical review of the ES. LUC’s review has considered the original ES and the additional information that has been submitted in response to queries and following the amendments to the proposal. LUC’s assessment is reflected in the relevant chapters of this officer report and informs the detailed wording of planning conditions and s106 obligations, where appropriate. LUC conclude that the ES meets the relevant legislative requirements, that the nature and magnitude of impacts are clear and that appropriate mitigation measures have been set out.

Alternatives

125. The Regulations require that through the ES process, alternatives are explored with a view to reducing the significance of the environmental effects. The ES considers the 'no development' scenario', 'alternative sites' and 'alternative schemes'.

The Do-Nothing / No Development Alternative refers to the option of leaving the site in its current state. This option would be inappropriate for a number of reasons including:

- 126.
- The active businesses operating from the site are there on a temporary basis (i.e. meanwhile uses operating under temporary consents and/or short-term rolling lease arrangements). Should the Proposed Development not come forward, the site would remain occupied by temporary uses, which would require new planning permissions to continue operation beyond their current approved periods. It would therefore be a lost opportunity for development of an underutilised site;
 - The site has a Site Allocation in the LBS's Local Plan, to create a new town centre at Canada Water combining offices with shopping, community/culture, education, leisure and food and drink uses. The site is located within site allocation SP77 and the Rotherhithe Area Vision of the Southwark Plan 2022. Not developing the site would not achieve the objectives set out in these planning policies and aspirations;
 - The Do-Nothing alternative would represent a lost opportunity to provide office and commercial space;
 - It would represent a lost placemaking opportunity create a new town centre for the Canada Water area; and
 - The site is subject to an extant planning consent (the Consented Scheme) which demonstrates that development on the site is appropriate.
127. As the Applicant owns the site, and consent has already been granted for a scheme on the site (i.e. the Consented Scheme), the Applicant has not considered alternative sites or locations for the Proposed Development. The site provides a key opportunity, in line with the LBS policy to deliver the strategic vision for the overall regeneration of the area. Therefore, it is entirely appropriate to consider the site as a viable redevelopment opportunity.
128. As detailed in ES Volume 1, Chapter 1: Introduction, the site benefits from a number of existing planning permissions. Notably, a major application for the site and surrounding area was consented in 2013 (Planning Reference: 12/AP/4126). Subsequent to this, there have been a number of minor-material amendments (Planning References: 15/AP/2821, and 17/AP/3694) and reserved matters applications submitted (Planning References: 18/AP/4052 and 18/AP/4053). Phase 1 of the Consented Scheme has been built out and forms Porters Edge, bordering Plot A of the Proposed Development to the north.
129. Whilst the Proposed Development is the preferred option for the site, the Consented Scheme remains a viable alternative (it is relevant to note that the Applicant for the Proposed Development was not the Applicant for the Consented Scheme). It is

pertinent to note that whilst the Consented Scheme is a viable development alternative for the site, the applicant would not at present progress with the development given its ambition to deliver an employment-led town centre scheme on the site. Nevertheless, it remains possible that the Consented Scheme could be built out. In line with the EIA Regulations a description of the Consented Scheme is provided within the ES and a comparison of the environmental effects is presented.

Cumulative Developments

130. Given the scale of the Canada Water Masterplan and Scape development sites, where appropriate in a technical assessment a two-stage cumulative assessment has been undertaken which comprises the following scenarios:
131. Tier 1
- Cumulative Assessment Scenario 1a (demolition and construction): demolition and construction of Proposed Development + Canada Water Masterplan and Scape Development;
 - Cumulative Assessment Scenario 1b (completed development): Proposed Development once completed and operational + Canada Water Masterplan and Scape Development;
132. Tier 2:
- Cumulative Assessment Scenario 2a (demolition and construction): demolition and construction of Proposed Development + Canada Water Masterplan and Scape Development + Other surrounding cumulative schemes; and
 - Cumulative Assessment Scenario 2b (completed development): Proposed Development once completed and operational + Canada Water Masterplan/ Scape Development + Other surrounding cumulative schemes.
133. For technical topics where there is no/limited difference between the Tier 1 and 2 – a single cumulative assessment has been provided.
134. The table below lists the cumulative schemes that have been considered.

Cumulative Schemes	
Tier 1	
1. Canada Water Masterplan	2. Scape Development
Tier 2	
3. Mansion Wharf House	8. Marine Wharf West
4. Tower Bridge Business Complex	9. Marine Wharf East
5. 252 Jamaica Road	10. Rear of Albion Primary School
6. Cannon Wharf Business Centre	11. Chambers Wharf
7. Deptford Timber Yard	12. Convoys Wharf

Additional information

135. As noted above, LUC has undertaken a thorough review of the ES on behalf of the

council and this has resulted in a range of clarifications and identified areas where there could potentially be requests for further environmental information, however these were all resolved as clarificatory points. In addition, amendments to the scheme made as a result of consultation responses and negotiation with the council has necessitated minor changes to the ES. Where this has occurred, consideration has been given to whether or not the changes result in different or new environmental effects.

136. In both cases, changes have been subject to additional consultation, as required by the Regulations. LUC has advised that changes made during the determination process have not led to changes to the residual likely significant environmental effects and, as such, the conclusions of the original ES remain valid.

Demolition and Construction Works

137. The purpose of this chapter, as explained by the Applicant, is to “describe the likely programme of demolition and construction works and the key activities that will be undertaken on-site during the works. This enables the identification and assessment of the significant environmental effects that are likely to arise as a result of the demolition and construction of the Proposed Development. The assessment of demolition and construction related impacts and effects is presented within the individual technical chapters of this ES.” It “does not assess the magnitude of potential impacts, nor the scale or significance of likely effects during demolition and construction works” An assessment of magnitude of impact, sensitivity of receptor and significance of effect is provided within the individual technical chapters.
138. Chapter 5 sets out the predicted programme, provides a high-level description of the works and provides an estimated quantum of materials required and waste to be generated. It then provides a synopsis of the anticipated traffic routing and volume. Committed mitigation measures to control construction phase impacts are then confirmed in Chapter 15.
139. The demolition and construction works are anticipated to take approximately 5 years. On the basis of the assumption that planning permission is granted in 2022, the Proposed Development would be completed and fully operational by the end of 2027. The anticipated final year of opening is therefore assumed to be 2027 for the purposes of the EIA. This programme is considered to be reasonable.
140. This chapter identifies health and safety risks and likely waste streams that may arise from the implementation of the development and appropriate mitigation. A number of commitments are made in term of submission of further detailed reports (to be controlled by way of conditions and s106 obligations). The identified impacts and mitigation are appropriate.

Socio Economics

141. The chapter considers socio-economic effects from both the demolition and construction and operational phases of the Proposed Development. The assessment considers effects upon the following:
- Loss of existing uses on-site;

- Temporary employment during the demolition and construction works;
- Indirect effects from demolition/construction supply chain effects and spending by workers;
- Creation of permanent employment opportunities;
- Provision of public realm; and
- Additional spending associated with the employees accommodated by the site.

The assessment considers effects at different spatial levels: the Site; the local area; the district level and the regional level.

142. All sources of data used for the baseline are considered appropriate. The assessment uses data that has been established through an analysis of the latest available, nationally recognised research and survey information. The assessment also uses data predating the Covid-19 pandemic, which is appropriate, as the data is not skewed by recent and potentially temporary indicators.
143. The number of people employed by the active businesses operating at the Site currently is not known. The loss of existing uses has therefore been assessed on a qualitative basis taking account of the type of businesses and nature of use of the Site which is appropriate. The site is currently home to a number of uses which are based on-site on a temporary basis (i.e. short-term rolling lease arrangements). These uses include: an events venue at the former Decathlon site, Bow Arts Studios and Hawker House. It is noted that Bow Art Studios provides space for artists rather than businesses with employees and Hawker House has been closed for some time due to the Covid-19 pandemic and the building is now vacant. However, floorspace which would allow for a very similar use as Hawker House is proposed within the Development. Therefore, whilst the demolition of the existing buildings on site would result in a loss of uses currently on site, it is not considered that these uses support significant (or constant – in the case of the events space) levels of full-time employment. In addition, given the nature of the proposed floorspace on-site, there is the potential for food and drink-related uses (such as that accommodated by Hawker House until its closure in 2020) to return to the site once the Development is complete and operational.
144. To calculate proposed demolition and construction worker numbers, the assessment uses the Construction Industry Training Board (CITB) Labour Forecasting Tool, which estimates the average number of Full Time Equivalent (FTE) jobs needed over the duration of the construction phase. This is considered appropriate. It is estimated that there would be an approximate average of 990 FTE jobs associated with the Proposed Development over the duration of the demolition and construction works (2022 to 2027).
145. Indirect construction effects such as supply chain effects and spending by construction workers has been assessed on a qualitative basis. This is considered appropriate.
146. The number of jobs expected to be accommodated by the maximum floorspace has been set out in the table below (the exact numbers cannot be defined due to the flexible nature of potential uses).

Use	Option 1A – employment (FTE no.)	Option 1B – employment (FTE no.)
Retail/professional services/food and drink (Use Class E(a)(b)(c))	65 - 85	65 - 90
Learning and non-residential institutions (Use Class F1) / local community (Use Class F2)	0 - 10	5 - 20
Medical or health (Use Class E(e))	0	110
Indoor sport, recreation or fitness (Use Class E(d))	0	15 - 20
Offices (Use Class E(g)(i))	8,295 - 10,785	8,005 - 10,410
TOTAL	8,360 - 10,875	8,200 - 10,650

147. As shown in the above table the Proposed Development has the potential to support between 8,200 and 10,875 FTE jobs if the maximum floorspace is delivered and depending on the nature of that occupation by different uses. Given the temporary nature of the current uses on-site, these jobs are considered to be net additional to the site. A detailed discussion of land use and employment benefits arising from the proposal is set out in the land use paragraphs above.
148. It is noted in the chapter that an assessment of effects from the phasing of works has not been undertaken because, 'as the building work progresses and buildings are occupied, employment levels on-site would be expected to build up to the full anticipated capacity of the completed scheme'. It is agreed that this approach is appropriate.
149. Access to good quality public realm benefits people in many ways, not least because it can encourage people to spend time outside, be active, and to make journeys by foot, bicycle and public transport. This is an objective at the heart of the TfL and Mayor of London's Healthy Streets for London initiative. At street level, the 'Healthy Streets Approach' includes ensuring that there is space for dwelling, walking, and cycling, and that streets are enhanced through seating, shade and greenery. It is particularly desirable for public space to be able to support events and activities which entice people out into the open, to socialise and relax. Good quality public realm is that which feels clean, safe, and relaxed, with things to see and do.
150. The Proposed Development includes a number of at grade publicly accessible open spaces, for use by employees and visitors to the site as well as people living and working in the surrounding area. They will also improve legibility and connectivity to, from and through the site. A detailed discussion of the proposed public realm is included in the design section of this report below.
151. The assessment notes the Proposed Development will have significant beneficial effects on employment (Local Level Area), spending (Local Area Level) and public realm (Site Level). No significant adverse effects were identified, and no mitigation measures considered necessary.

Transport and Accessibility

152. The Assessment sets out the changes to traffic flows and any resultant effects on Delay (Driver, Pedestrian, Cyclist, and Public Transport), Severance, Amenity, Fear and Intimidation and Accidents & Safety, in accordance with the Institute of

Environmental Management and Assessment (IEMA) Guidance.

153. The assessment of hazardous loads has been scoped out as it is not anticipated the Proposed Development will generate hazardous loads. This was set out in the Scoping Report and is considered reasonable though a construction logistics plan will be conditioned to manage any hazardous loads during construction.
154. A public transport modelling addendum has also been submitted which assesses the impact of the development on the surrounding public transport network. The scope of the modelling was agreed with TfL's Strategic Analysis and Transport Modelling team. A detailed discussion of the impact on public transport is set out in the assessment section of this report below.
155. The ES Traffic and Transport Chapter clearly describes the existing situation for each mode of transport with details of network or service provision. An Active Travel Zone (ATZ) Assessment has been undertaken and is included within the TA. Baseline pedestrian demand for key routes from the Site have been quantified through the use of historic surveys in the public domain and new pedestrian surveys undertaken in May 2021. A Pedestrian Comfort Level (PCL) assessment has been undertaken for the key routes. These documents are discussed in detail in the transport assessment section of this report below.
156. The baseline conditions for public transport, cycling provision and vehicular traffic flows identified in the ES are considered to be appropriate. The impact of the development from a transport perspective is discussed in detail in the assessment section below.
157. This chapter considers the cumulative construction and operational impacts. The assumptions, conclusions and mitigation are considered to be reasonable.
158. Except for a detailed CEMP no additional mitigation during construction phases is considered necessary within the ES. As part of the wider assessment (beyond the scope of the ES) a range of mitigation (as set out in the s106 section of this report) is considered to be necessary and reasonable to mitigate the direct impacts that will arise in terms of transport and accessibility.

Noise and Vibration

159. The assessment includes: construction noise and vibration, including construction traffic; operational road traffic; operational mechanical plant; and the suitability of the Site for the most sensitive use proposed. The assessment includes baseline noise monitoring undertaken in March 2021. The locations appear representative of sensitive receptors and are used as the basis for proposing criteria for building services and plant associated with the development.
160. The survey period covers both weekday and weekend and appears appropriate to capture the range of sources in the area. A mix of unattended long term and attended short term measurement surveys was undertaken.

161. The assessment acknowledges that the baseline noise levels may have been affected by the Covid-19 restrictions in place at the time of the survey. The assessment notes that the effect of the restrictions may lead to lower noise levels than would typically prevail which in the case of these proposals would lead to a worst case (lower) criteria. This is reasonable.
162. Vibration measurements were undertaken to quantify vibration levels from nearby rail infrastructure.
163. The assessment considers the potential future baseline and identifies that road traffic volumes may affect future baseline noise levels around the Site. The assessment concludes that there is no committed developments in the area expected to lead to a significant change in baseline noise levels.
164. A detailed construction noise assessment is included to include multiple 'timeslices' / phases in the construction programme. The predicted noise levels are based on accepted methodologies and present reasonable assumptions at this stage of the project where a contractor has yet to be appointed. The plant complement and construction traffic volumes appear to present a reasonable worst case. In terms of construction noise impact the ES identifies that temporary Major Adverse (significant) effects have the potential to occur at Porters Edge, Canada Water Masterplan Zone H and Canada Water Masterplan Zone D during specific onsite construction activities; and Moderate Adverse (significant) effects have the potential to occur at Porters Edge, Giverny House; Pavillion House; Scape Development; Canada Water Masterplan Masterplan Zone H; Canada Water Masterplan Masterplan Zone F and Canada Water Masterplan Masterplan Zone D during specific onsite activities. Likely effects at all other receptors are considered to be Negligible or Minor Adverse which are classified as not significant. Mitigation measures have been committed to by the Applicant to reduce the potential effects.
165. The impacts of construction vibration has covered in the ES. It is considered that, with the appropriate and successful implementation of the mitigation proposed, which includes limitations of how close piling can occur to an existing receptor, that the likely construction vibration effects can be reduced. However, until the final piling strategy and detailed construction planning are identified, for the purpose of the assessment, it is concluded a worst case effects at Porters Edge and the Scape Development remain as Moderate Adverse (significant). All other receptors are considered to have effects which are not significant.
166. Construction traffic is considered and the assessment shows a less than 1dB change in noise level which is considered negligible and not significant. This is reasonable. The assessment discusses construction vibration and it notes that receptors within 20m of the Site in Porters Edge and the Scape may experience vibration levels that could lead to a Moderate Adverse (significant) effect.
167. In light of the impacts that may arise it is recommended that a planning condition is imposed requiring that a Construction Noise and Vibration Assessment is undertaken and the findings used to inform the final version of the CEMP on noise and vibration issues, particularly piling. This should include mitigation measures based on updated noise level calculations to be undertaken to reflect the details of construction proposed.

168. Completed development traffic is considered and the assessment shows a less than 1dB change in noise level with is considered negligible and not significant. This is reasonable.
169. Noise levels from building services plant are estimated based on LBS criteria taken from the wider Canada Water Masterplan Zones D, F and H. The proposed noise limits appear reasonable in the context of the acoustic environment. It is appropriate to limit plant noise via condition.
170. The suitability of the Site is assessed based on the ambient sound levels in the area and achieving suitable internal sound levels as set out in the standards. Indicative façade mitigation is set out in the assessment to demonstrate it is feasible to achieve suitable internal sound levels. It is recommended that a planning condition is included to ensure suitable internal sound levels are achieved.
171. The assessment notes that existing vibration levels were 'barely measurable' and were significantly below the threshold of the low probability of adverse comment range. On this basis vibration in terms of site suitability is not considered further.
172. Potential cumulative effects are considered in relation to future traffic growth, however it is reasoned that the anticipated changes are negligible and would not lead to any notable change in noise levels. This is reasonable.
173. The assessment considers the potential effects of cumulative construction and completed development scenarios at the worst affected facades for existing and future receptors. The assessment notes that the cumulative sites do not share worst affected facades and the sites closest to the facades are likely to dominate noise from construction, therefore the assessment is unlikely to change. This is a reasonable assumption.
174. The assessment notes that cumulative operational traffic flows are built into the road traffic scenarios.
175. The assessment notes that building service plant on this and cumulative schemes will be controlled by the same condition and as a result the cumulative effects are likely to remain Minor Adverse and not significant. This is reasonable in the context of the acoustic environment.

Air Quality

176. The overall scope of the assessment is comprehensive. The ES identifies all potentially significant sources of emissions and provides detailed discussion on where further assessment is required along with full details on where impacts from a specific source is unlikely to be significant and can therefore be scoped out of the assessment. The methodology employed in undertaking the assessment follows relevant and current air quality guidance and impacts have been assessed against appropriate UK and EU air quality limit values. The assessment has appropriately considered worst-case scenarios and therefore provides a cautious approach to assessing impacts. Appropriate significance criteria have also been used in determining the significance of any effects.

177. The assessment has employed detailed modelling to predict the impact of operational traffic on local air quality. The approach employed for the detailed modelling follows appropriate guidance and has used acceptable data inputs.
178. The baseline assessment has correctly identified the presence of the Southwark Air Quality Management Area (AQMA) and the nearby Air Quality Focus Area (AQFA). The ES chapter sets out nitrogen dioxide (NO₂) monitoring data from a number of LBS monitoring sites in the vicinity of the application Site.
179. A comprehensive assessment of construction impacts has been provided and identified no potential for significant effects (subject to appropriate control of dust).
180. It has been confirmed that the construction works will generate an average number of heavy vehicle movements per day during the entire demolition and construction period equating to 62 average two-way heavy vehicle movements per day. Impacts associated with traffic generated by the completed development were found to be negligible and not significant.
181. The Proposed Development will include life-safety diesel generators. As discussed, the generators will be used for the provision of essential power only in the event of complete power cut to the building and will only routinely be operated during testing and maintenance. Once operational, emissions associated with on-site life-safety diesel generators would potentially affect air quality at existing residential properties and may also impact short-term air quality for future users of the Proposed Development itself. The main air pollutants of concern related to plant emissions are NO₂ and PM₁₀. The design of the Proposed Development will allow for the flue of any life-safety generator to terminate above the roof level. This will be higher than any adjacent locations sensitive to air quality and is located well away from any air quality sensitive uses within the Proposed Development. This represents a very good dispersion environment for discharge of emissions. The generators will be tested infrequently for short periods and will not regularly operate. The impacts of emissions associated with a generator are expected to be insignificant; thus, further assessment of the potential impacts of life-safety generator emissions is not required and has been scoped out the ES. The technical details of the generators, including their locations, will be submitted to the LBS as part of any Reserved Matters Application(s) (RMA) for the Proposed Development.
182. The air quality neutral assessment has been undertaken in accordance with best practice guidance and shows that the Proposed Development meets the relevant building and trip benchmarks and will be air quality neutral.

Daylight, Sunlight, Overshadowing, Solar Glare and Light Spill

183. The EIA assesses the significance of potential effects on daylight and sunlight to surrounding residential and educational buildings, overshadowing to the surrounding area including amenity spaces, light pollution to surrounding residential buildings, student and mixed use buildings and the Canada Water Dock basin and solar glare to car drivers on surrounding highways. Internal daylight, sunlight and overshadowing is scoped out. This is acceptable as it is a design consideration rather than an EIA issue. This is however, discussed in detail in the daylight/sunlight

assessment section of this report below.

184. The scope of the EIA is considered appropriate, both in terms of the physical extent of the local environment and the environmental topics that have been assessed.
185. Potential cumulative effects of the Proposed Development and other cumulative schemes have been considering including the difference between the Proposed Maximum Parameters and Proposed Illustrative Massing. There are two nearby schemes which would have a bearing on the daylight and sunlight implications of the Proposed Development.
- Former Mulberry Business Park – (Student Consent 13/AP/1429) This has been included in the surrounding condition and referred to as the Scape Development for all scenarios as work has already commenced on Site.
 - British Land Masterplan Massing (maximum parameters)
186. The potential implications of the following schemes on the development Site have also been considered:
- The Consented Maximum Parameters (12/AP/4129, 15/AP/2821 and 17/AP/3694)
 - Subsequent reserved matters application (RMA) for Phase 2 and 3/4 (18/AP/4052 and 18/AP/4053)
187. Sunlight levels to a neighbouring amenity area has been considered.
188. Light pollution to neighbouring areas has been considered.
189. Solar glare to train drivers and car drivers on surrounding roads has been considered.
190. The ES appropriately describes the baseline condition for the surrounding receptors and their sensitivity. Appropriate methodologies have been used to undertake the assessments.
191. The impacts on daylight, sunlight, overshadowing, light spill and solar glare are discussed in detail in the assessment section of this report below.

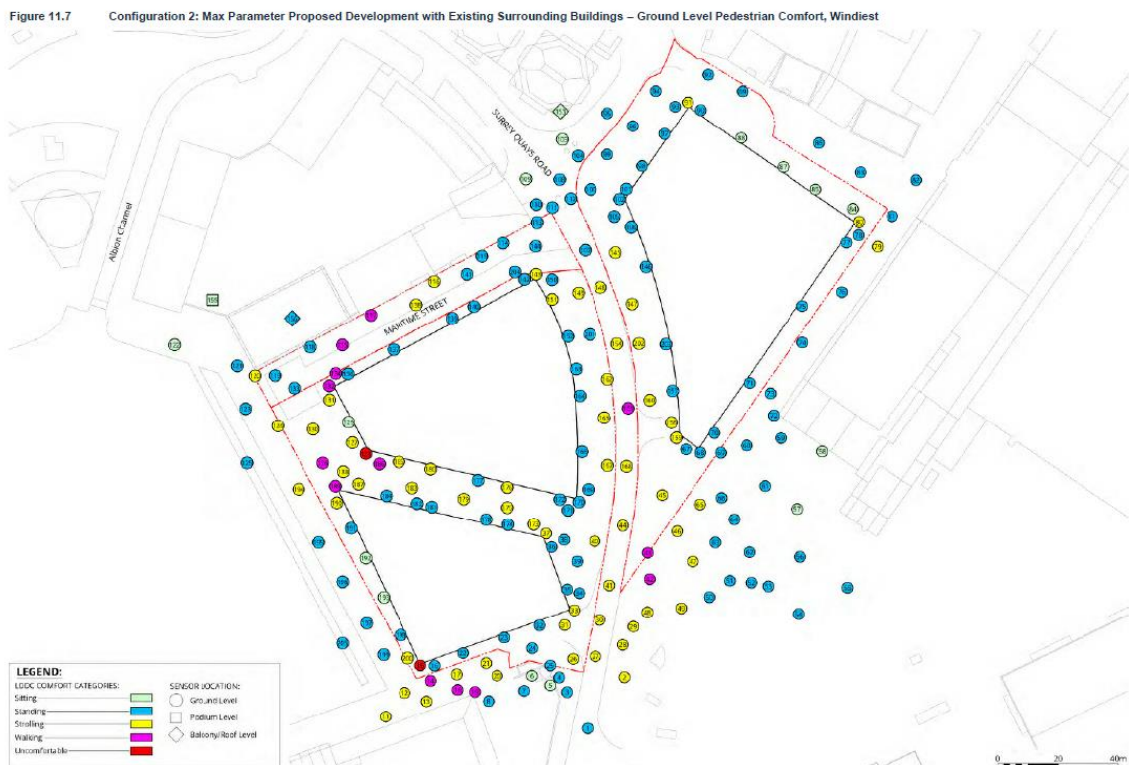
Wind Microclimate

192. The Wind Microclimate review section of the ES provides a clear description of the modelling and assessment approach for the Proposed Development, despite the development being at an early planning stage (pre-RMA stage). The discussion of the methodology is thorough in its description of both receptor location and type, and the receptor sensitivity, impact, effects and significance.
193. Wind tunnel simulations were performed to assess the Wind Microclimate of the Proposed Development. 1:300-scale 3D models of the baseline and proposed environments were constructed, up to a radius of 360 metres from the centre of the Site. The Applicant states that individual developments outside this radius would not modify the wind approaching the Site and were thus considered part of the

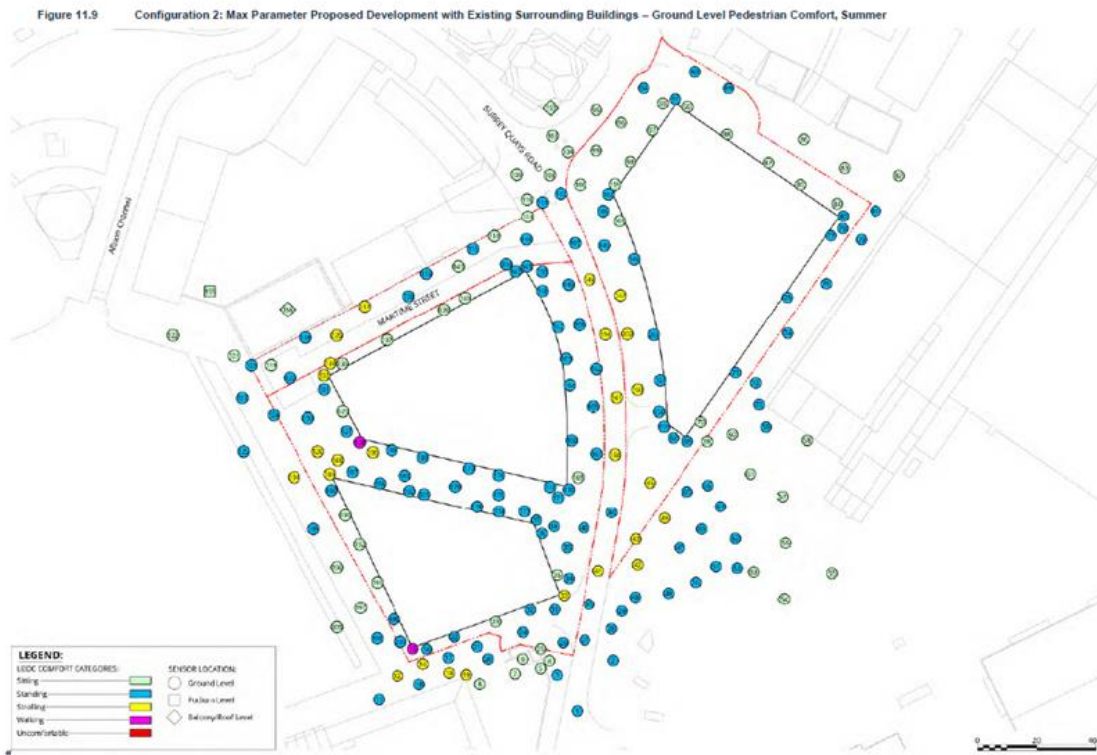
surrounding terrain. This is an acceptable assumption for this analysis. Mean and peak wind speeds were measured at locations around the existing Site and within the wider surrounding area at a scaled height of 1.5 m above ground for both the windiest season (winter) as a worst-case scenario, and during the summer season for amenity spaces. This is an appropriate approach.

194. The following five configurations were assessed with wind tunnel modelling:
- Configuration 1: Existing Site with existing surrounding buildings (the “Baseline” condition);
 - Configuration 2: Max Parameter Proposed Development with existing surrounding buildings;
 - Configuration 3: Max Parameter Proposed Development with Tier 1 Cumulative Surrounding Buildings (including Canada Water Masterplan Maximum Parameters Scheme);
 - Configuration 4: Illustrative Scheme with Existing Surrounding Buildings, proposed landscaping and wind mitigation measures; and
 - Configuration 5: Illustrative Scheme with Tier 1 Cumulative Surrounding Buildings, proposed landscaping and wind mitigation measures.
195. The Illustrative Scheme is outlined beginning at Paragraph 11.16 of the ES and represents a more likely final configuration than the worst-case Maximum Parameter Envelope. Mitigation measures have been developed and quantitatively assessed against this scheme.
196. The document contains thorough and clear explanations of the Lawson Comfort Criteria, as well as definitions of Effects (Beneficial/Adverse) and their Significance, with respect to the wind tunnel model results. This is an appropriate methodology for assessing local Wind Microclimate.
197. Assessments have been made for sites of various type (amenity spaces, entrances, thoroughfares, etc) based on mean and peak wind speeds during the windiest season (typically winter) and summer. 36 wind directions were considered, with equal 10-degree spans. Pedestrian Thoroughfares, Building Entrances, and Bus Stops were assessed during the windiest season (winter). Ground Level Amenity Spaces, and Podium, Terrace, Roof Level Amenity Areas and Balconies were assessed for summer (good weather conditions) due to a higher expected frequency of use than in the winter. Sitting and standing conditions were expected in these areas. These are appropriate assumptions for this assessment.
198. In the current baseline condition, wind conditions during the windiest as well as summer seasons are suitable for their current intended use. There are no instances of strong winds exceeding 15 m/s for more than 0.025% of the time (approximately 2.2 hours per year) at any probe location at the Site and the nearby surrounding area.
199. During construction, the Applicant assumes that the general public will not have access to the Site during the demolition and construction works, and therefore windier conditions would be tolerable as the area is not for typical pedestrian use. This is an appropriate assumption.

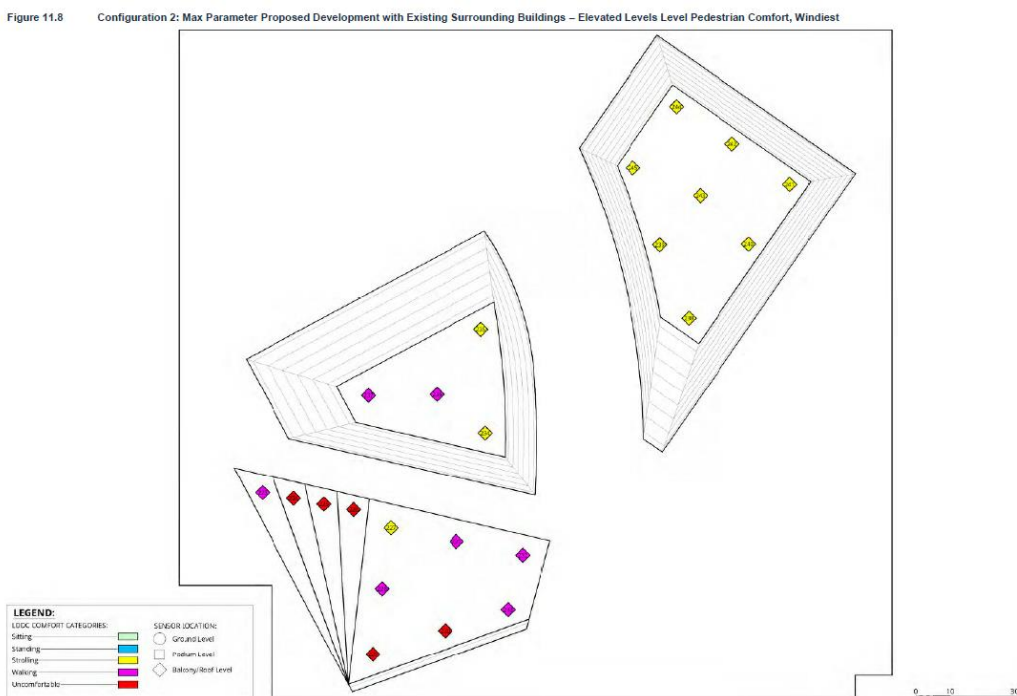
200. The assessment of cumulative effects has been undertaken using the Maximum Parameter massing of the neighbouring Canada Water Masterplan, which represents the approved form of this scheme and therefore the best available information at time of testing. The approach taken for assessing the impact of the Proposed Development on the adjacent Canada Water Masterplan scheme in the Cumulative Scenario is to focus on the wind conditions at Printworks Place. The information currently available for the Canada Water Masterplan scheme is at the OPA stage and therefore detailed uses have not been identified yet.
201. The image below shows colour coded results for the competed development (maximum parameters) in winter (with no mitigation in place). Green identifies areas appropriate for sitting whilst blue and yellow would be suitable for standing and strolling. Red is used to show uncomfortable conditions.



202. Once complete wind conditions at the Proposed Development would range from being suitable for sitting use to uncomfortable for all pedestrian uses during the windiest season at both ground and upper levels. During the summer season, wind conditions would generally be one category calmer than in the windiest season and range from sitting to walking use at ground level (as shown in the image below).



203. As can be seen from the above images there are limited areas within the site that would be suitable for sitting at ground level. In terms of the upper level terraces the image below shows that in winter the terraces will be unsuitable for sitting and in some cases uncomfortable.



204. Without any mitigation significant adverse effects would persist at:

- On-site pedestrian thoroughfares
- Off-site pedestrian thoroughfares
- On-site entrance locations

- Off-site entrance locations
- Potential on-site upper level amenity spaces

205. In addition to the significant adverse effects above, there would be instances of strong winds with the potential to be a safety concern to cyclists and more vulnerable pedestrians at:

- On-site thoroughfares around Buildings A1
- Maritime Street
- Potential on-site upper level amenity spaces
- Off-site thoroughfares south of Building A1
- Off-site in the Surrey Quays Road carriageway

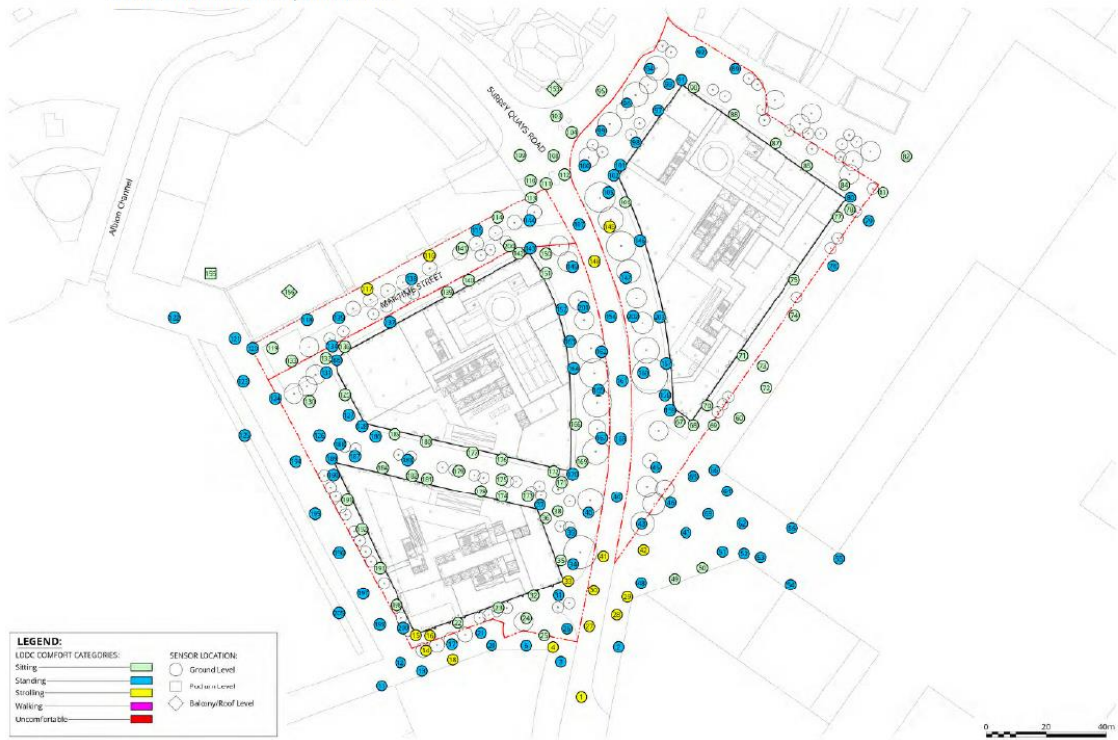
206. Where significant adverse effects or strong winds occur, further mitigation measures would be required to ensure a suitable wind environment for the intended pedestrian use.

207. The wind microclimate generated by the Maximum Parameter Envelope of the Proposed Development without any landscaping or mitigation is expected to present a worst-case scenario which is likely improve with the built scheme. The Applicant states that the detailed form and design of the buildings will be further developed during the RMA stage, and thus the predicted microclimate around the Proposed Development would also be expected to change.

208. The Applicant states that mitigation measures have been included within the Illustrative Scheme, as it provides a more realistic representation of the likely wind conditions when the Proposed Development comes forward. These mitigation measures, along with professional engineering judgement, have informed recommendations of measures that could be included within the Proposed Development at the RMA stage. This is an appropriate approach at the current stage of development.

209. The image below shows the potential impact of wind mitigation measures within the illustrative scheme tested during the winter season (and includes the cumulative scenarios of the adjacent BL scheme being developed).

Figure 11.25 Configuration 5: Illustrative Scheme with Tier 1 Cumulative Surrounding Buildings (including Canada Water Masterplan Maximum Scheme), Proposed Landscaping and Wind Mitigation Ground Level Pedestrian Comfort, Windiest Season



210. As can be seen in the above image conditions improve significantly and there are a number of spaces that become suitable for sitting with no areas identified as being uncomfortable or dangerous. This analysis demonstrates that wind mitigation is necessary and must be secured as part of the RMA.
211. The parameter plans submitted identify zones for wind mitigation measures to be incorporated onto the facades of the buildings. The design codes also set out a range of measures to be incorporated into the architectural treatment of the buildings and the soft and hard landscaping proposals. These measures will be essential in order to improve the pedestrian comfort levels within and around the site. Conditions are recommended to ensure that wind mitigation measures are incorporated in the detailed design of each RMA and at that time updated wind modelling is undertaken to demonstrate that such measures are sufficient and appropriate to ensure safe and comfortable pedestrian conditions.
212. A qualitative review of the wind assessment was undertaken to consider the impact of reducing the footprint of Building A2 and increasing the size of Waterfront Square. This review confirmed that the proposed amendment to the limit of deviation for the western elevation line on Building A2 from 5m to 9m is not expected to have a material impact to the conclusions drawn from the wind assessment presented within the July 2021 ES.

Archaeology

213. This chapter focuses on the assessment of buried archaeological remains. Baseline data has been collated within a 250m study area, agreed by the Southwark Archaeological Officer. A suitable range of sources are stated to have been consulted. A geoarchaeological deposit model has also been prepared and the findings of a past investigation within the Site considered. The baseline identifies

that the Site lies within an area that what is due to be classified as the North Southwark and Roman Roads Tier 1 Archaeological Priority Area with the potential for remains. The baseline (section 5.3 of the DBA) identifies:

- Low to Moderate potential for paleoenvironmental remains.
- Low to moderate potential for prehistoric remains.
- Low potential for Roman, early medieval, medieval and pre-mid-19th century remains.
- Low to High potential for post mid-19th century remains

214. Potential effects (pre-mitigation) are described and primarily relate to piling and excavation of the basements across the Site. The effects identified include significant effects to all receptors (e.g. palaeoenvironmental remains, peat deposits, prehistoric remains, mid-19th century dock remains).

215. Cumulative effects are assessed. This assessment identifies a moderate adverse (significant) residual cumulative effect to mid-19th century dock remains and a less than significant (minor adverse) residual effect to palaeoenvironmental and prehistoric remains.

216. It is proposed that a geo-archaeological and archaeological evaluation be undertaken to further investigate and understand the archaeological potential of the Site and its significance to inform an appropriate mitigation strategy. A staged approach such as this is standard practice and is acceptable to the Councils Archaeologist. In addition, a programme of public outreach has been suggested to provide a welcome heritage related public benefit. This in no way mitigates the adverse effects on archaeology but is a public benefit of the scheme that can be taken into consideration in the overall weighing of the planning decision.

Townscape, Built Heritage and Visual Impact Assessment

217. The Townscape Heritage Visual Impact Assessment is provided as Volume 2 of the ES. The purpose of the THVIA is to assess the likely significant effects of the Development on the character and quality of the surrounding townscape, distant, mid-distance and local views and on the setting and significance of built heritage assets (both statutory and non-statutory designations) within and close to the Site.

218. The THVIA identifies an appropriate baseline conditions taking account of all relevant designated and non-designated heritage assets. The assessment looks at proposed and cumulative effects from 24 view points (set out in the table below). The range of views was agreed with the Councils Heritage and Urban Design Team.

Table 6-2: Views for Assessment

View	Viewing position	Local District Subregional		Wireline/ Render /appendix
		Regional	National	
1	London Bridge point A	Regional		Render
2	London Bridge point B	Regional		Wireline
3	London Bridge point C	Regional		Wireline
4	LVMF 11B.1 London Bridge, centre of the bridge	National		Wireline
5	Tower Bridge	Regional		Wireline
6	Thames Path, south side, outside former Design Museum	Regional		Wireline
7	Waterside Gardens, Wapping	Regional		Render
8	Limehouse Beach Park	Regional		Wireline
9	Deptford Park – N from Grinstead Road	Regional		Wireline
10	Southwark Park – NE from public footpath over open ground	Regional		Wireline
11	Swan Road	Regional		Wireline
12	North side of Surrey Quays, looking south	Local		Wireline
13	Timber Pond Road	Local		Wireline
14	Stave Hill	Local		Render
15	Russia Walk at St Elmos Road	Local		Wireline
16	Greenland Dock – South side looking NW	Local		Wireline
17	Redriff Road, looking north towards Park Square	Local		Wireline
18	Hothfield Place from Lower Road	Local		Wireline
19	Surrey Quay's Road, adjacent to Underground steps, panorama	Local		Wireline
20	Canada Water, N corner, panorama	Local		Render
21	Canada Water, SE corner, panorama	Local		Render
22	Surrey Quays Road, looking north	Local		Render
23	Surrey Quays Road, looking southeast	Local		Render
24	Canada Street	Local		Render
Appendix test views:				
A1	LVMF 5A.2 Greenwich Park – north east of the General Wolfe statue, between top of steps and stone bollard	National		A
A2	LVMF 6A.1 Blackheath Point – from the orientation board	National		A
A3	LVMF 4A.1 Primrose Hill – looking towards St. Paul's Cathedral from the orientation board	National		A
A4	LVMF 11B.2 London Bridge	National		A
A5	Tower Wharf	Regional		A
A6	Kings Stairs Gardens	Regional		A
A7	Rotherhithe Tunnel Approach	Local		A
A8	Southwark Park – looking E in direction of the Bandstand	Local		A
A9	Southwark Park – looking E along entrance	Regional		A
A10	King George's Playing Fields, towards Dock Offices	Regional		A
A11	Russia Dock Woodland	Local		A
A12	Milwall Inner Dock	Local		A

219. As originally submitted, the TVIA gave rise to a number of areas which needed further clarification (justification for study area, methods used to establish baseline conditions and methodologies chosen for assessing likely effects). In response to the initial review of the ES further clarification was provided by way of the ES Addendum. The additional information provided was considered to be sufficient to identify the effects upon townscape, visual impact and built heritage.
220. In terms of Built Heritage the ES concludes that there would be no significant adverse effects and therefore no mitigation is required. In terms of Townscape and Visual Mitigation this has been designed into the scheme as far as it can for an outline application. The success of the scheme in townscape terms will rely on the detail of the final buildings, the quality and choice of materials as well as type of landscape proposed – and these should be carefully reviewed at the reserved matters stage.
221. A detailed assessment of the proposal in terms of its visual impact and effects on townscape and built heritage has been set out in the design sections of the report below.

Combined Effects

222. Chapter 13 provides a summary of the likelihood for in-combination effects or effect interactions.
223. There is the potential for a significant adverse effect interaction to occur between noise and vibration effects during demolition and construction at the following residential receptors: Porters Edge and the Scape Development. These effects will range from short to medium term and will be temporary in duration with significant noise effects. Whilst the noise and vibration effects have the potential to interact, the interaction of these effects is not unusual for construction works and would be managed as far as reasonably possible through measures set out within a CMP and other site-specific management plans.
224. There is the potential for a significant beneficial effect interaction in relation to the local economy. The Proposed Development will accommodate between 8,200 to 10,875 full time equivalent (FTE) jobs (a major beneficial effect at the local level and minor beneficial effect at the borough level) and thus the potential to generate additional spending in the local area due to the additional employees (a minor beneficial effect at borough level and a major beneficial effect in the local context). The estimated spending impact of new employees accommodated by the Proposed Development would equate to between £22.7 million and £30.2 million (depending on the actual levels of employment) annually.
225. There is the potential for a significant effect interaction in relation to pedestrians at off-site thoroughfare locations. The adverse effect of uncomfortable wind conditions at these locations would interact with the beneficial effect in relation to improvements to pedestrian delay. It should be noted that the uncomfortable and strong wind conditions identified in the detailed assessment are the results of the assessment of the maximum parameters of the Proposed Development, without any proposed mitigation or landscaping in place. As such, the results of the assessment presented do not represent the realistic wind conditions that would result from the completed development which will be designed in detail at the RMA stage(s). Proposed Development. An assessment of the Illustrative Scheme has been undertaken which incorporated the illustrative landscaping strategy and wind mitigation measures, that were shown to resolve all but two of the significant wind microclimate effects resulting from the Proposed Development (with additional measures that could be applied discussed for these two locations within the chapter). The Applicant is committed to further wind tunnel testing as the detailed design of the scheme comes forward and will resolve all significant wind microclimate effects during the RMA stage(s).
226. There is the potential for a number of effect interactions to occur in relation to residential amenity at properties located in close proximity to the Proposed Development, as detailed below:
- Daylight, Sunlight, Light Spill: there is potential for a significant adverse effect interaction to occur between reductions in daylight and sunlight amenity and occurrences of light spill to existing residential properties at Giverny House and Pavilion House, although light spill will be reduced as far as reasonably possible by a lighting control system. Whilst the light spill and sunlight (for Giverny House) and noise effects are minor in scale and not significant, the daylight and sunlight (for Pavilion House) effects are significant and therefore the effect interaction is significant;

- Noise, Daylight, Sunlight, Light Spill: there is potential for a significant adverse effect interaction to occur between reductions in daylight and sunlight amenity, occurrences of light spill and noise effects (as a result of building services plant) to existing residential properties at Porters Edge, although light spill be reduced as far as reasonably possible by a lighting control system. Whilst the light spill, sunlight and noise effects are minor in scale and not significant, as the daylight effect is significant, the effect interaction is significant; and
- Noise, Daylight, Sunlight, Overshadowing, Light Spill: there is potential for a significant adverse effect interaction to occur between reductions in daylight and sunlight amenity, overshadowing, occurrences of light spill and noise effects (as a result of building services plant) to residential properties (currently under construction) within The Scape Development, although light spill be reduced as far as reasonably possible by a lighting control system. Whilst the light spill, sunlight and noise effects are minor in scale and not significant, as the daylight effect is significant, the effect interaction is significant.
- Wind microclimate: there is an effect interaction to occur on pedestrians and cyclists as a result of improvements in pedestrian delay, and strong and uncomfortable winds at thoroughfare locations. The wind effects are adverse significant. However, this can be addressed as part of the wind mitigation proposed to be developed in detailed at RMA stage.
- Paragraph 13.1 of the ES effects arising from the Proposed Development in combination with other developments or 'cumulative schemes' such as the British Land Masterplan have been discussed separately throughout the ES (in ES Volume 1: Chapters 6 –12 and ES Volume 2), as appropriate, and have not been re-iterated within this ES chapter (Chapter 13) to avoid repetition. However, due to the assessment approach for Noise and Vibration, Table 13.1 details the potential noise and vibration effects on the Canada Water Masterplan. An effect interaction was not considered to occur at the Canada Water Masterplan due to no other residual environmental effects occurring at the same time on this receptor

227. The assessment on effect interactions is deemed appropriate.

228. It is noted that the impact of daylight, sunlight and light spill on the adjacent BL masterplan development has been fully considered in Chapter 10 of the ES and discussed in detail below.

Significant Effects

229. No significant effects have been identified as being likely as a result of the completed and operational Proposed Development in respect of the following topic areas which have been the subject the ES:

- Air Quality;
- Archaeology;
- Noise and Vibration;
- Archaeology;
- Transport and Accessibility;

- Light Pollution;
- Solar Glare;
- Built Heritage.

230. Significant effects have been identified as being likely as a result of the completed and operational Proposed Development in respect of the following topic areas:

- Socio-Economics – significant beneficial effect;
- Daylight - in relation to daylight amenity, Porters Edge, Scape Development, Giverny House and Pavillion House would experience Negligible to Moderate Adverse effects as a result of the Proposed Development. This is discussed in detail in the assessment section below.
- Sunlight - In relation to sunlight amenity, Pavillion House and Giverny House would experience a Negligible to Moderate Adverse effect as a result of the Proposed Development. This is discussed in detail in the assessment section below
- Wind Microclimate – wind mitigation measures are necessary. The Applicant is committed to further wind tunnel testing as the detailed design of the scheme comes forward to resolve all significant wind microclimate effects during subsequent RMA stages
- Townscape and Visual. – the completed development would have a permanent effect on the existing townscape. Some less than substantial harm would arise to heritage assets. This is discussed in detail in the design assessment section of this report.

Conclusion

231. Officers have taken into account the information in the ES, together with consultation responses received following public consultation on the application along with the review of the ES undertaken by LUC on behalf of the council, with which officers broadly agree. The particular environmental effects are detailed in the relevant chapters of this report, but it is recognised that overall the development would result in positive and adverse environmental effects, including some adverse residual environmental effects after mitigation measures (for example daylight and sunlight effects). The fact that this is an outline application does provide an opportunity for some of these adverse effects identified to be 'designed-out' through the subsequent Reserved Matters process. This is especially the case given that much of the modelling in the ES is premised on the maximum building envelope for each block. However, the adverse impacts must therefore be weighed in the balance with all of the other benefits and dis-benefits arising from the application, and Members are referred to the conclusion to this report which draws these issues together.

232. It is anticipated that each Reserved Matters Application for a future building would be accompanied by a Statement to confirm that the environmental effects are consistent with those in the ES. Where a Reserved Matters Application, by virtue of the proposal itself or a significant change in the baseline conditions, is likely to lead to different or new environmental effects, a supplementary ES would be required in accordance with the Regulations. In any event updated wind, solar glare and light spill assessments will be required as part of all future RMA to demonstrate that the mitigation measures secured as part of the detailed designs are appropriate to ensure sufficient comfort levels can be achieved on and offsite.

Design

233. The NPPF stresses that good design is a key aspect of sustainable development and is indivisible from good planning (paragraph 124). Chapter 3 of the London Plan seeks to ensure that new developments optimise site capacity whilst delivering the highest standard of design in the interest of good place making. New developments must enhance the existing context and character of the area, providing high quality public realm that is inclusive for all with high quality architecture and landscaping. The importance of good design is further reinforced in the Southwark Plan Policies P13 and P14 which require all new buildings to be of appropriate height, scale and mass, respond to and enhance local distinctiveness and architectural character; and to conserve and enhance the significance of the local historic environment. Any new development must take account of and improve existing patterns of development and movement, permeability and street widths; and ensure that buildings, public spaces and routes are positioned according to their function, importance and use. There is a strong emphasis upon improving opportunities for sustainable modes of travel by enhancing connections, routes and green infrastructure. Furthermore all new development must be attractive, safe and fully accessible and inclusive for all.

Site Context

234. London Plan Policy D3 requires developments to make the most efficient use of land to optimise density, using an assessment of site context and a design-led approach to determine site capacity. This design led approach is reflected in Southwark Plan Policy P18.

235. In urban design terms the masterplan for the development is defined by three main principles: the response to the Canada Water Dockedge; the creation of a diagonal route through the site; and the arrangement of tall buildings and their massing. As an allocated development site with excellent transport links, the principle of providing a high density sustainable development including the provision of tall buildings is supported subject to any proposal being of exemplary design standards.

236. The application site currently benefits from an extant planning permission for a residential-led mixed use scheme. The extant scheme includes 3 buildings of significant scale. The tallest of the permitted buildings stood at 150.8m AOD metres (40 residential storeys). Whilst this is higher than any of the three building proposed in the current application, the switch from residential to office floorplates creates buildings with a much larger footprint.

237. The proposed layout and massing successfully optimises the commercial capacity of the site, with the aim of attracting major businesses to Canada Water. This is supported given the policy designation for the site and its immediate context. Notwithstanding this, due to the substantial massing proposed, an exemplary design quality and successful public realm strategy must be secured as part of this outline permission so that it will be delivered within the subsequent RM applications.



Image: CGI of illustrative scheme in emerging context

Site layout and public realm

238. London Plan Policy D8 requires new developments to create well designed, accessible, safe, inclusive attractive and well-connected public realm where appropriate. The policy sets out a range of criteria which new public realm should address. In respect of site layout and public realm Southwark Plan Policy P13 requires developments to ensure that the urban grain and site layout take account of and improve existing patterns of development and movement, permeability and street widths; to ensure that buildings, public spaces, open spaces and routes are positioned according to their function, importance and use and to ensure that a high quality public realm that encourages walking and cycling and is safe, legible, and attractive is secured. Landscaping must be appropriate to the context, including the provision and retention of street trees and use of green infrastructure. The detailed design of all areas of public realm must be accessible and inclusive for all ages and people with disabilities as well as providing opportunities for formal and informal play and adequate outdoor seating for residents and visitors.
239. The masterplan for this site is structured to take advantage of its prominent position on Canada Water Basin. The Dock forms the western edge of the site and has been occupied for some time by a low retail pavilion. The British Land Canada Water Masterplan elevates the Dock to the primary civic space of the re-imagined town centre. The current application sets Blocks A1 and A2 back from the Dock edge to create a generous route and space for people to sit and enjoy the water. It also establishes a new public space (the 'Waterfront Square' next to the Dock at the

junction with Maritime Street. This new public space will form a focus and a destination for people in the town centre.

240. The proposed development is further defined by a series of key routes that reinforce desire-lines and maximise permeability to the surrounding context. The routes are intended to enhance legibility and open up new options to move between Canada Water station and the rest of the town centre. The routes are landscaped, and include opportunities for outdoor dining/seating.

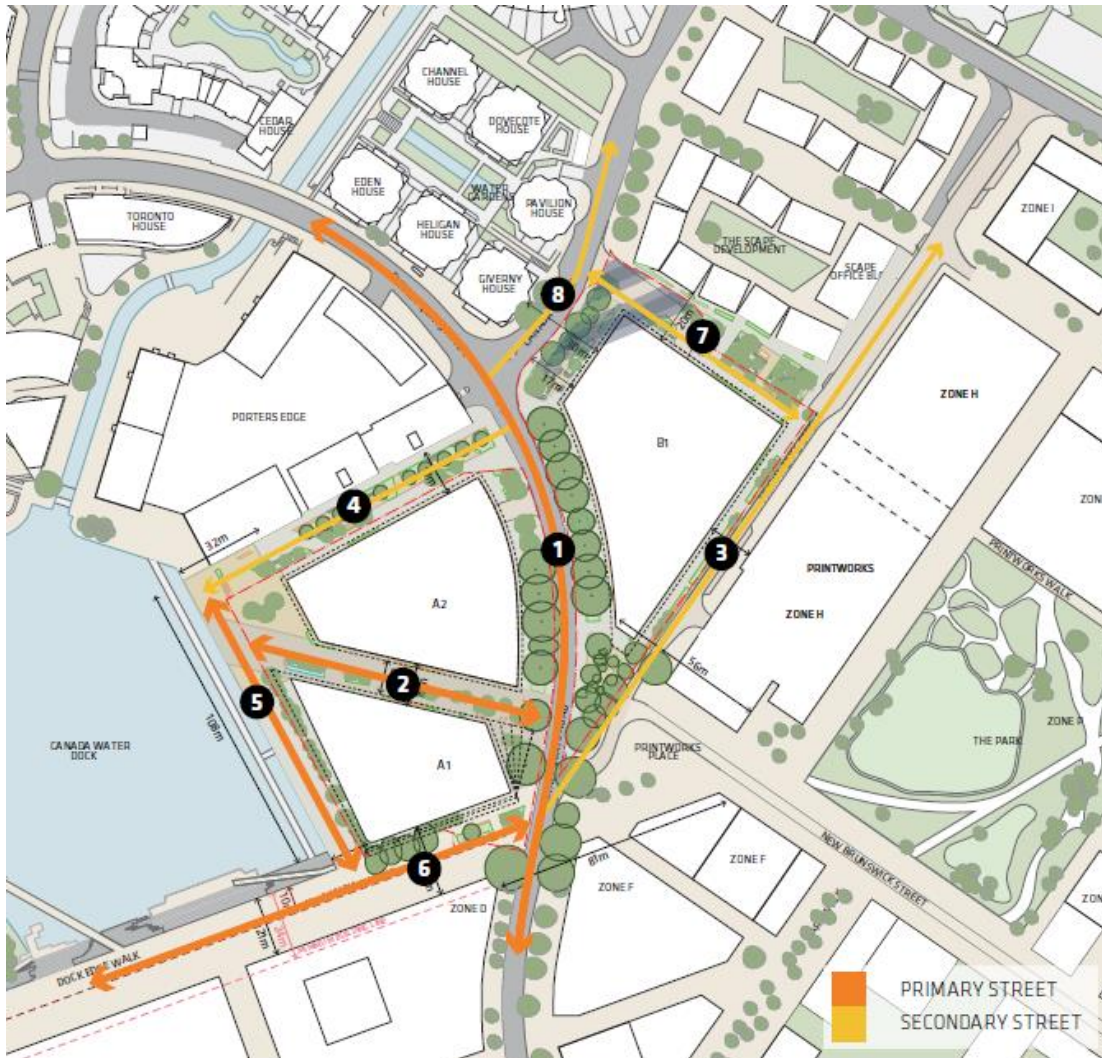


Image: Location of buildings and key routes through the site (BL Masterplan illustrative scheme)

241. Detailed design codes have been provided for each of the routes, desire lines and specific public realm character areas. In terms of the role of each space the intention is:

1. Surrey Quays Road is a key existing route, defined by its crescent shape and mature existing trees. It is envisaged as a place for incidental seating and play (NB: part of this footway sits outside of the applicants ownership). Most of the mature trees would be retained.

2. The Boulevard acts as a primary desire line from Canada Water station and Deal

Porter Square to Printworks Place. The main pedestrian route through the site, a diagonal between Plots A1 and A2, would provide access from the waterfront to Surrey Quays Road. This route would be appropriately activated by retail uses and lobby entrances to the commercial buildings, secured within the parameter plans.

3. Printworks Street is envisaged as a quieter route. The application has been developed on the basis of this street being a one way street, primarily on land owned by British Land, but with the objective of it being developed as a two-way street utilising land within the boundary of AIRE's application. The progression of this two-way option should be secured within the s106 agreement.

4. Maritime Street will be transformed into a pedestrian priority linear space. There will be a need to retain servicing and fire access for Porters Edge and this development (5 loading bays required) but through the detailed design the street is intended to become far more pedestrian friendly and green.

5. The Waterfront is envisaged as a promenade space that provides spill-out space for cafes and restaurants and planting. The space is intended to be flexible and able to host a variety of public activities. Whilst this area would largely comprise of hardsurfacing, indicative zones for tree planting, fixed seating and soft landscaping have been identified within the Design Code (NB: part of this land sits outside of the applicants ownership).

6. Dock Edge Walk forms a continuation of a key route leading from Southwark Park to the new park within the proposed BL masterplan (NB: the majority of this of this land sits outside of the applicants ownership and Block A1 sits hard against its boundary). If Block A1 is built to its maximum parameter and the adjacent Zone D is also built to its maximum parameter this route would be 10m wide (beyond the planned wind mitigation and canopy zone for Block A1). This is considered to be sufficient width to accommodate comfortable movement for pedestrians and cyclists as well as providing access into the adjacent blocks. It is noted that the 10m width would exist for a length of 26m before the route opens out to more generous spaces to the east and west (whereby Plot D tapers in before meeting Surrey Quays Road to the east and the route opens out adjacent to the Dock to the west).

7. Green Street is envisaged as a softer and more heavily planted environment, providing street furniture for dining and activities play features (NB: this relies on the adjacent Scape scheme to deliver a significant amount of this space).

8. Canada Street would be landscaped as a continuation of Maritime Street and would provide a community pocket park (NB: part of this footway sits outside of the applicants ownership).

242. In terms of the Waterfront Square following negotiations with officers, the applicant has agreed to increase the size of the square by reducing the footprint for Building A2. Notwithstanding the maximum building line shown on the parameter plans the applicant has agreed that the western elevation of Building A2 will not extend beyond the annotated 9m limit of deviation. Parameter Plan 'Proposed Public Realm

Extent' has been revised to show the increased size of Waterfront Square as part of the minimum extent of public realm to be delivered as part of the RMAs. The design codes for Plot A2 reflect the 9m required set back. This will be controlled by way of a condition and an obligation in the s106 agreement.

243. Waterfront Square is envisaged as the heart of the development. Its relationship to the water and orientation to the sun will mean that it is the most popular and attractive external space which will be delivered as part of this development. The illustrative scheme has been developed to suggest how this space might be utilised. It is intended to create areas of soft and hard landscape as a gathering space as well as providing spill out space for the commercial units and accommodating key connections from Deal Porters Square to Printworks Place.

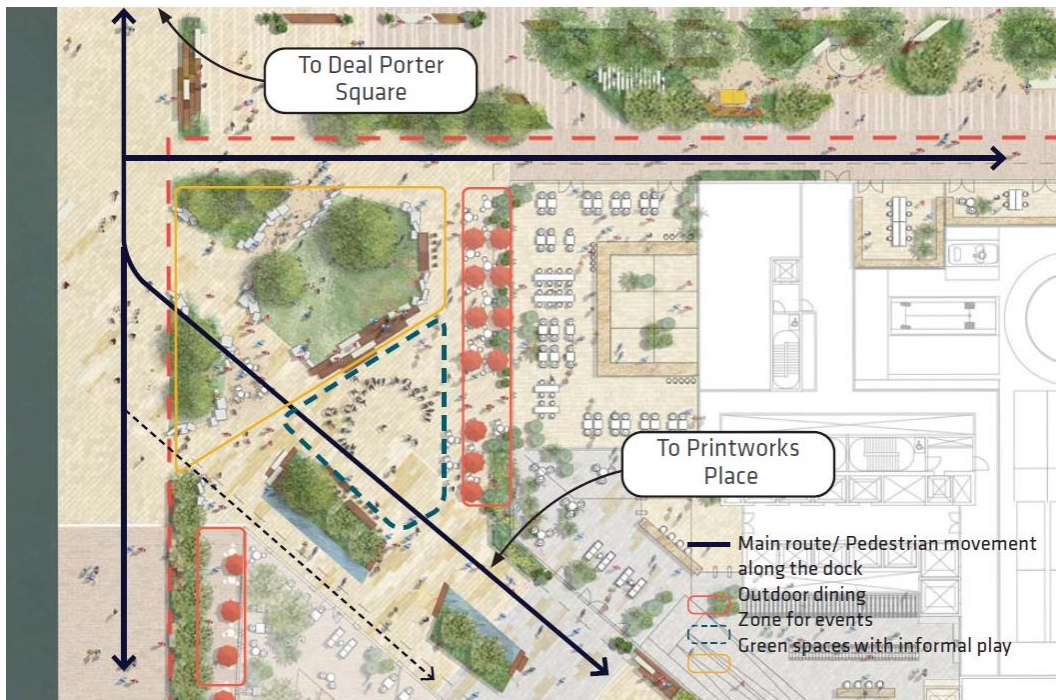


Image: Illustrative image to show the potential for Waterfront Square



Image: Illustrative section of Waterfront Square

244. The diagonal 'boulevard' route through Plot A leads from Waterfront Square towards the new Park being delivered as part of British Land's Masterplan. The success of this route will rely to a great degree on the detailed design of the public realm and the detailed design of the buildings that flank it. At the moment it is defined as being 15m wide – with the allowance for the buildings to set back up to 5m on either side (as defined by the parameter plans).
245. At the moment the ambition of the outline application suggests that this will be a generous space lined with trees able to accommodate pedestrians and cyclists and providing the main entrances to large offices. At the outline stage it is not clear how this can be achieved but the 5m degree of variation defined in the parameter plans could help to enable this as each plot is developed in detail.
246. An Internal Amenity Overshadowing Report has been submitted and demonstrates that the Waterfront Square and Promenade would receive good levels of sunlight, while the Boulevard would receive less than 0.5 hours of sun (on 21st March). The Waterfront and Waterfront Square are likely to be the areas where most people will gather and as such, the sunlight amenity for the proposed public realm is acceptable.
247. The Boulevard, due to its length and location of the route between two substantial buildings, will need to be designed to ensure that it achieves appropriate wind comfort conditions. Wind Microclimate has been considered within Chapter 11 of the Environment Statement and discussed in the relevant ES section of this report. In order to address wind conditions mandatory mitigation measures for the public realm and upper levels have been proposed within the design code.
248. Overall, the site layout seeks to optimise development potential to deliver a significant quantum of commercial floorspace, and reinforce the role of the town centre as an office location. The layout allows for a series of spaces around the buildings which through careful detailed design (to accord with the Design Code) will connect well with existing and planned public realm in this location.
249. The application also proposes works to the eastern edge of the Dock which will enhance public realm. The Dock sits outside of the applicants ownership and therefore it will be necessary to secure these works as part of a s106 obligation. To this end, the applicant will be required to consult with the public and relevant stakeholders and then to prepare a design, obtain all necessary agreements/consents and then implement the improvements.

Height scale and massing and appropriateness of a tall building

250. London Plan Policy D9 deals with tall buildings. The policy sets out a list of criteria against which to assess the impact of a proposed tall building (location/visual/functional/environment /cumulative). London Plan Policy D4 requires that all proposals exceeding 30 metres in height and 350 units per hectare must have undergone at least one design review or demonstrate that they have undergone a local borough process of design scrutiny.

251. Southwark Plan Policy P17 deals with tall buildings. The policy identifies this site as suitable for tall buildings. The policy sets out a list of requirements for tall buildings. The policy states that tall buildings must:

1. Be located at a point of landmark significance; and
2. Have a height that is proportionate to the significance of the proposed location and the size of the site; and
3. Make a positive contribution to the London skyline and landscape, taking into account the cumulative effect of existing tall buildings and emerging proposals for tall buildings; and
4. Not cause a harmful impact on strategic views, as set out in the London View Management Framework, or to our Borough views; and
5. Respond positively to local character and townscape; and
6. Provide a functional public space that is appropriate to the height and size of the proposed building; and
7. Provide a new publicly accessible space at or near to the top of the building and communal facilities for users and residents where appropriate

252. The surrounding context is composed of buildings of varying scales, from low to medium-rise buildings in the north to taller, bulkier buildings to the south (as shown in the image below). There is generally a consistent shoulder height of 30m on buildings around the Dock edge. The existing or approved taller buildings, primarily for residential use, tend to have a more slender form and footprint.

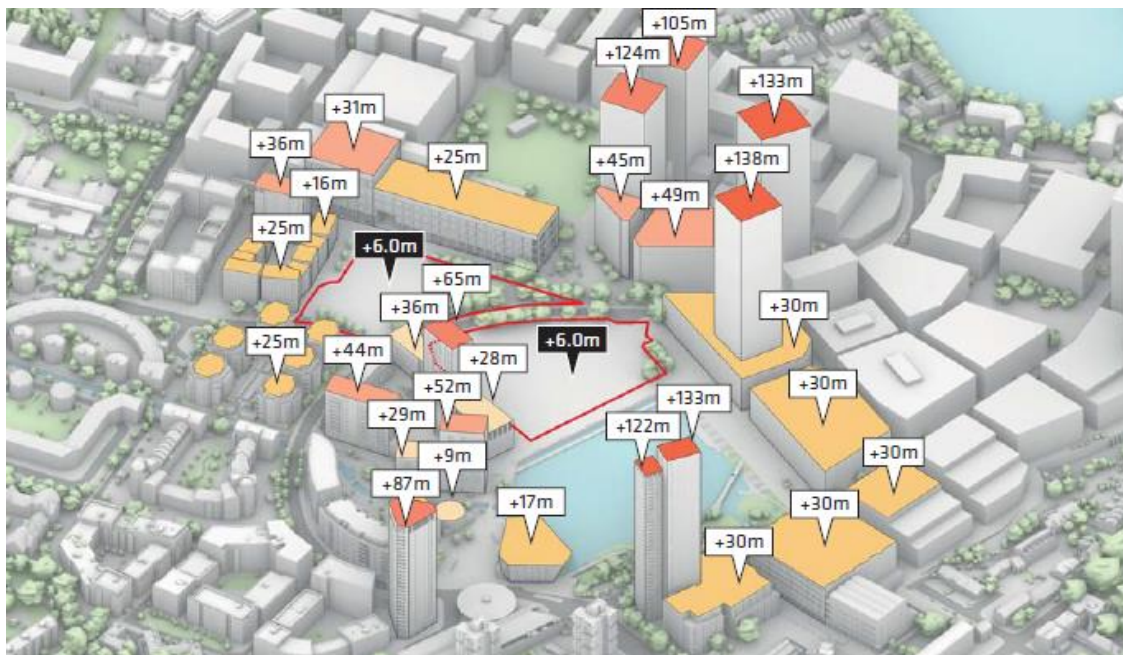


Image: Existing buildings and illustrative proposals that could come forward as part of the British Land Masterplan Development

253. This location is defined both in the adopted CW AAP (now replaced by the Southwark Plan 2022) and reinforced by the recently consented CWM proposals as being a point of landmark significance. The site in particular sits at the confluence of a number of routes, not just Maritime Street / Canada Street and Surrey Quays Road, but also the key connection between the new CWM Park and beyond to Salter Road. The site opens up routes that provide access to Canada Water station.

As such it is considered that this is a point of landmark significance, suitable for tall buildings.

254. The height across the site is set at a maximum of 110m AOD. This is substantially lower than the extant scheme (which has a tower rising to over 140m AOD) and lower than the consented CWM towers clustered in this location (although the approved towers are much more slender). The proposed height is considered to be acceptable in relation to the emerging context particularly for Buildings A1 and A2. Block B will be noticeably taller than its existing or approved immediate context, and reflect a step change in the townscape of its surroundings. The stepped form will to some extent mitigate this increased height.
255. The principle of accepting outline applications for tall buildings was tested fully in the Canada Water Masterplan (CWM) proposals. There (and repeated here) the proposed height and massing were tested in a detailed Townscape and Visual Impact Assessment (TVIA) to better understand the sensitivities of the proposed height and massing. The impact on borough and London wide views is discussed in detail in the heritage section of this report below. In summary, the proposal will not have an unacceptable impact on any strategic or local views. Therefore the proposal complies with this part of Policy P17.
256. The sites are not located in a conservation area and the context of Canada Water is varied. The area presents a range of materials and designs which are predominantly modern in what can best be described as the New London Vernacular with brick clad buildings and perimeter blocks forming the prevailing 'shoulder. Beyond that the taller buildings range from the brick-clad council housing and Dockedge buildings to the more recent metal-clad towers around Canada Water Station.
257. In this case, the inclusion of a consistent and locally scaled 'shoulder' beyond which the buildings are required to set back as they rise in three dimensions, helps to embed local character and townscape into this outline proposal. Further, the guidance in the Design Codes requires designs to respond to local character in grain and materiality of the Canada Water area – echoing the principals set out in the CWM Design Guidance. It is therefore anticipated that this aspect of the policy could be interrogated more closely at the RMA stage.
258. In principle it is considered that the proposed parameters, together with the Design Codes if consented, will ensure that any emerging RMA design is likely to deliver a set of buildings that will respond positively to the existing and emerging character and townscape. The forms have the potential to create dynamic and unique buildings which create a strong identity for Canada Water town centre.
259. The proposed public spaces within and around the application site create new places to gather and socialise, and improve connectivity and permeability across the Canada Water area. These spaces have been more fully described earlier in this report, and Officers are satisfied that the proposed public spaces are proportionate, functional and relate well to the proposed building heights.
260. The outline application does not confirm a publically accessible roof space within the scheme. However, a range of ground floor public spaces have been included in the design as discussed in the public realm section of this report.

261. For the reasons set out above it is considered that the proposal accords with Policy P17 in terms of the principal requirements for tall buildings.
262. In terms of massing and appearance the proposed development has been submitted in outline, with matters relating to massing and appearance reserved for later approval. As such, a height and massing strategy has been presented within the submitted Design Code and parameter plans. Maximum building heights, proposed plot extent - dominant face & upper levels, and shoulder heights have been specified:
- Building A1 would be the tallest building with heights up to 110metres AOD (around 23 storeys) and a shoulder height of 30metres. The building would have a distinctive tiered form, comprising 2 double storey floors per masonry block, where the upper tiers would splay out to create planted terraces which shift the building orientation. Whilst the tiers step back away from the Dock, it steps forward on the upper levels toward Surrey Quays Road, and rises sheer onto Dock Edge Walk (where it faces British Land's Zone D). This gives the building a rather assertive character on these two faces, less softened by greenery. As the most prominent building within the application site it is intended to serve as a landmark building for the new town centre.
 - Building A2 would include heights up to 55.4metres AOD (around 13 storeys) and a shoulder height of 30metres. The east façade of the building is curved to follow the profile of Surrey Quays Road, and the upper floors step back on each face creating a series of green terraces
 - Building B would include heights up to 63.2metres AOD (around 15 storeys) and a shoulder height of up to 30metres, the building would taper into a series of green terraces above shoulder height.
263. The parameters create building envelopes within which future RMAs would deliver detailed designs. The parameter plans and design codes would result in 3 buildings each with a unique form. Each building would have a recessed ground floor with an overhanging dominant face followed by a series of setbacks, steps and terraces to help break up the mass and add interest to the form.
264. The following axonometric drawings demonstrate the envelope for each building

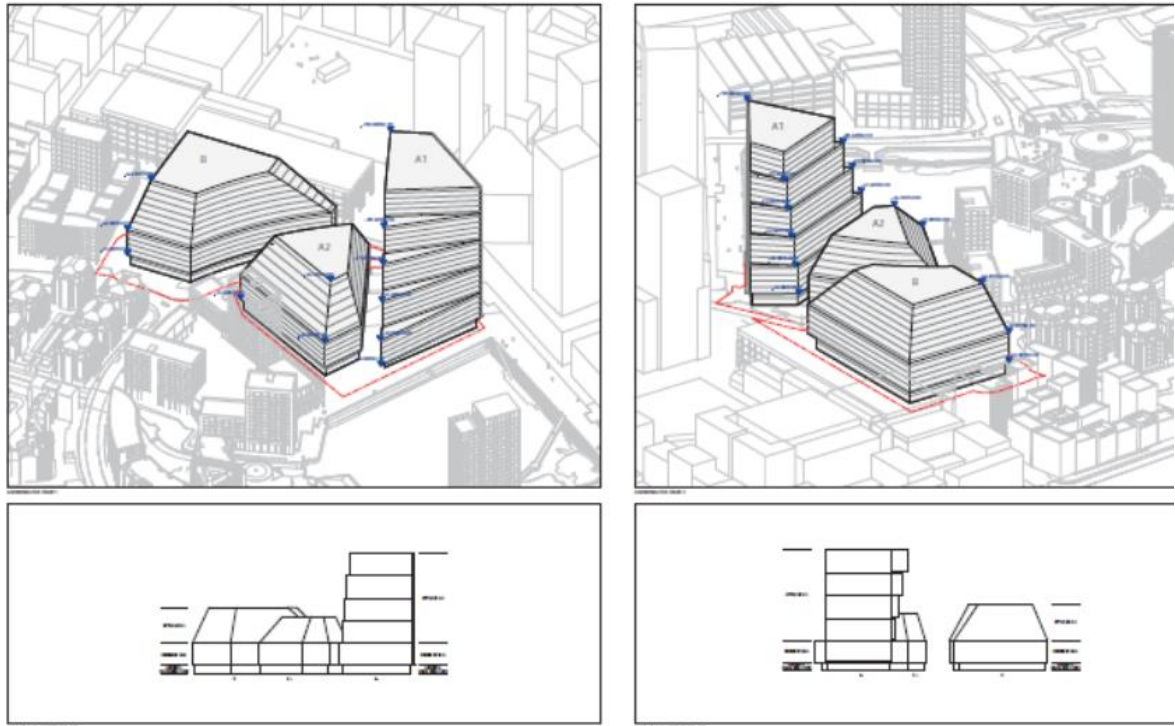


Image: Axonometric parameter plan

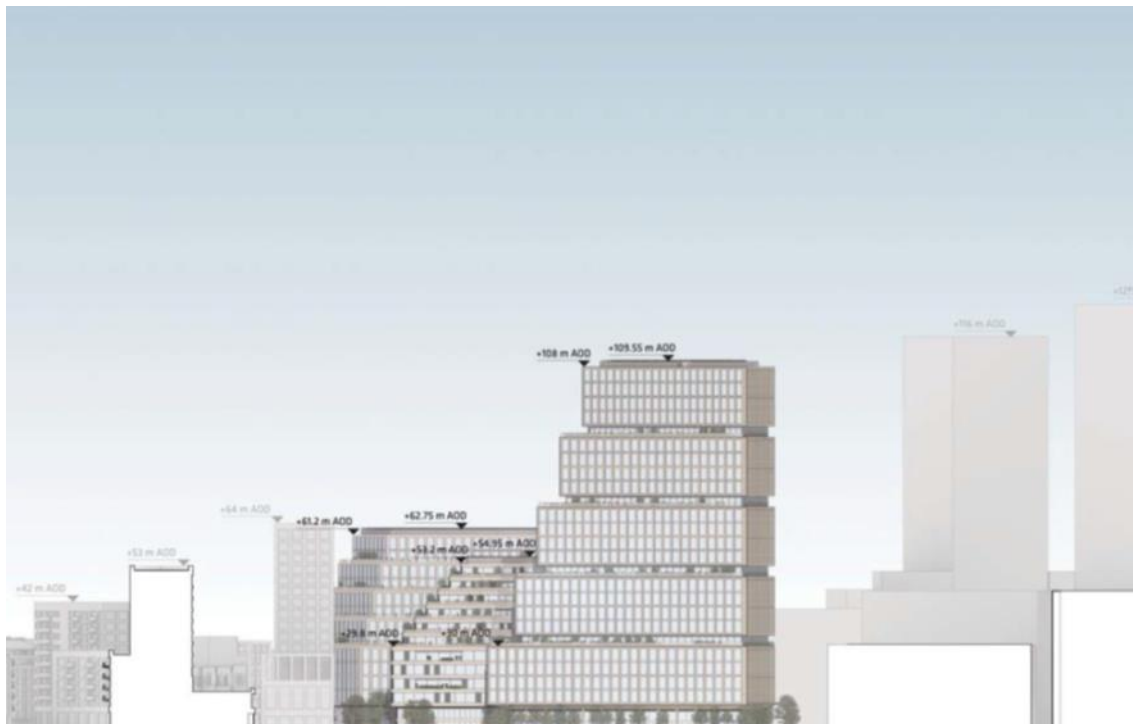


Image: Illustrative west elevation

265. The parameters describe a dramatic and highly articulated group of 3 buildings which will be visible from many locations in the area. The use of the 30m 'shoulder' helps to relate this proposal to the Canada Water Masterplan (CWM). The main CWM buildings around the southern and western edges of the Dockare limited by the London View Management Framework (LVMF) to a maximum of 30m in height so the definition of a 30m 'shoulder' will complement this and ensure that this proposal reflects the height datum defined by the CWM. Whilst the form and

proportions of the buildings are substantial, it is considered that, subject to the use of high-quality materials and detailing as set out in the Design Codes, the buildings would make a positive contribution to the townscape

266. This application was accompanied by a Heritage, Townscape and Visual Impact Assessment. The impact on protected views and heritage assets is discussed further below. In terms of the detailed requirements for tall buildings set out in Policy P17 the appropriateness of the site layout and public realm has been discussed above. Issues of wind, solar glare, overshadowing and sustainability are discussed in the relevant sections of this report.

Architectural design and materials

267. Southwark Plan Policy P14 sets out the criteria for securing high quality design. In respect of architectural design and materials the policy requires all developments to demonstrate high standards of design including building fabric, function and composition; presenting design solutions that are specific to the site's historic context, topography and constraints; responding positively to the context using durable, quality materials which are constructed and designed sustainably to adapt to the impacts of climate change.
268. The parameter plans and design codes for this application have been developed in a way that would enable the buildings at reserved matters stage to be designed by a number of different architectural firms whilst adhering to the common principles and guidelines set out within this approved control documents. In order to ensure that the level of design quality is maintained by incoming architects, it is anticipated that architectural competitions will be held for each Plot. This will enable a number of different approaches to be considered, and for architectural firms to be selected having evidenced the quality of their proposed design. The applicant has confirmed that the responses to architectural competitions for each Plot will be shared with the Local Planning Authority prior to their selection.
269. As a further commitment to achieving exemplary design the applicant has confirmed that the architectural firms appointed to undertake the concept design for each Plot or Building will remain involved through the delivery/construction stage either as full delivery architect or in an overseeing/review role, to ensure that the design quality indicated at reserved matter stage is realised.
270. The design code further confirms that the future applications for reserved matter approval will be submitted for the plots and the adjacent areas of public realm at the same time so that the relationship between buildings and public spaces can be fully considered.
271. As the applicant has confirmed that the approach set out above is fundamental to securing exemplary design as required by planning policies for tall buildings it is considered appropriate, reasonable and necessary to secure the design competition process and architects retention as a s106 obligation.
272. Whilst appearance has been reserved for a later submission, this application includes a detailed set of design codes for the buildings and landscape. In addition, an illustrative scheme has been submitted to demonstrate a possible design for

each of the buildings. The key elements to note from the design codes in respect of architectural design are:

- Solid to glazing ratios has been set to align with the energy and sustainability strategies
- Predominant materials should have durable and long-lasting finishes, such as masonry, stone, terracotta, timber, etc.
- For Building A1 materials should be subdued in colour and non-reflective.
- Materials should not be mirrored or excessively reflective.
- Materials should be selected with sensitivity to the local context and character areas of the masterplan.
- External wall materials should meet the performance requirements with regards to combustibility and surface spread of flame as per the fire statement.
- The top floors of each block would accommodate plant but would be designed with similar façade treatment to the lower floors



Image: Illustrative north elevation

273. The comprehensive design code and illustrative scheme demonstrate that in architectural terms a detailed proposal that accords with the design codes would make a positive contribution to the immediate townscape and character of the area.

Landscaping, trees and urban greening

274. London Plan Policy G7 and NSP Policy P61 recognise the importance of retaining and planting new trees wherever possible within new developments, Policy G5 requires major development proposals to contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage. The policy identifies a

scoring system for measuring urban greening on a particular site (Urban Greening Factor) and suggests a target score of 0.4 for developments that are predominately residential, and a target score of 0.3 for predominately commercial development.

275. At the present time the site comprises mainly buildings and hard landscaping consistent with a commercial site although there are a number of trees within the car park. Therefore the opportunity exists for significant improvements to be made in terms of soft landscaping proposals and contribution towards urban greening.
276. The parameter plans submitted demonstrate that a significant proportion of the site will be covered by buildings. There are a number of existing trees along Surrey Quays Road and Maritime Street which will be retained. The proposals for Maritime Street and the areas of public realm located adjacent to Building B will provide the opportunity for significant greening as set out in the design code. The areas of public realm located around and between Buildings A1 and A2 have been designed largely as hard landscaped spaces required to accommodate movement, events and spill out space for the commercial uses. The design codes set out that opportunities will be taken to introduce planting beds, pockets of soft landscape and trees which will sit below the building overhangs and these will be a necessary design feature as the RMAs are developed. The proposals for Waterfront Square suggest a central soft landscaped space as well as the opportunity for planters within the hard landscape areas. It is intended to use the buildings facades and terraces to accommodate a significant amount of planting which will both soften the appearance of the buildings and make a very valuable contribution towards Urban Greening. All buildings will also include elements of living roof.
277. An UGF calculation was submitted and revised to meet initial comments from the GLA. This document is based on the illustrative scheme and demonstrates that the development could achieve a rating of 0.42 thus exceeding the 0.3 target for commercial sites. It is not possible to fully assess or determine UGF at Outline stage and therefore it is appropriate to attach a condition requiring the submission of updated UGF reports at RM stage.
278. An arboricultural impact assessment was submitted as well as an Addendum. The reports states that the site currently contains 92 trees of varying qualities, of which 46 are to be retained and 46 are proposed to be removed in order to facilitate the proposed development. Furthermore, the proposed development requires the lateral pruning of 19 of the retained trees. These removals (except for 5 trees) were accepted under the extant consent, and some trees previously scheduled for removal under that consent are now to be retained. The new landscaping proposals include the planting of 88 new trees, which represents a numerical uplift of 42 trees. The addendum includes overlays of the current utilities (underground services) designs that indicate how the utilities relate to the trees (both the existing and proposed). It should be noted that due to the Outline nature of the proposal this information could be subject to change as the RM detailed designs progress. With regard to the juxtaposition between utilities and trees, the plan does not present anything atypical for an urban area (where utilities are abundant and often near to trees).
279. The development proposes a net increase in CAVAT value and stem girth via the 88 new trees shown in the outline landscape plan. These should be included in a Tree Strategy condition to ensure that suitable planting schedules, sizes, pit

specifications, maintenance and the overall quality of design aspired to is provided. Other street greening such as walls and podiums can be detailed in a landscape condition. It would be appropriate for the s106 to include an obligation for retention of the 46 trees as set out in the parameter plans as well as a financial sum to be paid to the council for offsite planting should any of the existing trees to be retained subsequently need to be felled as result of the development.

280. The adjacent land owner (BL) has raised a concern regarding the impact of constructing Plot A1 hard onto the site boundary in terms of potential impact on 4 willow trees sited within their land (close to the shared boundary). Should development on this site damage those trees to the extent that they need to be felled this would need to be mitigated by way of a financial payment towards the replanting of trees elsewhere in the vicinity. This payment would be required from the applicant for this scheme and as such this should be secured in the s106 agreement. Furthermore, should that situation arise it would mean that the extent of canopy cover that BL would be expected to achieve within their site would need to be adjusted accordingly to reflect the loss which arises due to circumstances beyond BL control.
281. The Council's Urban Forrester has reviewed the landscaping proposals and Arboricultural Impact Assessment and is satisfied with the proposal subject to recommended s106 obligations and conditions.

Design Review Panel

282. This application was presented to Southwark Design Review Panel in September 2021. Their full comments are attached as Appendix 4 but in summary the following views were expressed:-
283. The panel questioned the fast pace of the application and lack of detail provided for the review. Whilst they were encouraged by the prospect of defining the commercial heart of the town centre and delivering a significant quantum of commercial floorspace, they raised a number of concerns, specifically:-
- Extent of site coverage amounting to overdevelopment
 - Excessive height and bulk resulting in an overbearing development
 - Lack of generosity of public realm
 - Inadequate response to existing and emerging context
 - Questionable sustainability principles with large office floor plates proposed.
284. Since the scheme was reviewed by the DRP the parameters for Plot A2 have been adjusted to improve the public realm provision by enlarging the main south facing dock side space. As set out above this is likely to be the most heavily used space in the development. Consequently following DRP and discussions with officers the indicative landscape drawings have been amended to show a far greener space with a mix of both soft and hard landscaping. . The current proposals maintain clear permeability from the Dock to the CWM plots and the use of the 30m 'shoulder' is a deliberate nod to the CWM datum. The acceptability of the scale and design of the tall buildings within their existing and emerging context is set out above. The proposal includes a detailed TVIA showing the impact on local and London wide views and recognising that, above the 'shoulder' height the proposal would be visible from sensitive locations but the impact would not be harmful. For these

reasons the scheme is not considered to be an overdevelopment of the site.

Designing out crime

285. Policy D3 of the London Plan 2021 states that measures to design out crime should be integral to development proposals and be considered early in the design process. Developments should ensure good natural surveillance, clear sight lines, appropriate lighting, logical and well-used routes and a lack of potential hiding places. Policy P16 of the Southwark Plan 2022 reinforces this and states that development must provide clear and uniform signage that helps people move around and effective street lighting to illuminate the public realm. These issues will be an important consideration as the detailed design stage and the application will be required to achieve Secure By Design Accreditation.

Fire safety

286. An outline Fire Safety Strategy has been prepared on the basis of the illustrative scheme to demonstrate compliance with the requirements of London Plan Policy D12. The strategic principles and requirements outlined within this Fire Statement shall be incorporated within the specific fire statement associated with the reserved matters applications for each block. Whilst detailed information on materials and product types are not yet available, the statement confirms that the material performance to fire will be in accordance with Regulation 7 'Materials and Workmanship' (Building Regulations 2010), ensuring that all materials are non-combustible. The statement sets out principles to be applied in respect of means of escape, provisions to stop the spread of fire within the building and externally, passive and active safety provisions, ventilation, maintenance and access for emergency vehicles. Overall, the Fire Statement is considered appropriate to form the basis for future detailed strategies at reserved matters stage.
287. In line with London Plan Policy D5, two of the passenger lifts in the main lift lobby of all three buildings would be designed as evacuation lifts. The evacuation lifts in each building would be independent of the fire-fighting lifts.
288. In addition to the outline strategy a plan has been submitted to show how emergency vehicles would continue to access Maritime Street.
289. The provision of detailed Fire Statements for each RMA including the provision of fire evacuation lifts should be secured by condition.

Heritage considerations and impact on protected views

290. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires local planning authorities to consider the impacts of a development on a listed building or its setting and to pay special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

291. Chapter 16 of the NPPF contains national policy on the conservation of the historic environment. It explains that great weight should be given to the conservation of heritage assets. The more important the asset, the greater the weight should be (paragraph 199). Any harm to, or loss of significance of a designated heritage asset should require clear and convincing justification (paragraph 200). Pursuant to paragraph 201, where a proposed development would lead to substantial harm or total loss of significance of a designated heritage asset, permission should be refused unless certain specified criteria are met. Paragraph 202 explains that where a development would give rise to less than substantial harm to a designated heritage asset, the harm should be weighed against the public benefits of the scheme. Paragraph 203 deals with non-designated heritage assets and explains that the effect of development on such assets should be taking into account, and a balanced judgment should be formed having regard to the scale of any harm or loss and the significance of the asset. Working through the relevant paragraphs of the NPPF will ensure that a decision-maker has complied with its statutory duty in relation to Conservation Areas and Listed Buildings.
292. Development plan policies (London Plan Policy HC1 and Southwark Plans Policies P19, P20 and P21) echo the requirements of the NPPF in respect of heritage assets and require all development to conserve or enhance the significance and the settings of all heritage assets and avoid causing harm.
293. The site does not include any listed buildings and is not in a conservation area. However within the vicinity of the site are a number of heritage assets including: The Grade II Listed Dock Manager's Office and 1-14 Dock Offices on Surrey Quays Road and the Turntable and machinery of the former swing road bridge near Redriff Road. Nearby are the Grade II Registered Southwark Park and the Grade II Listed Former Pumping Station on Renforth Street. The area is rich in undesignated heritage assets and structures including the Canada Water Dock and its associated Dock structures and channels, Greenland Dock and Stave Hill. Further afield are a number of Conservation Areas including the St Marys Rotherhithe and the Edward III's Rotherhithe Conservation Areas, both located on the banks of the river, north of the Masterplan. The north bank of the river in Tower Hamlets also includes a number of conservation areas.
294. Due to the scale and massing of the proposal, there is no doubt that it will have an effect on the setting of designated heritage assets in the wider vicinity including those within protected viewing corridors (for example Tower Bridge a Grade I Listed structure). A full assessment against relevant London View Management Framework (LVMF) including the impacts on surrounding heritage assets has been undertaken within the HTVIA. This document identified 24 key views to be assessed.
295. The proposal sits outside of any London protected vistas or extended viewing corridors. The extent of the proposal has been demonstrated within the wider panorama of LVMF views 5.A2 Greenwich Park – north east of the General Wolfe statue, LVMF 6A.1 Blackheath Point and LVMF 4A.1 Primrose Hill – looking towards St Paul's Cathedral from the orientation board. Within these views, the development would either not be visible or would be a minor presence, located within the emerging cluster of Canada Water developments.

296. The proposal would be visible within kinetic river prospect views to the east from London Bridge through Tower Bridge. Within Point A (moving north to south); the proposed development would appear in the background within the frame of the Grade I Listed Tower Bridge. Building A1 would be set beneath the upper walkway of the Tower Bridge. A small part of Building A2 may also be viewed, albeit much lower than Building A1.
297. The cumulative impact with the illustrative scheme for the Canada Water Masterplan has been demonstrated. The central cluster of the consented Canada Water Masterplan would appear beyond and to the right of Building A1. The proposed scale of the building would be distinguished from the vertical emphasis of the residential towers of this development. This was a heavily debated view during the assessment of the CWM application. The impact in this case is significantly reduced from the extant scheme, which exceeded the Tower Bridge upper walkway. This opinion was echoed by Historic England in their formal consultation response.
298. As discussed above and as demonstrated in the verified images below the proposed scheme would be an improvement on the extant scheme in terms of its height. However, the proposed buildings would be much wider than the extant scheme. For this reason, the materials and appearance of Block A1 must be carefully considered. The design code states that predominant materials for Building A1 should be subdued in colour and non-reflective. This will be necessary to secure as part of a future RMA.

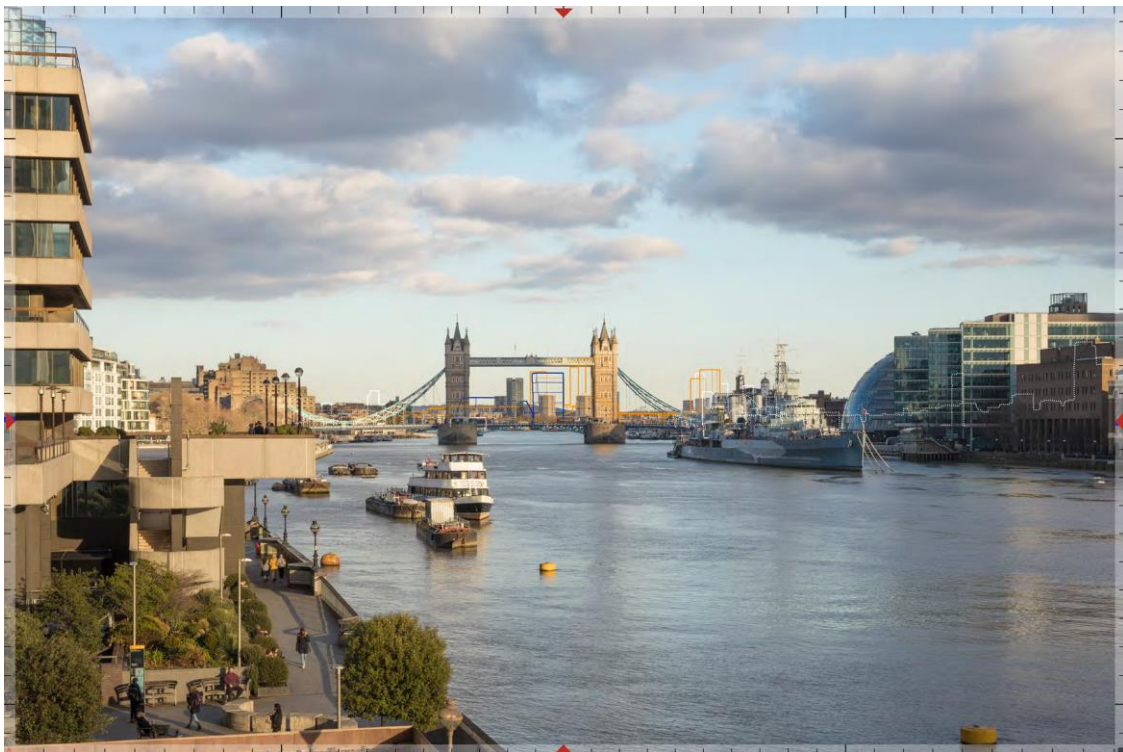


Image: verified view of proposal from London Bridge including the Canada Water Masterplan development (maximum parameters)



Image: verified view of extant scheme from London Bridge including the Canada Water Masterplan development (maximum parameters).

299. Whilst the proposal would be seen within the emerging Canada Water Cluster, on balance, the proposal would contribute to the cumulative infilling of development seen behind Tower Bridge and this in turn would have an adverse impact on the viewer's ability to recognise and appreciate Tower Bridge. Furthermore, given its prominence in this view the proposal would result in a low level of less than substantial harm to the significance of the Grade I listed heritage asset contrary to development plan policies and the NPPF.
300. The submitted HTVIA includes assessment from a range of local views. In some of the other views, principally those from Tower Hamlets (of the St Mary's Rotherhithe Conservation Area) and from Stave Hill, the visual impact of Block B is more apparent. Located at this northern end of the site, Block B is more prominent and appears in the backdrop of the view of the spire of the Grade II* Listed St Mary's Church. This is a matter that must be addressed in the detailed design application at RMA stage.
301. In the view from Stave Hill Block B is likely to be prominent in this busy and visually layered view. Once again the detailed design especially the design of the sculpted upper floors (over the established 'shoulder') could ensure at the RMA stage, that the final design will complement the details coming forward as RMAs for Plots H and Plot L in the CWM.
302. Other local views, like the view from Canada Street, Surrey Quays Road and Southwark Park demonstrate that the proposed design will sit comfortably within the surrounding residential towers of the CWM. Accordingly it is considered that the proposal would not harm the local character of the site.



Image: Proposed Illustrative scheme and cumulative view (BL Maximum parameters) from Stave Hill



Image: Wireline including cumulative view from North side of Surrey Quays (based on maximum parameters)



Image: Wireline including cumulative view from Southwark Park (based on maximum parameters)

303. In respect of the impact on views of Tower Bridge (and in line with NPPF on heritage considerations), the level of harm must be weighed against the package of public benefits arising from the proposal. In this respect, the level of harm is limited to the impact on Tower Bridge which is considered to amount to less than substantial harm and also a lower scale of harm than the extant scheme. In terms of positive benefits, the proposal would bring forward the regeneration of an allocated site within a designated opportunity area. The commercial redevelopment would accord with the site allocation and would have the potential to deliver a significant number of jobs for the borough as well as a large quantum of affordable workspace. In land use terms the proposal would comply with policy and would bring significant public benefits. This should be afforded significant weight in the decision making process.

Ecology and biodiversity

304. The protection and enhancement of opportunities for biodiversity is a material planning consideration. London Plan Policy G6 requires development proposals to manage impacts on biodiversity and aim to secure net biodiversity gain. This should be informed by the best available ecological information and addressed from the start of the development process. Southwark Plan Policy P60 seeks to protect and enhance the nature conservation value of Sites of Importance for Nature Conservation (SINCs), enhance populations of protected species and increase biodiversity net gains by requiring developments to include features such as green and brown roofs, green walls, soft landscaping, nest boxes, habitat restoration and expansion, improved green links and buffering of existing habitats.

305. This site lies adjacent to Canada Water Dock which is a protected Site of Interest for Nature Conservation (SINC). This application does not directly propose any works to the Dock, although the applicant intends to bring forward a separate application for works to enhance the eastern edge of the Dock, and this would be secured through the s106 agreement. In terms of the office development, an outline construction management plan has been submitted, which details potential construction impacts and appropriate mitigation. A detailed CEMP that takes account of the potential impacts upon the ecology of the Dock should be secured as a s106 obligation.
306. A number of reports have been submitted with the application to assess and address the impact of the proposal upon ecology and biodiversity
307. A Preliminary Ecology Report which includes a Phase 1 Habitat Survey was submitted with the application which demonstrates that the site has little potential for ecology and biodiversity in its current state. There are 12 SINCS within 1km of the site, Canada Water Dock being the closest and potential for protected species within the 1km vicinity. The existing buildings offer little potential for bats but some potential for nesting birds such as pigeons. Appropriate checks should be undertaken before demolition of the existing buildings and any demolition or site clearance should not be undertaken during nesting season. The report recommends that existing hedgerows and trees be retained if possible and acknowledges that the redevelopment offers opportunities for significant ecological enhancements. Recommendations are made around the provision of ecological features as part of the detailed landscaping.
308. An overshadowing assessment was undertaken to quantify the level of additional shading that would occur on Canada Water Dock because of the proposed development. The assessment was produced to establish the impact on aquatic plants. The report concludes that additional shading would occur as a result of the proposal. The worst-case scenario on 21st March, is a 57.94% increase in shading on Canada Water Dock. However, the assessment clearly illustrates that the effects of the proposal would only be present between sunrise and 10:00. The assessment indicates that the additional shading would be more pronounced on the eastern and northern bank of Canada Water Dock, with minimal effects on the southern and western banks. This is important as permission has recently been granted to significantly enhance the ecological planting and habitats on the western edges of the Dock as part of the British Land Masterplan development.
309. The report suggests that due to its transient nature, the overshadowing would not affect the same areas of the Canada Water Dock throughout the course of a given day or during different times of the year. Additionally, the overshadowing assessment has shown that on 21st March more than 50% of the waterbody would receive up to 9 hours of sunlight. The peak growing season for aquatic plants is defined as 1st June to 30th September. The overshadowing assessment for 21st June, which is in the peak growing season for aquatic plants, has shown that the western and southern bank of Canada Water Dock would receive no additional shading because of the Proposed Development after 08:00 and therefore, would not adversely affect the habitats during this important growth period.

310. The overshadowing assessment has shown the effects of the proposal on the dock habitats to be negligible. Consequently, no further assessments are required.
311. As set out above as part of the s106 obligations for this proposal it is proposed to consult upon and then design and implement enhancements to the eastern side of the Dock (which sits outside of the Canada water Masterplan boundary and outside of this application red boundary). Any enhancements undertaken will need to take account of the overshadowing created by this scheme on the north and eastern sides of the Dock.

Impact of proposed development on amenity of adjoining occupiers and surrounding area

312. The importance of protecting neighbouring amenity is set out Southwark Plan Policy P56 which states “Development should not be permitted when it causes an unacceptable loss of amenity to present or future occupiers or users”. The adopted 2015 Technical Update to the Residential Design Standards SPD 2011 expands on policy and sets out guidance for protecting amenity in relation to privacy, daylight and sunlight.
313. In terms of impact on adjacent residential occupiers, the closest existing residents are those at Porters Edge adjacent to Plot A2 and occupiers of Giverny and Pavillion House adjacent to Plot B.
314. Immediately to the east of Block B lies the partially constructed 8 storey Scape student housing block. When assessing potential impact on the amenity of student housing it is generally accepted that student accommodation is less sensitive to issues of overlooking and daylight and sunlight change than conventional full time residential use. This is mainly due to its transient use, usually for no more than a year, and because it is less often used during daylight hours while students are out at lectures or elsewhere at the university.
315. It should be noted that outline permission for the British Land Masterplan allows for residential or commercial use for Plots F, H and D which would be affected by the development. A current RM application for Plot H (the Printworks) proposes commercial development of the existing building but it should be noted that a RMA application could be submitted for residential use on this plot as an alternative in the future.

Outlook and privacy

316. In order to prevent harmful overlooking, the 2015 Technical Update to the Residential Design Standards SPD 2011 requires developments to achieve:
- A distance of 12 metres between windows on a highway-fronting elevation and those opposite at existing buildings, and;
 - A distance of 21 metres between windows on a rear elevation and those opposite at existing buildings

317. A distance of 17m would be retained between Porters Edge and the north elevation of Plot A2, this distance across Maritime Street is sufficient to ensure that there would not be an unacceptable impact by way of overlooking between the two buildings.
318. A distance of 30m would be retained between Giverny and Pavillion House and Plot B. This separation distance across Canada Street would ensure that there would not be an unacceptable level of overlooking.
319. A distance of 20m would be retained between Block B and the partially constructed Scape student housing block. The two blocks would be separated by a landscaped pedestrianised street/soft landscaped park. It is considered that a 20m separation distance is sufficient given the intended use of each building (an office building which will be mainly occupied during the day and student accommodation mainly occupied at night).
320. Assuming that as a worst case scenario the buildings subject to this application and those within the BL Masterplan development are both built to their maximum parameters, a distance of 16m across Printworks Street would be retained between Building B and the Printworks building; and a distance of 12.6m between the main building façade proposed for Building A1 and the lower rise element of Plot D.
321. It should be noted that beyond the maximum parameter for A1 there is a 2.5m zone for wind mitigation measures and an upper ground floor level canopy. These features would reduce the distance between the buildings to just beyond 10m. The wind mitigation zone would not include any habitable floorspace so the distance between facing windows would be retained as 12.6m but it would comprise built elements that would reduce the space between the buildings and would reduce the width of the pedestrian route between the two sites. The relationship with Plot D is across the pedestrianised public route of Dock Walk and whilst less than the expected 12m the relationship in this context would not significantly harm the amenity or attractiveness of any homes built in this lower block.
322. Future occupiers will have chosen to live in this urban location, at the heart of the town centre, to exploit the benefits of living in very close proximity to commercial uses and the Canada Water transport hub as well as the proximity to the Dock. In a dense urban area such as this future occupiers may not expect the same level of amenity in terms of separation distances between blocks and subsequent levels of outlook and privacy as those choosing to live in a less central and urban part of the town centre. Whilst a 10m separation would not be deemed appropriate on the outer fringes of the town centre (as the area becomes more residential in character) in this particular location it is considered to be acceptable. It is also important to note that this is a worst case scenario as both buildings may be set back further than the maximum parameters as detailed design evolves and this part of Plot D may end up being in commercial use as allowed by the BL Outline permission (although this does not fetter their ability to use the building for residential).

Daylight

323. The NPPF sets out guidance with regards to daylight/sunlight impact and states “when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site”. The intention of this guidance is to ensure that a proportionate approach is taken to applying the BRE guidance in urban areas. London Plan Policy D6 sets out the policy position with regards to this matter and states “the design of development should provide sufficient daylight and sunlight to new and surrounding houses that is appropriate for its context”. Policy D9 (Tall Buildings) states that daylight and sunlight conditions around the building(s) and neighbourhood must be carefully considered. Southwark Plan Policies identify the need to properly consider the impact of daylight/sunlight without being prescriptive about standards.
324. The Building Research Establishment guidance sets out the rationale for testing the daylight impacts of new development through various tests. The first is the Vertical Sky Component test (VSC), which is the most readily adopted. This test considers the potential for daylight by calculating the angle of vertical sky at the centre of each of the windows serving the buildings which look towards the site. The target figure for VSC recommended by the BRE is 27% which is considered to be a good level of daylight and the level recommended for habitable rooms with windows on principal elevations. The VSC, however, is a general measure of potential for daylight in a space that does not take into consideration the function of the space being assessed and should be carried out at early design when rooms’ layout is not yet determined and the optimum position of windows is being assessed.
325. The most effective way to assess quality and quantity of daylight within a living area is by calculating the Average Daylight Factor (ADF), this is the most appropriate methods for new dwellings where the layout and window positions are known. The ADF, which measures the overall amount of daylight in a space, is the ratio of the average illuminance on the working plane (table height) in a room to the illuminance on an unobstructed horizontal surface outdoors, expressed as a percentage. The ADF takes into account the VSC value, i.e. the amount of daylight received on windows, the size and number of windows, the diffuse visible transmittance of the glazing used, the maintenance factor and the reflectance of the room surfaces. Therefore, it is considered as a more detailed and representative measure of the daylight levels within a living area, but only appropriate when good information about the affected rooms is available.
326. The third method is the No Sky Line (NSL) or Daylight Distribution (DD) method which is a measure to assess the distribution of daylight in a space and the percentage of area that lays beyond the no-sky line (i.e. the area that receives no direct skylight). This is important as it indicates how good the distribution of daylight is in a room. If more than 20% of the working plane lies beyond the no-sky line poor daylight levels are expected within the space.
327. The table below summarises the relevant criteria for the assessment of daylight.

Measure of Interior	Benchmark	Daylight Criterion
Daylight		

Vertical Sky Component (VSC)	27%	If VSC is at least 27% then the conventional window design will usually give reasonable results
Average Daylight Factor (ADF)	2.0%	Min value for kitchens
	1.5%	Min value for living rooms
	1.0%	Min value for bedrooms
No-sky Line (NSL) or Daylight Distribution (DD)	80%	There will be a good distribution of light in the room if at least 80% of the working plane receives direct skylight

328. A daylight, sunlight and overshadowing analysis was undertaken as part of the ES submitted with this application (Chapter 10). The daylight analysis looked at all residential dwellings within a radius of 3 times the tallest height within the scheme and also included the Scape Student Housing and Alfred Salter Primary School. For overshadowing all amenity spaces within 150m of the proposed development were considered. This radius means that the results encompass a wider range of properties that wont be affected by the proposal to a great extent. As such the overall conclusions in numerical terms should be treated with caution with more focus given to the impacts on the closest properties most affected by the proposal. The assessment used VCS and DD tests as appropriate for assessing impact on existing residential properties.
329. The consented/extant scheme on this site could be built out and it is therefore appropriate to consider that scheme as an alternative baseline when reaching a conclusion on the acceptability of the current proposal in regards to potential daylight/sunlight impacts. The detailed daylight/sunlight assessment provides analysis for a number of scenarios. Specifically:
- Baseline (existing condition) Vs Proposed Development (maximum parameters)
 - Consented/Extant position Vs Proposed Development (maximum parameters)
 - 2018 RMA position Vs Proposed Development (maximum parameters)
 - Baseline (existing condition) Vs Illustrative Scheme
 - Consented/Extant position Vs Illustrative Scheme
 - 2018 RMA Position Vs Illustrative Scheme
 - Cumulative Assessment Scenario – Proposed Development (maximum parameters) + Canada Water Masterplan (completed and operational)
 - Cumulative Assessment Scenario – Illustrative Scheme + Canada Water Masterplan (completed and operational)
330. For the purposes of this report the analysis presented will show the existing baseline position, the effects of the proposed development and then finally the likely worst-case scenario (Cumulative Assessment Scenario comprising Proposed Development Maximum Parameters + Canada Water Masterplan completed and operational). This is considered reasonable and appropriate having regard to the parameter plans which will be approved as part of this scheme which allow for a maximum amount and form of development which exceeds the illustrative scheme

and taking account of the fact that development has commenced on the BL Masterplan permission and it is therefore likely to be fully built out.

331. In the worst case scenario the level of harm likely to arise will be the maximum impact and any other development scenario would result in a reduced impact to existing and planned future occupiers (for example if at RM stage the buildings on this site use the inward limits of deviation they will have a smaller footprint and therefore a similar if not reduced impact). In reaching a conclusion on the acceptability of the proposal officers have given significant weight to the comparison between the worst case scenario as currently proposed and the fallback position of the extant/consented scheme being fully implemented. This is appropriate in accordance with BRE guidelines.
332. As the site is currently occupied by low level buildings and hardstanding's/car parking, it is inevitable that surrounding properties will experience a material change in daylight and sunlight if there is to be an appropriate development of the land in this town centre location. When determining acceptability it is therefore not only the change from existing, but also whether the retained daylight and sunlight levels are appropriate for the urban town centre location of Canada Water.

Baseline/Existing Condition

333. The table below identifies each of the properties that were surveyed and sets out the current baseline daylight and sunlight results for each building.

Property	Total windows that meet VSC criteria (>27%)		Total rooms that enjoy daylight distribution to at least 80% or room area		Total south-facing windows that meet APSH criteria	
	Meet	Total	Meet	Total	Meet	Total
Porters Edge	246	537	262	269	247	425
Montreal House	40	175	64	141	88	120
Toronto House	33	144	83	84	87	130
Cedar House	3	24	18	24	20	24
Eden House	7	53	19	38	34	48
Heligan House	8	57	17	43	31	52
Giverny House	36	105	72	82	58	71
Pavilion House	45	65	36	45	54	55
Dovecote House	42	94	52	74	49	62
Channel House	21	54	25	39	42	49
1-17 Wolfe Crescent	59	117	54	78	117	117
Saunders House	29	30	18	18	30	30
Alfred Salter Primary School	4	12	7	7	11	11
Scape Development	143	230	140	181	174	181
Total	716	1,697	867	1,119	1,042	1,375

Table: Current baseline conditions

334. The above table shows that 42.2% (716 out of 1,697) windows currently meet BRE guidelines for VSC. In terms of DD 77.5% (867 out of 1,119 rooms) meet BRE guidelines and for sunlight 75.8% of south facing windows meet the guidelines.

335. Importantly the following closest properties would not meet BRE guidelines for VSC and Sunlight in the current condition:

- Porters Edge 54% (291 out of 537 windows) that would not meet VSC guidelines and 41% (178 out of 425 south facing windows) that would not meet ASPH guidelines
- Giverny House 65% (69 out of 105 windows) that would not meet VSC guidelines and 22.4% (13 out of 71 south facing windows) that would not meet ASPH guidelines
- Pavilion House 30% (20 out of 65 windows) that would not meet VSC guidelines and 16% (9 out of 54 south facing windows) that would not meet ASPH guidelines
- Scape 37% (87 out of 230 windows) that would not meet VSC guidelines, and 3.8% (7 out of 181 south facing windows) that would not meet ASPH guidelines

336. The above results demonstrate that in the existing position there are a high percentage of windows in some buildings that do not meet BRE guidelines. The detailed results presented show that there are a number of windows within the surrounding developments that currently experience less <5% VSC. This is not unusual for flatted developments in midrise blocks served by balconies, in an urban environment. However, high density environments are necessary to meet housing demand in London and the benefits of providing balconies as private amenity space are often considered to outweigh their adverse impact in terms of daylight/sunlight. Furthermore, as amenity levels are often compromised by the design of the blocks themselves any change to the surrounding context will further lower daylight that will be received in numerical terms but not always to a materially noticeable degree for the occupiers.

Proposed Development Maximum Parameters and Consented/Extant Position Comparison

337. The tables below set out the results of the proposed development if built out to its maximum parameters. The results are presented as the number of windows that retain at least 80% of their baseline position rather than the percentage that will meet the BRE guideline of >27% VSC. The data has been presented in this way to demonstrate the impact of the proposal on existing daylight levels which is a more useful and realistic assessment for urban locations where a number of properties already fall below the BRE targets and indicates the extent to which existing neighbours would notice the change in light to their homes.

Property	Total No. of windows that retain at least 80% of their baseline VSC		Number of windows below BRE Guidelines			
	Meet	Total	20-29.9% reduction	30-39.9% reduction	>40% reduction	Total
Porters Edge	347	537	29	23	138	190
Montreal House	175	175	-	-	-	-
Toronto House	139	144	5	-	-	5
Cedar House	24	24	-	-	-	-
Eden House	53	53	-	-	-	-
Heligan House	56	57	1	-	-	1
Giverny House	55	105	17	13	20	50
Pavilion House	27	65	17	14	7	38
Dovecote House	94	94	-	-	-	-
Channel House	54	54	-	-	-	-
1-17 Wolfe Crescent	117	117	-	-	-	-
Saunders House	30	30	-	-	-	-
Alfred Salter Primary School	12	12	-	-	-	-
Scape Development	98	230	20	6	106	132
Total	1,281	1,697	89	56	271	416

Table: Results of Baseline Vs Proposed Development (maximum parameters) – VSC

Property	Total rooms that retain at least 0.8 of their former Daylight Distribution		Number of rooms below BRE Guidelines			
	Meet	Total	20-29.9% reduction	30-39.9% reduction	>40% reduction	Total
Porters Edge	210	269	6	7	46	59
Montreal House	141	141	-	-	-	-
Toronto House	84	84	-	-	-	-
Cedar House*	20	20	-	-	-	-
Eden House*	38	38	-	-	-	-
Heligan House*	43	43	-	-	-	-
Giverny House*	71	82	4	6	1	11
Pavilion House*	37	45	8	-	-	8
Dovecote House*	73	74	1	-	-	1
Channel House*	39	39	-	-	-	-
1-17 Wolfe Crescent*	78	78	-	-	-	-
Saunders House*	18	18	-	-	-	-
Alfred Salter Primary School*	7	7	-	-	-	-

Table: Results of Baseline Vs Proposed Development (maximum parameters) – DD

338. In terms of overall compliance the above tables demonstrate 75.5% of surrounding windows would meet BRE guidelines in relation to VSC, 81.8% of rooms would either meet guidelines for DD or experience reductions of less than 20% (which is considered to be negligible). The detailed results for Toronto, Montreal, Cedar,

Channel, Eden, Dovecoat, Heligan and Saunders House, 1-17 Wolfe Crescent and Alfred Salter Primary School show that any impact to daylight would be negligible. This is not surprising given the distance of these properties from the application site. However, the following results relating to the closest properties, where impacts are more significant, must be considered.

Porters Edge

339. The Porters Edge flats, which were Phase 1 of the extant permission, face Block A2, across Maritime Street. With the proposed development in place 64% of windows would retain at least >27% VSC or (the most common scenarios) at least 80% of their baseline value. There are a total of 190 windows that would experience a reduction of greater than 20%. Of this 190 windows, 29 would experience 20-30% reductions in baseline VSC, 23 windows would experience 30-40% reductions in baseline VSC and 138 windows would experience greater than 40% reductions in baseline VSC. Those with the largest reductions are the windows on mid and lower levels which look directly towards Block A2. Consequently it is clear that in numerical terms this development would have a significant impact upon the VSC levels for a significant number of windows in Porters Edge. However, it is important to note that many of the windows that will experience a reduction already have very low VSC levels and therefore whilst there would be a large percentage reduction, in reality the level of impact will not be significantly detrimental.
340. In considering the acceptability of the proposal in terms of impact on daylight the extant scheme is a material consideration. The results of the assessments submitted show that 55% (296 out of 537) windows would experience the same VSC levels under the extant scheme; 17% (94 windows) would experience no greater than 10% reduction in VSC levels relevant to the extant scheme. Of the remaining 147 rooms which experience an impact greater than 10%, 57 experience a reduction of 10-20%, 33 windows a reduction of 20-30% and 57 windows a reduction of greater than 30%, all when compared to the extant scheme. This demonstrates that the proposed scheme will have a greater impact than the extant scheme on some flats within Porters Edge but not to a significantly detrimental level. The fact that 55% of properties will experience the same VSC as the extant scheme and 17% would see a better result is an important consideration in the decision making process.
341. In terms of DD 78.12% of rooms would retain at least 80% of their baseline DD. There are a total of 59 rooms that would experience a reduction of greater than 20%. Of this 59 rooms, 6 would experience reductions of 20-30%, 7 would experience reductions of 30-40% and 46 would experience reductions of greater than 40%. However, 36 of the 59 rooms are bedrooms which are considered to need lower levels of daylight than other habitable rooms. Furthermore as with VCS levels many of the rooms with lower DD already experience low levels of daylight in the current position.
342. In comparing the extant and proposed scheme for DD the results show that 57% of rooms would experience the same DD levels as the extant scheme, 4.8% would achieve better results and 18.2% would see less than a 10% reduction on the extant scheme. Of the remaining 51 rooms, 10 would experience 10-20% reduction, 12 a 20-30% reduction and 29 greater than 30% reduction when compared to the impacts of the extant scheme. As with VSC levels this analysis shows that the

proposed scheme would have a greater impact than the extant scheme on some units within this block but the fact that 57% of rooms would achieve the same levels and 4.8% an improvement should be given weight in the decision making process.

Giverny House

343. With the proposed development in place 52.4% (55 out of 105) of windows would retain at least >27% VSC or at least 80% of their baseline value. There are a total of 50 windows that would experience a reduction of greater than 20%. Of this 50 windows 17 would experience 20-30% reductions in baseline VSC, 13 windows would experience 30-40% reductions in baseline VSC and 20 windows would experience greater than 40% reductions in baseline VSC. Consequently it is clear that this development would have a noticeable impact upon the VSC levels for a significant number of windows in Giverny House.
344. In considering the acceptability of the proposal in terms of impact on daylight the extant scheme is a material consideration. The results of the assessments submitted show that 97% (102 out of 105) windows would achieve VSC levels >27% or experience no greater than 10% reduction in VSC levels relative to the impacts of the extant scheme. The remaining 3 rooms would experience 10-20% reduction. This demonstrates that the proposed scheme will have a very similar impact as the extant scheme on Giverny House. As such it would not be reasonable to raise an objection to the application in this regard.
345. In terms of DD 86.6% of rooms (71 out of 82) would retain at least 80% of their baseline DD. There are a total of 11 rooms that would experience a reduction of greater than 20%. Of these 11 rooms, 4 would experience reductions of 20-30%, 6 would experience reductions of 30-40% and 1 would experience reductions of greater than 40%. This level of impact is considered to be acceptable in an urban location.
346. In comparing the extant and proposed scheme for DD the results show that 97.6% of rooms (80 out of 82) would experience the same DD levels as the extant scheme or no greater than 10% relative reduction. As with VSC levels this analysis shows that the proposed scheme will have a very similar impact as the extant scheme on Giverny House. As such it would not be reasonable to raise an objection to the application in this regard.

Pavilion House

347. With the proposed development in place 41.5% (27 out of 65 windows) would retain at least >27% VSC or at least 80% of their baseline value. There are a total of 38 windows that would experience a reduction of greater than 20%. Of these 38 windows, 17 would experience 20-30% reductions in baseline VSC, 14 windows would experience 30-40% reductions and 7 windows would experience greater than 40% reductions. Consequently it is clear that this development would have a noticeable impact upon the VSC levels for a significant number of windows in Pavilion House.

348. In considering the acceptability of the proposal in terms of impact on daylight the extant scheme is a material consideration. The results of the assessments submitted show that 93.8% (61 out of 65) windows would experience the same VSC levels as the extant scheme or no greater than 10% reduction in VSC levels relative to the extant scheme. Of the remaining 4 windows rooms which experience an impact greater than 10%, 3 experience a reduction of 10-20% and 1 window a reduction of 20-30%. This demonstrates that the proposed scheme will have a very similar impact to the extant scheme for Pavilion House and it would therefore be unreasonable to raise an objection in this regard.
349. In terms of DD 82.2% of rooms would retain at least 80% of their baseline DD. There are a total of 8 rooms that would experience a reduction of up to 27%. Consequently the proposal would have a negligible impact on the level of DD to some rooms within Pavilion House.
350. In comparing the extant and proposed scheme for DD the results show that 97% of rooms would experience the same DD levels as the extant scheme. The remaining 1 room would experience 10-20% reduction. As with VSC levels this analysis shows that the proposed scheme would have a very similar impact on DD as the extant scheme.

Scape

351. With the proposed development in place 42.6% (98 out of 230 windows) would retain at least >27% VSC or at least 80% of their baseline value. There are a total of 132 windows that would experience a reduction of greater than 20%. Of this 132 windows, 20 would experience 20-30% reductions in baseline VSC, 6 windows would experience 30-40% reductions in baseline VSC and 106 windows would experience greater than 40% reductions in baseline VSC. Consequently it is clear that in numerical terms this development would have a significant detrimental impact upon the VSC levels for a large number of windows in the Scape student housing scheme.
352. In considering the acceptability of the proposal in terms of impact on daylight the extant scheme is a material consideration. The results of the assessments submitted show that 50.9% (117 out of 230) windows would experience the same or no greater than 10% reduction in VSC levels relative to the extant scheme. Of the remaining 113 windows which experience an impact greater than 10%, 52 experience a reduction of 10-20%, 16 windows a reduction of 20-30% and 45 windows a reduction of greater than 30%. This demonstrates that the proposed scheme will have a greater impact than the extant scheme on a number of the rooms within the student housing block.
353. In terms of DD 30.9% of rooms (56 out of 181) would retain at least 80% of their baseline DD. There are a total of 125 rooms that would experience a reduction of greater than 20%. Of this 125 rooms, 19 would experience reductions of 20-30%, 26 would experience reductions of 30-40% and 80 would experience reductions of greater than 40%. These results demonstrate that in terms of DD the proposed scheme will have a significant impact on the student housing scheme. It is noted that , student accommodation is by its nature transient and occupied for only parts of the year and not on a long terms basis and that 121 of the rooms are bedrooms

which are considered to need lower levels of daylight than other habitable rooms, although it must be noted that in the case of students, their bedrooms also function as their study rooms.

354. In comparing the extant and proposed scheme for DD the results show that 42% of rooms would experience the same DD levels or less than 10% reduction in DD compared to the extant scheme. Of the remaining 105 rooms, 20 would experience 10-20% reduction, 28 a 20-30% reduction and 57 greater than 30% reduction. As with VSC levels this analysis shows that the proposed scheme would have a greater impact than the extant scheme. The most significant impacts are on the rooms which directly face Block B across 'Green Street Park'. Although separated by a distance of 20m, the height and length of Block B will obstruct daylight for a large number of rooms. This impact, which must be considered harmful both in absolute terms but also when compared to the extant scheme and should be a factor in reaching a decision on the merits of this application. It is noted that the developer, Scape, have not made an objection to this application, and also that no students are yet in occupation, so the relative light levels before and after development will not be experienced by any individuals.

Summary of Baseline Vs Proposed Position

355. The above analysis demonstrates that the proposed development would not have a significant detrimental impact upon properties within the much wider vicinity of the site. Although the impact would be more severe on the closest properties. The proposal would have a noticeable impact upon the daylight to be enjoyed by residential units within Giverny and Pavilion House. However, when compared to the extant/consented scheme the impacts would be similar and therefore it would not be reasonable to raise an objection with regards to the impact upon those properties in determining this application.
356. The most significant impact would be upon residential properties within Porters Edge and the Scape student housing scheme. The results, using both VSC and DD as a way of measuring daylight, demonstrate that the proposed scheme would have a significant impact on a number of windows and rooms within those buildings. When comparing the impact to the extant/consented scheme there will be a greater detrimental impact upon a significant number of windows/rooms within each building. Although as noted above in the case of Porters Edge there are some improved conditions to come of the windows, when compared to the extant scheme and this also needs to be taken into the balance. It is therefore necessary to reach a conclusion on the acceptability of the harm that will arise taking into account the standard of amenity that will be retained in terms of other aspects such as outlook, privacy, noise or disturbance and the wider public benefits arising from the scheme.

Cumulative Assessment Scenario comprising Proposed Development (maximum parameters) + Canada Water Masterplan – Worst Case Scenario

357. The tables below set out the results of the proposed development. As with the baseline Vs proposed scheme the results are presented as the number of windows that retain at least 80% of their baseline position.

Property	Total No. of windows that retain at least 80% of their baseline VSC		Number of windows below BRE Guidelines			
	Meet	Total	20-29.9% reduction	30-39.9% reduction	>40% reduction	Total
Porters Edge	301	537	41	23	172	236
Montreal House	175	175	-	-	-	-
Toronto House	123	144	18	3	-	21
Cedar House	24	24	-	-	-	-
Eden House	50	53	2	1	-	3
Heligan House	45	57	8	3	1	12
Giverny House	52	105	20	8	25	53

Property	Total No. of windows that retain at least 80% of their baseline VSC		Number of windows below BRE Guidelines			
	Meet	Total	20-29.9% reduction	30-39.9% reduction	>40% reduction	Total
Pavilion House	26	65	12	16	11	39
Dovecote House	94	94	-	-	-	-
Channel House	54	54	-	-	-	-
1-17 Wolfe Crescent	117	117	-	-	-	-
Saunders House	30	30	-	-	-	-
Alfred Salter Primary School	12	12	-	-	-	-
Scape Development	87	230	26	10	107	143
Total	1,190	1,697	127	64	316	507

Table: Results of the Proposed Development (maximum parameters) + Cumulative Schemes – VSC

Property	Total rooms that retain at least 0.8 of their former Daylight Distribution		Number of rooms below BRE Guidelines			
	Meet	Total	20-29.9% reduction	30-39.9% reduction	>40% reduction	Total
Porters Edge	206	289	5	9	49	63
Montreal House	128	141	12	1	-	13
Toronto House	83	84	1	-	-	1
Cedar House*	19	20	1	-	-	1
Eden House*	37	38	1	-	-	1
Heligan House*	39	43	4	-	-	4
Giverny House*	63	82	12	2	5	19
Pavilion House*	37	45	7	-	1	8
Dovecote House*	73	74	1	-	-	1
Channel House*	39	39	-	-	-	-
1-17 Wolfe Crescent*	78	78	-	-	-	-
Saunders House*	18	18	-	-	-	-
Alfred Salter Primary School*	7	7	-	-	-	-
Scape Development	54	181	18	15	94	127
Total	881	1,119	62	27	149	238

Table: Results of the Proposed Development (maximum parameters) + Cumulative Schemes – DD

358. In terms of overall compliance the above tables demonstrate 70.1% of surrounding windows would meet BRE guidelines in relation to VSC, 78.7% of rooms would either meet guidelines for DD or experience reductions of less than 20% (which is considered to be negligible). The detailed results for Toronto, Montreal, Cedar, Channel, Eden, Dovecoat, Heligan and Saunders House, 1-17 Wolfe Crescent and Alfred Salter Primary School show that any impact to daylight would be negligible. However, the following results relating to the closest properties must be considered.

Porters Edge

359. With the proposed development in place 56% of windows would retain at least >27% VSC or at least 80% of their baseline value. There are a total of 236 windows that would experience a reduction of greater than 20%. Of this 236 windows, 41 would experience 20-30% reductions in baseline VSC, 23 windows would experience 30-40% reductions in baseline VSC and 172 windows would experience greater than 40% reductions in baseline VSC. Consequently it is clear that in numerical terms the cumulative worst case scenario would have a greater impact upon the VSC levels for a number of windows in Porters Edge.

360. In terms of DD 76.5% of rooms would retain at least 80% of their baseline DD. There are a total of 63 rooms that would experience a reduction of greater than 20%. Of this 63 rooms, 5 would experience reductions of 20-30%, 9 would experience reductions of 30-40% and 49 would experience reductions of greater than 40%. In terms of DD the results of the cumulative worst case scenario are comparable with the Baseline Vs Proposed Development scenario.

Giverny House

361. With the proposed development in place 49.5% (52 out of 105) of windows would retain at least >27% VSC or at least 80% of their baseline value. There are a total of 53 windows that would experience a reduction of greater than 20%. Of this 53 windows 20 would experience 20-30% reductions in baseline VSC, 8 windows would experience 30-40% reductions in baseline VSC and 25 windows would experience greater than 40% reductions in baseline VSC. In terms of DD the results of the cumulative worst case scenario are comparable with the Baseline Vs Proposed Development scenario.

362. In terms of DD 76.8% of rooms (63 out of 82) would retain at least 80% of their baseline DD. There are a total of 19 rooms that would experience a reduction of greater than 20%. Of this 19 rooms, 12 would experience reductions of 20-30%, 2 would experience reductions of 30-40% and 5 would experience reductions of greater than 40%. The result show that the cumulative worst case scenario would have a greater impact than the Baseline Vs Proposed Development scenario but not to an unacceptable extent.

Pavilion House

363. With the proposed development in place 40% (26 out of 65 windows) would retain at least >27% VSC or at least 80% of their baseline value. There are a total of 39 windows that would experience a reduction of greater than 20%. Of these 39 windows 12 would experience 20-30% reductions in baseline VSC, 16 windows would experience 30-40% reductions in baseline VSC and 11 windows would experience greater than 40% reductions in baseline VSC. In terms of VSC the results of the cumulative worst case scenario is comparable with the Baseline Vs Proposed Development scenario.
364. In terms of DD 82.2% of rooms would retain at least 80% of their baseline DD. There are a total of 8 rooms that would experience a reduction of 20-30% and 1 room that would experience if a reduction of greater than 40%. In terms of DD the results of the cumulative worst case scenario is comparable with the Baseline Vs Proposed Development scenario.

Scape

365. With the proposed development in place 37.8% (87 out of 230 windows) would retain at least >27% VSC or at least 80% of their baseline value. There are a total of 143 windows that would experience a reduction of greater than 20%. Of this 143 windows, 26 would experience 20-30% reductions in baseline VSC, 10 windows would experience 30-40% reductions in baseline VSC and 107 windows would experience greater than 40% reductions in baseline VSC. Consequently, it is clear that in numerical terms the cumulative worst case scenario would have greater impact upon the VSC levels for a number of windows in the Scape development.
366. In terms of DD 29.8% of rooms (54 out of 181) would retain at least 80% of their baseline DD. There are a total of 127 rooms that would experience a reduction of greater than 20%. Of this 127 rooms, 18 would experience reductions of 20-30%, 15 would experience reductions of 30-40% and 94 would experience reductions of greater than 40%. These results demonstrate that in overall terms the impact upon the total number of windows remains similar to the Baseline Vs Proposed scenarios but the cumulative worst case scenario would see a greater number of windows experiencing more than 40% reduction. In terms of DD the proposed scheme will have a significant impact on the student housing scheme and this will be made worse in the cumulative scenario. As set out above, the impacts on the Scape development should be given weight in the decision on the application, but seen in the context that the rooms are not yet occupied so the before and after comparison will not be seen in real terms, the occupation by individual students is transient, and no objection has been raised by Scape as the developer.

Cumulative Scenarios Summary

367. In the cumulative scenario the above analysis demonstrates that the proposed development would not have a significant detrimental impact upon properties within the wider vicinity of the site but would harm closer properties. The proposal would have a noticeable impact upon the daylight to be enjoyed by residential units within Giverny and Pavilion House. However, the impacts would be similar to the cumulative scenarios of the extent/consent scheme and the BL Masterplan which was deemed to be acceptable when Outline permission was granted for the BL development. Therefore it would not be reasonable to raise an objection with

regards to the impact upon those properties at this time.

368. As with the Baseline Vs Proposed scenario, the most significant impact would be upon residential properties within Porters Place and the Scape student housing scheme.

Canada Water Masterplan

369. Given the proximity of this site to the BL Masterplan and the fact that the outline permission for BL allows for residential development to come forward within the neighbouring blocks it is necessary to consider the potential impact of this proposal on the relevant blocks of the BL Masterplan (Plots D, F and H).

370. At the time of publishing this report a RM application has been submitted for a commercial conversion and extension for part of Plot H (the former Printworks building under reference 21/AP/3338). As that application proposes commercial development, it is not necessary for this application to undertake detailed daylight/sunlight analysis for Plot H on the basis of its proposed commercial use. Despite the submission of this RMA for Plot H it has not yet been approved and it is still possible that a residential RMA could be submitted in the future if BL decide not to implement the commercial RMA. Consequently at this point in time Plot H could deliver commercial or residential development and should be assessed in that context.

371. There are currently no valid RMAs for Plot D.

372. At the time of publication of this report the Council had recently validated a RMA for Plot F proposing a mixed use development (reference 21/AP/4712). The application proposes two separate buildings: Plot F1 and Plot F2 (see image below). The proposal can be summarised as follows:

- A ground + 36-storey residential tower (Plot F1);
- A ground + 33-storey residential tower (Plot F2)
- A ground + 9-storey office building forming part of Plot F2
- The development will also provide six retail units / workspaces, located on the ground floor of F1 and F2.

373.

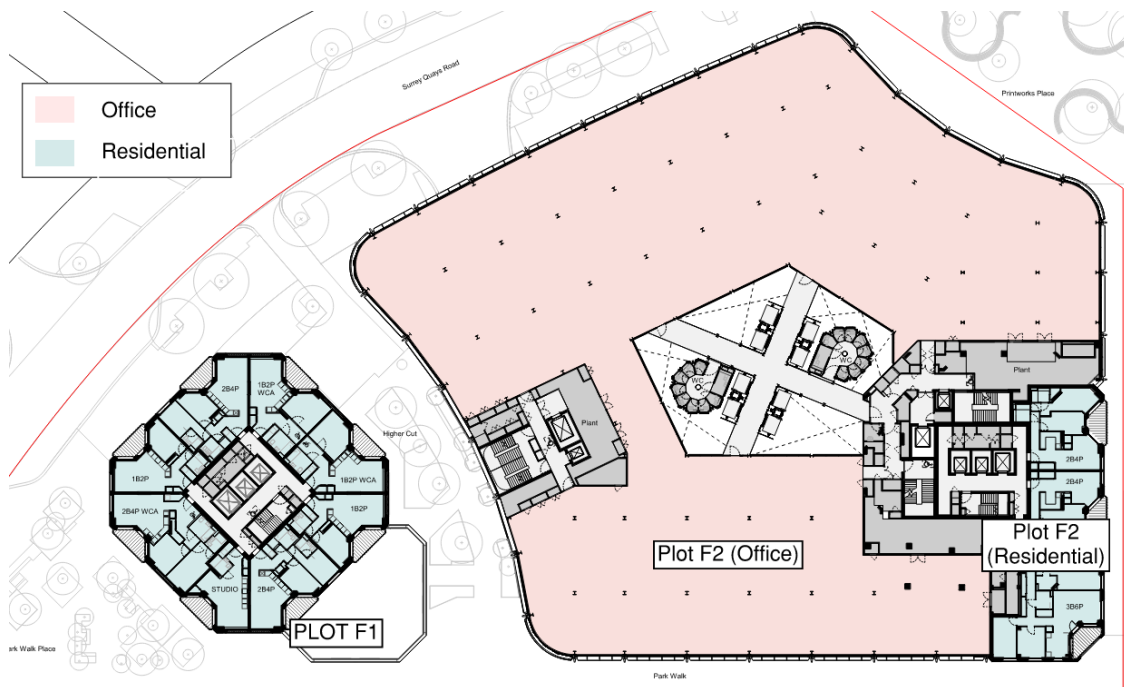


Image: Typical above ground floor for Plot F RMA

374. Whilst there is now a valid application for Plot F this has only just been validated and made available in the public domain. As such when the application subject of this report was being prepared, submitted and assessed there were no detailed layout or floor plans within the public domain to show planned detailed designs for Plot F. As such, the only possible and appropriate means of assessing potential impact on the adjacent development at Plots F and D was a VSC façade analysis to demonstrate the retained levels of daylight in VSC terms on the adjacent facades. Such analysis was also used to assess the impact on the façade of Plot H in case it comes forward for residential development rather than commercial. This type of analysis is considered to be reasonable and appropriate given the very early stage of the RMA for Plot F.
375. The ES submitted with this application includes VSC façade analysis which compares the extant/consented scheme results against the proposed maximum parameters. This is appropriate as the extant/consented scheme benefited from planning permission at the time of the adjacent BL Masterplan application being considered and approved. Therefore the impact of the extant scheme and the resultant relationship between the two sites was deemed to be acceptable at the time of granting the BL outline permission.
376. It will be necessary as part of this application to ensure that as a result of this proposal an acceptable VSC for adjacent facades can still be achieved in order for the approved outline application to be built out. To that end, the conclusions must be based on any additional impact arising between the extant and proposed scheme.
377. Notwithstanding any additional impact arising from this proposal, in any eventuality, as the detailed RMAs for the adjacent scheme are designed and the form of building and land uses confirmed, it would be necessary and appropriate for the design to respond to the context at that particular time. It is entirely reasonable given the passage of time between the Outline permission being granted and the RM being

submitted that a change in baseline conditions may have occurred particularly given the Councils aspirations and development plan policy requirements for regeneration and growth in this area. Furthermore, as the adjacent permission was in outline form for a number of blocks which could contain residential dwellings and matters of layout, appearance and scale were reserved it was not possible to undertake a fully detailed daylight/sunlight analysis for potential residential units. This is a matter that would need to be developed and refined and appropriately assessed as part of a future RMA.

378. To this end, working within the approved parameters of the outline permission all opportunities should be taken to maximise daylight and sunlight for future occupiers through the careful design of internal layouts and positions of windows. It would also be appropriate to undertake a full daylight/sunlight analysis using VSC and ADFs at the point at which detailed layouts are being prepared to robustly demonstrate that levels of amenity have been maximised within the approved parameters of the outline application and responding to the existing and emerging context which may have evolved over time. It is noted that the RMA for Plot F includes daylight/sunlight reports that take account of the proposed commercial blocks as part of this application.
379. The VSC façade studies submitted with this application demonstrate that the proposed scheme would have a greater impact on the facades of Plots D, F and H of the BL Masterplan than the extant scheme. There would be further reductions in the level of VSC to the lower sections of facades for all of the adjacent plots to some extent. Whilst the towers would not experience further reductions and would largely all continue to meet VSC targets (>27%), the impact on Plot H would see VSC levels drop below BRE targets (where they previously would have achieved compliance with targets) and the lower levels of all adjacent blocks would experience further reductions below the BRE target. Whilst it is acknowledged that the impact would result in elements of the facades achieving less than 12% (northern end of Zone F), less than 5% (corner of Zone D) and less than 3% (north east corner of Zone H) the levels to be achieved would still be comparable with the extant/consented scheme, which was deemed to be acceptable when outline permission was granted for the BL masterplan. Furthermore, the relationship that would ensue between the buildings proposed on this site and the future developments in the BL Masterplan site would be comparable to the relationship between blocks within the central area of the BL Masterplan site. Finally, there are already examples of residential buildings achieving similar VSC levels in this location (for example some properties within Heligan, Eden and Toronto House and Porters Edge). In a high density town centre location it is not unusual for residential properties to achieve VSC levels significantly below BRE targets (as discussed in the preceding paragraphs of this report).
380. In conclusion, on the basis of the VSC studies undertaken officers conclude that approval of this scheme would not fetter the ability for the adjacent developments to deliver an acceptable quality of residential units in Plots D, F or H. It is recognised that with this commercial development in place potential residential occupiers in the adjacent blocks would not achieve BRE targets for VSC but this would be similar to the impact of other blocks within the BL Masterplan and would also be similar to existing residential dwellings in this area. Furthermore it is likely that the lower levels of the buildings would comprise commercial uses as well as lobbies or servicing areas rather than residential units. As such the worst case scenario presented at

this time may not be realised.

Sunlight

381. In terms of sunlight all windows which face within 90 degrees of due south should be tested. The BRE guide states that sunlight availability may be adversely affected if the centre of the window:

- receives less than 25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours between 21 September and 21 March and
- receives less than 0.8 times its former sunlight hours during either period and
- has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours

382. The table shown below demonstrates the existing baseline sunlight conditions for surrounding properties. As discussed in paragraph above the closest properties already experience compromised sunlight levels as a result of the existing built form.

Property	Total windows that meet VSC criteria (>27%)		Total rooms that enjoy daylight distribution to at least 80% or room area		Total south-facing windows that meet APSH criteria	
	Meet	Total	Meet	Total	Meet	Total
Porters Edge	246	537	262	269	247	425
Montreal House	40	175	64	141	88	120
Toronto House	33	144	83	84	87	130
Cedar House	3	24	18	24	20	24
Eden House	7	53	19	38	34	48
Heligan House	8	57	17	43	31	52
Giverny House	36	105	72	82	58	71
Pavilion House	45	65	36	45	54	55
Dovecote House	42	94	52	74	49	62
Channel House	21	54	25	39	42	49
1-17 Wolfe Crescent	59	117	54	78	117	117
Saunders House	29	30	18	18	30	30
Alfred Salter Primary School	4	12	7	7	11	11
Scape Development	143	230	140	181	174	181
Total	716	1,697	867	1,119	1,042	1,375

Table: Existing (Baseline) sunlight conditions

Proposed Development Maximum Parameters

383. The table below shows the impact of the proposed development on sunlight levels.

Property	Total windows that meet BRE Guidelines for APSH with proposal in place	
	Meet	Total
Porters Edge	347	426
Montreal House	120	120
Toronto House	130	130
Cedar House	24	24
Eden House	48	48
Heligan House	51	52
Giverny House	52	71
Pavilion House	43	55
Dovecote House	62	62
Channel House	49	49
1-17 Wolfe Crescent	117	117
Saunders House	30	30
Alfred Salter Primary School	11	11
Scape Development	155	181
Total	1,239	1,375

Table: Results of Baseline Vs Proposed Development (maximum parameters) – APSH

Porters Edge

384. In terms of overall results, 90.1% of south facing windows would meet BRE guidelines with the proposed development in place. The detailed results for Toronto, Montreal, Cedar, Channel, Eden, Dovecoat, Heligan and Saunders House, 1-17 Wolfe Crescent and Alfred Salter Primary School show that any impact to sunlight would be negligible. Importantly the following results relating to the closest properties must be considered.
385. With the development in place 81.6% of south facing windows would meet BRE guidelines. There would be a total of 78 windows that would not meet the guidelines but of these 77 are windows that either serve bedrooms (which have a lower requirement for sunlight) or are secondary windows to other habitable spaces that are served by a compliant window. The remaining window would experience a 50% reduction and would serve a living room. The results further show that compared to the extant scheme 84.7% of the relevant windows would either retain compliant ASPH levels or receive less than 10% reduction. As the rooms most affected are bedrooms the proposal is considered to be acceptable in terms of sunlight impact upon Porters Edge.

Giverny House

386. With the development in place 73.2% of south facing windows would meet BRE guidelines. There would be a total of 19 windows that would not meet the guidelines. Of these 19 windows 5 would experience reductions of 20-30%, 3 windows 30-40% and 11 greater than 40% reduction. Consequently it can be seen that in sunlight terms the proposal would have a noticeable effect on this property. However, compared to the extant scheme 98.6% of the relevant windows would either retain compliant ASPH levels or receive less than 10% reduction. Taking account of the impact that would arise from the extant scheme it would not be reasonable to

conclude that the impact of the proposed scheme in sunlight terms on this property is now unacceptable.

Pavilion House

387. With the development in place 78.2% of south facing windows would meet BRE guidelines. There would be a total of 12 windows that would not meet the guidelines. Of these 12 windows 2 would experience reductions of 30-40% and 10 greater than 40% reduction. Consequently it can be seen that in sunlight terms the proposal would have a noticeable effect on this property. However, compared to the extant scheme 98.2% of the relevant windows would either retain compliant ASPH levels or receive less than 10% reduction. Taking account of the impact that would arise from the extant scheme it would not be reasonable to conclude that the impact of the proposed scheme in sunlight terms on this property is now unacceptable.

Scape

388. With the development in place 85.6% of south facing windows would meet BRE guidelines. There would be a total of 26 windows that would not meet the guidelines and the level of sunlight reduction would be up to 100%, therefore in some circumstances completely blocking sunlight to those windows. Consequently it can be seen that in sunlight terms the proposal would have a significant adverse effect on a number of windows in this property.

Summary

389. The sunlight results show that the proposal would have a noticeable impact upon the sunlight levels received to Giverny and Pavilion House. However, the impact would be comparable to the extant/consented scheme and as such it would not be reasonable to raise an objection. The proposal would have a noticeable impact upon Porters Edge but given that the windows to be affected mostly serve bedrooms (which do not need as much sunlight) or are secondary windows to rooms which benefit from a compliant window, the level of harm likely to occur would not be so detrimental as to justify refusal of this application. The property to be most seriously affected would be the Scape student housing scheme where the impacts would be significant, with some rooms losing access to all direct sunlight. However, it is noted that many of the rooms to be affected would be bedrooms (thus not requiring so much access to sunlight) and in any event student accommodation is generally considered to be less sensitive in terms of achieving sunlight targets.

Proposed Development (maximum parameters) + Cumulative Schemes – Worst Case Scenario

390. The table below shows the impact of the proposed development on sunlight levels.

Property	Total windows that meet BRE Guidelines for APSH with proposal in place	
	Meet	Total
Porters Edge	341	425
Montreal House	120	120
Toronto House	128	130
Cedar House	24	24
Eden House	48	48
Heligan House	51	52
Giverny House	51	71
Pavilion House	42	55
Dovecote House	62	62
Channel House	49	49
1-17 Wolfe Crescent	117	117
Saunders House	30	30
Alfred Salter Primary School	11	11
Scape Development	127	181
Total	1,201	1,375

Table: Results of Proposed Development (maximum parameters) + Cumulative Schemes – APSH

391. In terms of overall results, 87.3% of south facing windows would meet BRE guidelines with the proposed development in place. The detailed results for Toronto, Montreal, Cedar, Channel, Eden, Dovecoat, Heligan and Saunders House, 1-17 Wolfe Crescent and Alfred Salter Primary School show that any impact to sunlight would be negligible. However, the following results relating to the closest properties must be considered.

Porters Edge

392. With the cumulative development in place 80.2% of south facing windows would meet BRE guidelines. There would be a total of 84 windows that would not meet the guidelines. Whilst this would represent a slight increase on the Baseline Vs Proposed Development scenario it would not be a significant increase.

Giverny House

393. With the cumulative development in place 71% of south facing windows would meet BRE guidelines. There would be a total of 20 windows that would not meet the guidelines. This would be comparable to the Baseline Vs Proposed Development scenario.

Pavilion House

394. With the cumulative development in place 76.3% of south facing windows would meet BRE guidelines. There would be a total of 13 windows that would not meet the guidelines. This would be comparable to the Baseline Vs Proposed Development scenario.

Scape

395. With the cumulative development in place 70.1% of south facing windows would meet BRE guidelines. There would be a total of 54 windows that would not meet the guidelines which would represent a significant increase in impact beyond the Baseline Vs Proposed Development scenario. However, as with the Baseline Vs Proposed development scenarios it is noted that a number of the worst affected rooms are bedrooms and in any event student accommodation is generally considered to be less sensitive in terms of achieving sunlight targets.

Overshadowing of amenity spaces

Existing Amenity Spaces in Baseline Vs Proposed Scenario

396. The table below lists the amenity spaces assessed within the ES (150m radius of the site) and shows the baseline results for sunlight to amenity spaces

Amenity Space address	Total Area (m ²)	Area (m ²) receiving 2+ hours sunlight on March 21st	Percentage of area receiving 2+ hours sunlight on March 21st
Scape Development Space 1	290.01	8.58	3%
Scape Development Space 2	342.16	0.00	0%
Scape Development Space 3	478.5	108.48	23%
Scape Development Space 4	151.45	129.50	86%
1 Wolfe Crescent	35.68	16.13	45%
2 Wolfe Crescent	49.98	27.27	55%
3 Wolfe Crescent	58.92	35.25	60%
4 Wolfe Crescent	48.07	24.27	50%
6 Wolfe Crescent	51.11	38.04	74%
7 Wolfe Crescent	83.30	67.97	82%
8 Wolfe Crescent	77.98	59.88	77%
9 Wolfe Crescent	51.66	36.33	70%
Porters Edge	3298.28	2639.33	80%
Water Gardens Space 1	700.89	203.40	29%
Water Gardens Space 2	176.26	127.72	72%

Table: Sunlight amenity results in Baseline condition

397. The above results show that the following spaces meet BRE standards in the baseline position:

- Scape Development Space 4
- 2 – 9 Wolfe Crescent
- Porters Edge
- Water Gardens Space 2

398. In current conditions Scape Development Spaces 1, 2, 3 and 1 Wolfe Crescent do not meet BRE guidelines.

Existing Amenity Spaces in Baseline Vs Proposed Scenario

399. The table below shows the results comparing the baseline to the proposed development (maximum parameters).

Amenity Space address	Total Area (m ²)	Area (m ²) receiving 2+ hours sunlight on March 21 st with Proposed Development (max parameters) in place	Percentage of area receiving 2+ hours sunlight on March 21 st with Proposed Development (max parameters) in place	Ratio between baseline and Proposed Development (maximum parameters) positions
Scape Development Space 1	290.01	6.90	2%	0.80
Scape Development Space 2	342.16	0.00	0%	1.00
Scape Development Space 3	476.5	51.71	11%	0.48
Scape Development Space 4	151.45	129.50	86%	1.00
1 Wolfe Crescent	35.68	16.13	45%	1.00
2 Wolfe Crescent	49.98	27.27	55%	1.00
3 Wolfe Crescent	58.92	35.25	60%	1.00
4 Wolfe Crescent	48.07	24.27	50%	1.00
6 Wolfe Crescent	51.11	38.04	74%	1.00
7 Wolfe Crescent	83.30	67.97	82%	1.00
8 Wolfe Crescent	77.98	59.88	77%	1.00
9 Wolfe Crescent	51.66	36.33	70%	1.00
Alfred Salter Primary School Space 1	448.42	406.27	91%	1.00
Alfred Salter Primary School Space 2	332.75	288.65	87%	1.00
Porters Edge	3298.28	2623.34	80%	0.99
Water Gardens Space 1	700.69	190.98	27%	0.94
Water Gardens Space 2	176.26	127.65	72%	1.00

Table: Sunlight amenity results comparing Baseline to Proposed Development (maximum parameters)

400. The above results show that the following amenity spaces will continue to receive BRE compliant levels of sunlight with the proposed development in place

- Scape Development Space 4
- 2 – 9 Wolfe Crescent
- Porters Edge
- Water Gardens Space 2

401. There will be a further overshadowing impact to Scape Development Space 1 and 3 and Water Gardens Space 1 but these are spaces that already fall below BRE guidelines in the baseline condition.

402. Transient overshadowing analysis was undertaken to demonstrate the impact on The Dock. The analysis shows that the level of overshadowing to occur would not be significant. This is discussed in more detail in the ecology section of this report.

Existing Amenity Spaces for Proposed Development + Cumulative Schemes

403. The table below lists the amenity spaces assessed within the ES (150m radius of the site) and shows the results comparing the baseline to the worst case scenario.

Amenity Space address	Total Area (m ²)	Area (m ²) receiving 2+ hours sunlight on March 21 st with Cumulative Schemes (max parameters) in place	Percentage of area receiving 2+ hours sunlight on March 21 st with Cumulative Schemes (max parameters) in place	Ratio between baseline and with Cumulative Schemes (max parameters) positions
Scape Development Space 1	290.01	6.14	2%	0.72
Scape Development Space 2	342.16	0.00	0%	1.00
Scape Development Space 3	476.5	43.52	9%	0.40
Scape Development Space 4	151.45	129.50	86%	1.00
1 Wolfe Crescent	35.68	16.12	45%	1.00
2 Wolfe Crescent	49.98	27.28	55%	1.00
3 Wolfe Crescent	58.92	35.25	60%	1.00
4 Wolfe Crescent	48.07	24.26	50%	1.00
6 Wolfe Crescent	51.11	38.04	74%	1.00
7 Wolfe Crescent	83.30	67.97	82%	1.00
8 Wolfe Crescent	77.98	59.88	77%	1.00
9 Wolfe Crescent	51.66	36.33	70%	1.00
Porter's Edge	3298.28	2741.89	75%	0.94
The Water Gardens Space 1	700.69	190.98	27%	0.94
The Water Gardens Space 2	176.26	127.65	72%	1.00
Printworks Place	2127.98	355.29	17%	N/A

Table: Sunlight amenity results for Proposed Development (maximum parameters) + Cumulative Schemes

404. The above results show that the following spaces will be fully compliant with BRE standards with the proposed and cumulative development in place:

- Scape Development Space 4
- 2 – 9 Wolfe Crescent
- Porters Edge
- Water Gardens Space 2

405. The following amenity spaces will not achieve full compliance with BRE standards. However, this is either the same as the baseline condition or in the case of Printworks Place attributed to the BL Canada Water Masterplan development itself.

- Scape Spaces 1, 2 and 3
- 1 Wolfe Crescent
- Watergardens Space 1
- Printworks Place

406. Concerns have been raised as to the impact of Building A1 on the pedestrian route running between A1 and Zone D of the BL masterplan development. The transient shadow diagrams demonstrate that there will be overshadowing of this space. However, this would be comparable to the situation created by the BL development and comparable in daylight/sunlight terms to other streets/thoroughfares within this area.

407. Transient overshadowing analysis was undertaken to demonstrate the impact on The Dock in the cumulative scenarios. The analysis shows that the level of overshadowing to occur would increase beyond the Baseline Vs Proposed scenario. The overshadowing increases as a result of the BL outline permission which has already been granted, at that time the impact of the BL development was deemed to be acceptable. The Dock would be reasonably well lit between the hours of 10am and 5pm.

Masterplan Amenity Spaces

408. A standalone report was submitted to demonstrate sunlight to be achieved for the public realm and terraces within the development. The report assesses four scenarios (maximum parameters in baseline context, illustrative scheme in baseline context, maximum parameters in cumulative context and illustrative scheme in cumulative context). Given that works have commenced on the adjacent BL Masterplan scheme it is reasonable to assume that this will be fully built out; and assuming that this proposal could be built out to its maximum parameters, the most relevant scenario to consider is the maximum parameters of this scheme in the cumulative context. This would represent the worst-case scenario and a realistic position.
409. The report concludes that in the baseline context, both the maximum parameters and illustrative scheme meet the BRE Guidelines' recommendations for sunlight amenity in that at least 50% of their total areas receive at least 2 hours of sunlight on March 21st. In the cumulative context, with the Canada Water Masterplan included within the surrounding context to the south and east, the level of sunlight will be reduced below 50% due to the new massing in the surrounding context blocking the sun's path over the site. In the worst case scenario 27% of the total public realm would achieve 2 hours of sunlight on 21st March.
410. Whilst there will be areas within the site which cannot achieve good sunlight levels in accordance with the BRE guidelines, the analysis shows that most of the spaces will receive some sunlight at different periods of the day. The most compromised areas will be The Boulevard and Green Street. Given the very low levels of sunlight which will be achieved within these spaces they are unlikely to be utilised as areas to dwell/relax. However, at least 50% of Waterfront Square and Dock Edge Walk will achieve at least 2 hours of sunlight on March 21st in the worst case scenario. This area of public realm will be the most attractive space for people to use given its location adjacent to the Dock, its prominence within the site and intended relationship to the surrounding buildings and uses. Sunlight levels will be compromised in other spaces but on balance this is considered to be acceptable given the urban location and other benefits of the scheme.
411. In terms of the proposed terrace amenity spaces the analysis demonstrates that, when taken collectively, the terraces in the illustrative scheme receive two hours of sunlight to 46% of their space in the baseline surrounding context and to 39% of their space in the cumulative surrounding context. Seven of the fourteen terraces achieve at least 50% of its area receiving two hours of sunlight on March 21st in the baseline and cumulative surrounding context. The provision of generous terraces for each of the buildings which will be used for amenity as well as adding opportunities to 'green' the development is considered to be a positive aspect of the

design. The terraces will make a valuable contribution to this scheme despite the lower sunlight levels that will be achieved.



Image: CGI to show potential terraces (terrace on A1 overlooking the A2 building)

Conclusion on daylight and sunlight

412. It is acknowledged that there will be a noticeable adverse impact on some local residents arising from the proposed scheme. It is necessary to give weight to the extant/consented scheme and in doing so the level of impact on a number of existing properties is comparable (with some instances of improvement) to that previously deemed to be acceptable.
413. It is noted that in the cumulative scenario where the adjacent BL Masterplan is built out the impact on existing residents increases. However, the cumulative impacts of development coming forward on both of these sites was considered and deemed to be acceptable at the time of granting outline application for the BL Masterplan development. Furthermore, when comparing the impact that will arise in the cumulative scenario from the extant scheme against the cumulative scenario for the proposed scheme, in the majority of instances the level of harm that might arise would be similar.
414. In all scenarios, the properties to be most affected are Porters Edge and Scape. It is clear that this development will have a noticeable adverse impact on daylight and sunlight for some units/rooms within these adjacent buildings. Officers consider this impact to be more significant than the applicant concludes in their ES. However, it is necessary to weigh up this harm against the benefits of the proposal. Subject to conditions to control detailed design, hours of operation and controls around deliveries and servicing the proposal would not have an adverse impact upon the privacy, outlook or general enjoyment of adjacent properties which should be given weight in the decision making process.

415. The proposed commercial development would make a significant contribution towards employment targets for Southwark and the Canada Water area, as reflected in London and Southwark development plan policies. The form of development would enable improvements to the public realm and townscape. The proposals would contribute to Canada Water achieving the policy objective of performing as a Major Town Centre. If it is to realise its potential to become an employment, housing, retail and entertainment destination in line with the functions of a Major Town Centre then certain adverse impacts are to be anticipated, including effects on daylight levels which can be expected to a degree in highly urbanised areas. Overall officers consider as a matter of judgment that the ability of the proposals to achieve these wider policy objectives outweighs the effect on the daylight and sunlight of some existing residents and to future occupiers of the Scape student flats and potential occupiers of the adjacent BL plots.

Solar glare and light spill

416. Given the outline nature of the application, it is not possible to undertake complete quantitative solar glare analysis. This will be undertaken as part of each RMA. Commentary on the potential impacts has been provided within the Environmental Statement (Chapter 10). The commentary suggests the following impacts may arise and will need further analysis at RM stage:

- Potential morning and evening impact on the Surrey Quays Road/Printworks Place junction from Plot A1 but any impact is likely to be not significant;
- Potential morning impact on the Surrey Quays Road/Printworks Place junction from Plot A2 but any impact is likely to be not significant;
- Potential morning and evening impact on the Surrey Quays Road/Canada Street junction from Plots A1 and A2 but any impact is likely to be not significant;

417. Overall any impact is unlikely to be significant and through the detailed design measures can be taken to reduce any potential for solar glare (for example through appropriate choice of materials).

418. Light pollution, or 'light spill' is considered within Chapter 10 the Environmental Statement. The results show the following light spill for surrounding developments

- Additional light spill of more than 10 lux would reach the eastern edge of the Dock. This area is planned to be an important part of the thoroughfare around this site providing an important link from Canada Water Station to the town centre. As such this area would be well lit for safety of pedestrians and therefore any impact arising from this scheme would not be significant.
- Additional light spill of more than 10 lux would reach the ground floor of Porters Edge and would be likely to occur to the upper levels if all windows are left unobstructed and lights are left on.
- Additional light spill of approximately 7 lux would reach the ground floor of Giverny House and would be likely to occur to the upper levels if all windows are left unobstructed and lights are left on.
- Additional light spill of more than 10 lux would reach the lower floors of the Scape development and would be likely to occur to the upper levels if all

windows are left unobstructed and lights are left on.

- Additional light spill of approximately 3-7 lux would reach the lowest parts of the facades for Zone H and more than 10 lux for the lowest parts of Zone D.

419. Overall, the assessment concludes that the development has the potential to result in light pollution. However, this can be mitigated by way of internal lighting control measures such as sensors to turn down lighting on unoccupied floors, and motion sensors to limit lighting to where it is needed. With such measures in place (which can be controlled by conditions) the likely light spill effects arising from the Proposed Development would not be significant. It would be appropriate as the detail of the design develops, that further studies at the Reserved Matters Application stages are undertaken to minimise light spill as far as reasonably possible.



Image: Illustrative scheme image at dusk (NB: the CW Plot F tower in the background is not a true representation).

Noise and vibration

420. London Plan Policy D14 and Southwark Plan Policy P56 require developments to manage the impacts of noise. Noise impact was assessed in the ES (Chapter 8).
421. Noise and vibration impacts were considered and discussed as part of the ES as set out in the earlier sections of this report. In terms of impact of noise arising from the development, taking account of the town centre location it is not anticipated that introducing large scale commercial uses would give rise to unacceptable noise or disturbance to neighbouring sites subject to appropriate soundproofing and hours of operation. The noise assessment submitted considers the impact of plant required for the commercial uses and confirms that subject to appropriate soundproofing unacceptable harm will not arise.

422. The council's environmental protection team have reviewed the noise assessment and have not raised an objection in this respect subject to recommended conditions.

Agent of change principles (ability for commercial and residential uses to co-exist)

423. London Plan Policy D13 requires all developments to consider 'agent of change' principles to ensure that where new developments are proposed close to existing noise-generating uses, they are designed in a more sensitive way to protect the new occupiers, such as residents and businesses from noise and other impacts. There are no residential uses proposed as part of this application. However, there are existing and planned residential uses within the immediate vicinity of the site.
424. The potential impacts arising from the proposal have been fully considered in the ES and several mitigation measures have been incorporated into the control documents to ensure minimal impact on adjacent residential uses. The submitted noise assessment confirms that existing and future residents are unlikely to be adversely affected by noise from the proposed uses subject to appropriate soundproofing of the new buildings which will be incorporated as part of the detailed design and conditions to control hours of operation and servicing and deliveries. These measures will be secured by way of planning conditions and s106 obligations.
425. To conclude, it is considered that the development ensures that the technical considerations such as adequate servicing, ventilation, mitigation of noise and vibration have been robustly considered to ensure the space designed and attractive and usable by the intended future occupiers in accordance with Policy D13.

Transport and highways

426. Chapter 9 of the NPPF seeks to ensure that transport issues are properly addressed as part of development proposals. Proposals must assess the impact upon existing transport networks, promote and maximise opportunities for sustainable transport modes whilst mitigating any adverse transport related environmental effects and must make a significant contribution to improving accessible movement and permeability as a key priority for place making. Paragraph 111 states "development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe". This approach is reflected in Chapter 10 of the London Plan and Southwark Plan Policies P49 – P55, which require development proposals to maximise sustainable modes of transport by minimising car journeys, to deliver enhanced walking and cycling opportunities and safe, accessible routes to public transport. Developments should be car free save for disabled parking provision and mitigation will be secured where necessary to address impacts upon the road and public transport networks to serve new developments.
427. This application was accompanied by a Transport Assessment. Framework Travel Plan, Framework Service and Delivery Plan and Public Transport Modelling Addendum. The documents have been reviewed by the Council's Transport Policy

and Highways Teams and TfL.

Site layout

428. The development provides the opportunity to greatly improve the pedestrian and cycling environment, moving away from the current car-based and car parking dominated layout of the retail stores. In particular, the improved Maritime Street and 'Boulevard' would overcome the severance of the current layout, providing key pedestrian routes between the Canada Water station and the Printworks building, which forms part of the Canada Water masterplan, and the existing and emerging residential developments.
429. This development will need to take advantage of the proximity of both Canada Water and Surrey Quays Stations as a key mode of transport to serve the new office buildings. To this end the layout must respond to the proposed development of the wider Canada Water Masterplan by improving pedestrian and cycle links to the site.
430. In terms of vehicular access it is proposed to access Buildings A1 and A2 via Surrey Quays Road. It is intended that the vehicle access would be via a new access adjacent to Building A2. The existing vehicle access points on Surrey Quays Road would be removed as these would no longer be required and would therefore be reinstated with footways to provide enhanced public realm. Vehicle access to Building B would either be via Canada Street, utilising the existing site access location, or from Printworks Street (a future link being delivered by the Canada Water Masterplan). This access strategy is largely dependent on Printworks Street and whether this is brought forward as a one-way or two-way working street. A two-way Printworks Street would allow servicing access to be provided from this location; however, until this is confirmed Building B requires the ability to be serviced from either street which is reflected in the Parameter Plans accordingly.
431. Printworks Street has been approved as a one-way street because it was the only deliverable option within the constraints of the BL application site boundary. Delivery of a two way street would require a joint approach and land to be made available from all adjacent landowners (currently this would be British Land, AIRE and Scape). Notwithstanding the BL Outline Permission it has always been a strong desire of the Council and TfL to deliver a two way Printworks Street as this will have significant benefits for TfL bus operations as well as minimising the number of vehicles needing to enter via Quebec Way.
432. The Applicant for this proposal (AIRE) has been engaging with adjoining landowners British Land and Scape to design a coordinated two-way street. Plans are being prepared as part of those discussions to demonstrate that there is sufficient room between the Printworks Building that forms part of the BL Masterplan and Building B on this site to accommodate a two-way street which provides sufficient width to integrate appropriate amenity considerations such as; safe cycling provision, attractive and safe movement space for pedestrians and public realm space including provision of soft planting, trees and necessary street furniture.

433. This application includes a plan as part of the illustrative scheme to demonstrate how this technical layout could translate into a designed street. The illustrative plan also reflects a vehicular access to Building B from Printworks Street, as applied for in the outline application as an alternative servicing access. The parameter plans submitted for formal determination as part of this application include a 5-metre limit of deviation setback from the maximum parameter line which will be required to achieve the standards required for new streets to accord with development plan policies and Highways requirements. It will therefore be necessary for the applicant to set back the building line of Building B within its limits of deviation, when it comes to detailed design stage, if the scheme is to achieve a suitable design for public realm.
434. The Applicant has confirmed that they will work with the Council, TfL and adjoining landowners to accommodate the preferred design in future Reserved Matter applications and they will release the land required to deliver the two-way street. It will also be necessary for the applicant to pay their proportionate share of the costs for delivering the two way street. This should be secured in the s106 agreement. There would be clear benefits in delivering the two-way street early in the development process, in order to reduce later costs and disruption of widening the carriageway to facilitate two-way working. The s106 should therefore require the developer to use reasonable endeavours to make land available to allow the two-way street to be delivered from the outset.
435. Should a medical centre/health hub be delivered in Block B as allowed for under the Outline application, an ambulance pick-up/drop-off bay would be provided as part of the proposals, also accommodating an additional Blue Badge parking bay. This is demonstrated by the illustrative scheme, with a pick-up/drop-off area shown on the Building B servicing access route.
436. The footways surrounding the remainder of the site should be improved via the s278 agreement with the Council to enhance pedestrian comfort.
437. In terms of emergency access the proposal has been designed to ensure that appropriate emergency fire tender access can be provided. Emergency access for Buildings A1 and A2 would predominately be via Surrey Quays Road, with emergency access also proposed to be provided via Maritime Street and the new diagonal cut (The Boulevard). An emergency only access would also be provided to the south of Building A1. Building B would be served by Canada Street and Surrey Quays Road.

Trip generation

438. This application was accompanied by a Transport Assessment, Frameworks Travel Plan and Public Transport Modelling report. Given the car-free nature of the proposals (apart from a limited number of Blue Badge parking spaces), the trips associated with the office uses will predominately be by sustainable travel modes including on public transport, by bicycle and on foot. The scope and approach to the strategic public transport modelling was discussed and agreed with TfL's Strategic Analysis and Transport Modelling team and comprises two key workstreams: LTS & Railplan strategic modelling to determine the development's effects on the London-wide public transport network (Underground, Rail and Bus

services); and dynamic crowd flow modelling to determine the development's effects at Canada Water station.

439. The public transport network in the Canada Water area was, pre-pandemic, very crowded at peak times, particularly the Jubilee line, in both directions and London Overground services from/to the south. Coupled with high interchange flows and station layout constraints, this resulted in regular crowding and gateline management at Canada Water station.
440. It is clear from the modelling undertaken that the development would introduce a substantial increase in public transport trips over the current situation and extant residential permission for the site. During the 3-hour AM peak period (0700-1000), it is estimated that an additional 5,485 passengers will alight at the Canada Water station with an additional 1,270 passengers across the 3-hour PM peak period. Analysis of the rail passenger flows demonstrates an increase in crowding on both Jubilee Line and London Overground services in the AM and PM periods. It is not anticipated that there would be a significant impact on Bermondsey or Rotherhithe stations. It is envisaged that Surrey Quays Station will become a more attractive option for accessing this site and the wider town centre as a way of avoiding congestion at Canada Water Station (especially when improvements to the station are delivered).
441. In terms of bus services, it is forecast that the CWD development will attract approximately 366 additional alighters and 330 additional boarders at the bus stop located at Surrey Quays Road and Canada Street during the 3-hour AM and PM peak periods, respectively. Overall, the proposed CWD development would lead to an increase in bus demand in the local area. Based on the number of bus services serving the site (typically 34 services per peak hour in each direction), this level of additional demand could be accommodated subject to a contribution towards bus improvements. In addition, the bus stops adjacent (Surrey Quays Road/Canada Street) should have new shelters and accessible kerbs, secured in the S106 agreement.
442. The Transport Assessment and Public Transport Modelling Addendum have been scrutinised by TfL and Southwarks Transport Policy Team. It is agreed that proposed development will have a noticeable impact on the Jubilee line and Canada Water station. It is also considered that demand at Surrey Quays station will become affected as planned station improvements will provide an additional access point into the station from this side of the town centre. The opening of the Elizabeth line next year is expected to help relieve the Jubilee line and the interchange at Canada Water. However, this relief is only in the short to medium term and to an extent reliant upon the capacity of stations and services on the London Overground which links south and south east London with the Elizabeth Line at Whitechapel. On the basis of the additional trip generation to be created as a direct result of this development it is necessary, appropriate and reasonable for the applicant to pay a significant contribution (as set out in the planning obligations section below) towards public transport improvements (bus, train and cycling enhancements).
443. The proposal will result in a significant number of pedestrians using the surrounding street network to access the site. The route from this site across the Albion footbridge to Canada Water Station will be one of the most heavily used routes. It

is therefore necessary and reasonable for the applicant to undertake improvements to/widening of the Albion Channel footbridge. This requirement should be included in the S106 agreement.

444. In its operational phase the development is proposed to be car free save for 3 disabled spaces. As such there would be limited traffic generation outside of the trips generated by servicing and deliveries (discussed further below).

Pedestrian Comfort

445. This application included an assessment of Pedestrian Comfort Levels (PCL) in accordance with TfL Guidance. PCL Assessments classify the level of comfort based on the level of crowding a pedestrian experiences on the street. Comfort levels are rated A-E (A being comfortable, B being acceptable, C being acceptable for some uses such as offices and at risk/unacceptable for other uses such as residential and D/E being uncomfortable for all uses). The assessment undertaken for this proposal shows that all locations would experience a minimum PCL of B, except for the existing Albion Channel footbridge. The footbridge is forecast to experience PCL 'E' in its current form during the AM and PM peak periods. As part of the proposed development's mitigation strategy, it is proposed to widen the existing footbridge to provide comfort levels in line with TfL recommended PCL guidance. To this end it is appropriate to secure an obligation in the s106 for the applicant to use all reasonable endeavours to produce designs, consult, procure and deliver improvements to the Albion Footbridge in order to accommodate the additional capacity that will be generated from the development.

Servicing and deliveries

446. London Plan Policy T7 deals with servicing and delivery arrangement during construction and end use. The policy requires provision of adequate space for servicing, storage and deliveries to be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans should be submitted (appropriate to the scale of the development).
447. Maximum daily deliveries are estimated at 178 vehicles per day, using off-site consolidation and minimising movements during the morning and evening peaks and at lunchtime. Personal deliveries at work should be restricted through tenancy agreements. These requirements should be secured via the S106 obligation for a detailed Delivery and Servicing Plan (DSP). On the basis of the outline strategy submitted and subject to the aforementioned controls being secured within the detailed strategy the level of servicing is considered to be acceptable in this location. It will also be necessary for the applicant to pay a Delivery and Servicing Bond as set out in the s106 obligations section below.

Refuse and waste management

448. This application was accompanied by an Outline Site Waste Management Plan. The document identifies a range of measures to be implemented to reduce waste streams arising from the operational phase of the development. In terms of waste to be generated and storage requirements this cannot be confirmed at Outline Stage. However, estimated waste volumes and storage requirements for Buildings A1/A2 and B have been calculated based on land use areas from the Illustrative Scheme. A commercial development of this scale would be a significant waste generator. The outline strategy submitted identifies means for storing waste within the site. It is confirmed that all servicing would take place within the site. The frequency of waste collections would be dependent upon the schedule of the appointed waste contractor and the volume of waste generated during operation. The arrival and departure of waste collection vehicles would be managed via the on-site facilities management team, with the procedures confirmed in a dedicated Servicing Management Plan. It is appropriate to secure by way of conditions and s106 obligations submission of detailed plans for refuse storage facilities and a servicing and delivery strategy.

Car parking

449. London Plan Policy T6 seeks to encourage car free and car limited development as much as possible and sets maximum car parking standards for different uses whilst recognising the need for an appropriate provision of disabled parking and adequate arrangements for servicing. Non-residential uses should provide a minimum of 1 disabled space. All car parking spaces must be fitted with electric vehicle charging points. Southwark Plan Policies P54 and P55 set out car parking standards for various land uses and echo the requirements of the London Plan in terms of setting maximum car parking standards and promoting car free development save for minimum disabled provision.
450. The development is proposed to be 'car free' with the exception of one accessible car parking space for each building, each equipped with electric vehicle charging. This provision is in line with development plan policies and should be secured by conditions.

Cycle parking and cycling facilities

451. London Plan Policy T5 sets minimum cycle parking standards for different uses. Southwark Plan Policy P53 sets out a higher requirement than the London Plan standards. This application proposes a degree of flexibility in terms of the proposed land uses which would affect the overall number of cycle parking spaces required. However, the application confirms that the development would meet Southwark Plan standards as part of the RMA in terms of number of spaces (using potential maximum requirements there is a need for 3,111 long stay spaces and 681 short stay spaces) and emphasises high quality cycle facilities, such as 'mobility hubs' and concierge service for short stay office visitor parking, to support a high cycle mode share. Showers, lockers and cycle repair services will be provided. The proposed development will provide at least 2no. lockers per 3no. long-stay cycle parking spaces in line with London Plan standards. It is intended to locate spaces at basement, ground and mezzanine levels served by ramps and cycle lifts. The

detailed design and location of the cycle parking facilities will be developed as part of the RM stage. Compliance with Southwark standards should be secured by condition.

452. The application proposes two new Santander Cycles cycle hire docking stations (total of 60 new dockings points minimum), in locations to be agreed with the Council and TfL. This is strongly supported, and the requirement for funding and the necessary land and rights should be secured in the S106 agreement.
453. The development would also benefit from Legible London signs and existing sign map refresh, to be secured in the s106 agreement.

Healthy Streets

454. London Plan Policy T2 requires development proposals to demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance. The development provides the opportunity to greatly improve the pedestrian and cycling environment, moving away from the current car-based and car parking dominated layout of the retail stores. In particular, the improved Maritime Street and 'Boulevard' would overcome the severance of the current layout, providing key pedestrian routes between the station and the Printworks building, which forms part of the Canada Water masterplan, and the existing and emerging residential developments. Improvements to the crossing facilities on Surrey Quays Road is supported, however this must be designed to minimise impacts on bus journey times and passenger comfort and safety.
455. This application is car free save for 3 disabled space thus promoting walking, cycling and use of public transport. Contributions have been secured for sustainable transport modes to accommodate the demand created by future occupiers of the site. The scheme has been designed to enhance public realm onto the Dock and around the site as well as within the surrounding network of streets. The development seeks to significantly enhance biodiversity which will also help to improve air quality. The scheme has been designed to minimise air and noise pollution as much as possible.

Transport Summary

456. Overall the transport and traffic related implications have been fully considered. The Council's Highways and Transport Teams are satisfied with the proposal. The scheme minimises vehicle movements by prioritising use of public transport, walking and cycling, and by encouraging consolidation of deliveries. As such it conforms with the policies promoting sustainable travel. A range of improvements to public transport infrastructure, and to local streets, are important and necessary to mitigate the impacts of this large scale development, and would be secured through a s106 agreement.

Environmental matters

Construction management

457. The construction related impacts of this development were considered as part of the ES and were discussed in the earlier sections of this report. This application was accompanied by an Outline CEMP which was revised to address issues raised in respect of amended vehicular access points for construction and questions around the quantum of potential waste to be generated. The document summarises the proposed phasing and construction methodology based on the information available at this stage, highlighting and addressing any potential challenges that will be faced during the works. In due course this CEMP will be updated as the contractor is appointed. The contractor will then produce their own specific Construction & Environmental Management Plan (CEMP) to demonstrate how they will comply with the relevant code, practices and principles submitted within this CEMP. This will be secured as a s106 obligation.
458. Construction is proposed to be phased over the two sites. The phasing proposed at this stage (which could be subject to change) is:-
- Demolition of existing Buildings on Plot A
 - Construction of the basement for Buildings A1 and A2
 - Construction of Building A2
 - Construction of Building A1
 - Demolition of existing buildings on Plot B
 - Construction of Building B
459. An estimated time period of 5 years for demolition and construction has been suggested at this time. In terms of construction related activity over the construction programme, the peak activity is forecast to be 169 construction vehicles per day (338 twoway movements); comprising 135 HGVs and 34 LGVs (68 two-way movements) based on a six-day working week. The hourly peak is forecast to be 24 two-way vehicles, which would not have a material impact on the operation of the highway network subject to the implementation of detailed construction management techniques which will be developed as part of the detailed CEMP.
460. The outline CEMP is largely acceptable. When the detailed CEMP is prepared, in addition to the Councils usual standards of practice for environmental health and highways matters it will be necessary to address the following issues for this specific site:-
- ecological impacts on sensitive receptors such as The Dock
 - measures to ensure that Surrey Quays Road, being a key bus route remains open during construction, as should the bus stop directly adjacent to the western plot
 - essential coordination with other developers, notably the adjacent Canada Water Masterplan development.
461. Subject to submission of a detailed CEMP being submitted at the appropriate time it is not anticipated that an unacceptable long terms impacts will arise as a result of the necessary construction process.

Water resources, flood risk and SUDs

462. Policy SI 12 of the London Plan 2021 states that development proposals should ensure that flood risk is minimised and mitigated and natural flood management methods should be employed in development proposals due to their multiple benefits including flood storage and creating recreational areas and habitat. Policy SI 13, Sustainable drainage reinforces this and states that development proposals should ensure that surface water run-off is managed as close to its source as possible. Drainage should be designed and implemented in ways that promote multiple benefits including increased water use efficiency, improved water quality and enhanced biodiversity, urban greening, amenity and recreation.
463. Policy P68, Reducing flood risk, of the Southwark Plan 2022 states that development must not increase flood risk on or off site and champions the use of water sensitive urban design and Sustainable Urban Drainage Systems (SUDs). The rate of surface run-off (and so the related flood risk) can be significantly reduced through the careful design of developments and the inclusion of Sustainable Urban Drainage Systems (SUDs). This policy and the use of SUDs is also reflected in current Southwark policies.
464. The application site is located within Flood Zone 3, with a high risk of tidal flooding but benefitting from the Thames Tidal defences and therefore a Flood Risk Assessment was submitted detailing how the development has been designed to address flood risk and SUDs proposals.
465. To manage residual flood risk for Buildings A1 and A2 (located adjacent to the Dock), a number of mitigation measures are proposed, including:
- A Flood Evacuation and Warning Plan, providing details of how the site will be safely managed in the event of flooding; and
 - Suitable routes for safe access and egress from the ground floor to upper floors, where safe refuge from flooding can be found
466. The assessment of groundwater levels indicates the risk of groundwater flooding to be high, particularly when considering the proposals for development at basement level. This will require full investigation and subsequent mitigation, and a number of measures will need to be considered. The measures will include a waterproofing strategy, raising of thresholds at basement entrances, provision for emergency egress and suitable flood resilient/resistant construction materials and techniques. The full detail of each mitigation measure should be determined once firm proposals for the basement levels are available, along with detailed Ground Investigation containing results from the groundwater levels assessment. It is therefore appropriate to secure detailed Flood Risk Assessments and Basement Impact Assessments as part of each RMA.
467. A drainage strategy was submitted. Proposed SuDS features include rainwater harvesting, blue/green roofs, tree pits, detention basins, permeable paving and attenuation tanks. The SuDS features in Blocks A1 and B will drain via gravity to the Thames Water sewer on Surrey Quays Road. Plot A2 of the site is suggested to drain to the Canada Water Dock upon approval for the outfall from third parties. If this is not approved, all three Plots will drain at greenfield rate to the Thames Water surface water sewer. Following discussions with the Harbour Master and the

Flood Risk Engineer at Southwark Council it is intended to limit the flow into the Dock to 3x greenfield rate to ensure that would be no adverse risk of flooding

468. The assessment has been reviewed by the council's drainage team, the GLA Thames Water and Environment Agency. No objection is raised subject to a recommended condition regarding SUDs.

Land contamination

469. A desk top ground investigation assessment report has been submitted by the applicant (an update was submitted to address comments from the EA). The report recommends further intrusive investigations are undertaken. The assessment has been reviewed by EPT and The Environment Agency, in line with this a condition has been recommended requiring further assessments be submitted.

Air quality

470. A key priority for the London Plan is to tackle poor air quality (Policy GG3 and SI 1). This is reinforced in Southwark Plan Policy P65 which seeks to ensure that developments achieve or exceed air quality neutral standards; and address the impacts of poor air quality on building occupiers and public realm users by reducing exposure to and mitigating the effects of poor air quality.
471. In line with adopted policies air quality has been addressed within Chapter 9 of the ES. The assessment identifies necessary mitigation measures during demolition and construction works which will be included within a Dust Management Plan and secured by condition within a Construction Management Plan. The operation of the proposed development is not predicted to result in any significant effects on air quality and the air quality for future users of the development would also be acceptable.
472. The council's environmental protection team has reviewed the submission and advised that there is no objection to the proposal subject to conditions to control construction management.

Energy and sustainability

473. Chapter 9 of the London Plan deals with all aspects of sustainable infrastructure and identifies the reduction of carbon emissions as a key priority. Policy SI2 requires all developments to be net zero carbon with a minimum onsite reduction of 35% for both commercial and residential. Non-residential development should achieve 15 per cent reduction through energy efficiency measures. Where developments are unable to meet net zero carbon targets any shortfall between the minimum 35% and zero carbon must be mitigated by way of a payment towards the carbon offset fund. The energy strategy for new developments must follow the London Plan Hierarchy (be lean/ be clean/ be green/be seen) and this must be demonstrated through the submission of an Energy Strategy with applications and post construction monitoring for a period of 5 years.

474. Southwark Plan Policies P69 and P70 reflect the approach of the London Plan by seeking to ensure that non-residential developments achieve a BREEAM rating of 'Excellent' and include measures to reduce the effects of overheating using the cooling hierarchy. The policies reflect the London Plan approach of 'lean, green and clean' principles and requires non-residential buildings to be zero carbon with an onsite reduction of at least 40%. Any shortfall can be addressed by way a contribution towards the carbon offset fund.

Whole life cycle and carbon capture

475. A Whole Life Carbon Assessment and GLA Template was submitted. The Assessment states there are limited suitable existing buildings and structures present on the site that can be reused or refurbished. However, reuse of the materials on site will be explored in public realm where possible, otherwise materials will be recycled. As this is an outline application it is necessary to secure submission of a WLC Assessment once the detailed design of the scheme comes forward at RM stage and post construction monitoring as part of the s106 agreement.

Carbon emission reduction

476. This application includes an Outline Energy Strategy which sets out the principles to be followed at RM stage and suggests that the scheme would achieve a carbon saving of 51% on site. The shortfall between 40% and zero carbon will be met by way of a carbon offset payment which would accord with current adopted policies. To this end a payment of £2,490,330 (873.8 tonnes x 30 x £95) would be payable on the basis of the current Energy Strategy. However, it is appropriate to secure the submission of revised energy strategies for each RMA. The revised strategy should adhere to the principles of the outline strategy and achieve at least 51% carbon savings onsite. To incentivise the applicant in achieving a greater onsite saving it would be appropriate to review any contribution towards the Carbon Offset Fund at RM Stage. Any payment required will need to accord with the adopted tariff at that time.

Be Lean (use less energy)

477. The proposed development will incorporate the following passive design features for each building at reserved matters stage:

- High levels of envelope insulation to reduce energy demand
- Airtight construction to prevent heat loss
- Optimised glazing-to-solid ratios to mitigate overheating risk and reduce cooling whilst maximising daylight
- Highly efficient double glazing throughout with coatings to prevent excessive solar gains
- Openable windows/panels to maximise potential of natural ventilation
- High-efficiency, demand controlled mechanical ventilation systems with heat recovery
- Low energy lighting throughout with occupant detection and photocell dimming, where possible
- Smart meters, system controls and diagnostics systems to operate the

building effectively

478. The implementation of these measures would reduce regulated CO2 emissions by 32%. This would meet London Plan targets for energy reduction.

Be Clean (supply energy efficiently)

479. The possibility of employing a decentralised energy network was investigated. Currently there is no district heating network available. However, a plan is under development and a new district heating network might become available in the coming years. The development must be designed to allow future connection from each building to a district heating network should one become available. This should be secured in the s106 agreement. In the meantime an electric central system providing heating and hot water is proposed for this scheme. This is considered to be acceptable.

Be Green (Use low or carbon zero energy)

480. It is intended to develop the detailed design to include:

- An all-electric, hybrid air source heat pump and water-cooled chiller arrangement to produce heating and cooling. Cooling towers provide hydronic free-cooling capability.
- Air source heat pumps for heating and central hot water systems
- Photovoltaics on the roof (integrated with the green roof system) - it is considered that there is the potential to accommodate 2,550 m² of PV panels (approximately 50% of the roof area) across all three buildings,

481. The heating and hot water demand of the building will be provided using air-source heat pumps. ASHPs will contribute 100% of the heating and hot water annual demand.

Be Seen (Monitor and review)

482. The London Plan asks developers to monitor energy use during the occupation and to incorporate monitoring equipment to enable occupants to monitor and reduce their energy use. In accordance with London Plan policies it is appropriate to secure post completion monitoring within the s106 agreement.

Circular economy

483. London Plan Policy SI7 seeks to promote resource conservation, waste reduction, increases in material re-use and recycling, and reductions in waste going for disposal through the requirement of new development to submit a circular economy statement. Such statements must demonstrate demonstrate how all materials arising from demolition and remediation works will be re-used and/or recycled; how the proposal's design and construction will reduce material demands and enable building materials, components and products to be disassembled and re-used at the end of their useful life; opportunities for managing as much waste as possible on site; adequate and easily accessible storage space and collection systems to support recycling and re-use; specify how much waste the proposal is expected to

generate, and how and where the waste will be managed in accordance with the waste hierarchy. The statement must also identify how performance will be monitored and reported.

484. An outline Circular Economy Statement has been submitted in line with the GLA's requirements. The statement proposes the following measures:-
- On-site reuse and recycling of existing materials where feasible
 - Off-site reuse and recycling of existing materials wherever possible (minimum of 95%) to avoid materials going to landfill
 - Exploration of material reuse between wider British Land masterplan and the proposed masterplan.
 - Meanwhile use of phased areas of site to store materials for reuse
 - A project specific material life cycle carbon analysis has been carried out to inform the design and specifications. Reuse, recycling and choice of materials with low embodied carbon will be prioritised.
 - A site specific pre-demolition audit has been conducted. A robust Resource Management Plan (RMP) informed by this audit and sustainable construction practices will be adopted.
 - Non-hazardous construction waste will be reduced to achieve at least 1 credit under BREEAM Wst01 by diverting unavoidable demolition and construction waste to reuse and recycling.
 - Construction energy and water use will be monitored.
 - Installation of speculative interior finishes, particularly ceilings, will be avoided where practicable.
 - Adequate dedicated storage space for recyclable waste will be provided.
 - Operational energy and water use will be monitored through extensive sub-metering to encourage economy in use and enable corrective action.
 - Bolted structural connections that enable disassembly will be prioritised over welded connections where this is structurally and technically feasible without incurring material inefficiency.
485. The proposed commitments to minimise the quantities of materials and other resources (energy, land, water) used, and measures for sourcing materials responsibly and sustainably are considered to be acceptable in principle. It is appropriate to secure the submission of detailed CES at RM stage once the detailed design for each building is developed.

Overheating

486. London Plan SI4 requires major development proposals to demonstrate through an energy strategy how they will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the London Plan cooling hierarchy. There is insufficient detail available at this stage to enable accurate dynamic simulation overheating modelling. This is due to the nature of the application, consisting of outline planning with all matters reserved. However, full modelling will be undertaken as part of the Energy Strategy for each RMA.

BREEAM

487. Southwark Plan Policies P69 requires the development to achieve BREEAM 'excellent'. A BREEAM Pre-assessment report has been undertaken based on the illustrative scheme which demonstrates that an "excellent" standard can be achieved which meets the policy requirement and is therefore acceptable. A condition to secure minimum BREEAM 'excellent' is recommended.

Health Impact Assessment

488. This application was accompanied by a Health Impact Assessment (sitting outside of the Socio-economic chapter of the ES) that sets out a range of features to be included in the development which aim to promote health and wellbeing for future users including:

- A community hub providing space for use by the community for various activities and gatherings;
- A potential health facility which will be accessible to local residents;
- A mobility hub which promotes the use of cycling. This will be complemented by having dedicated cycle entrances as part of the main entrance areas to the buildings;
- Good access to daylight and views out to building users in order to improve mood and productivity;
- High indoor air quality through the provision of an underfloor air system within the buildings and natural ventilation;
- Spaces and systems will be designed to enable appropriate thermal comfort to be achieved;
- Active building facades;
- Generous terraces to serve each of the commercial floors;
- Safe and legible access points;
- Provision of public realm equipped with active play facilities such as table tennis, yoga, and a playground.

489. The report includes a BREEAM pre-assessment which sets out that the Proposed Development is anticipated to achieve a baseline score of 70% ('excellent') for both the office and non-office elements of the scheme, with potential to score higher. The design of the scheme has also been assessed in the context of the WELL Community Standard. This standard focuses on ten concepts to support the development of health-focused, integrated and supported communities. The scheme is targeting a Gold Standard. The report concludes that overall, the Proposed Development is likely to have a positive effect on workplace health as set out above.

490. In terms of impact on existing and planned health services. The proposed development makes provision for up to 3,000 sqm of medical/healthcare floorspace (Use Class E(e)), and up to 750 sqm of learning and non-residential institutions and/or community floorspace (Use Class F1 and F2). At this stage of the development process, it is not known what the nature of any future occupiers of these spaces might be but the principle of a health hub delivered here is supported. The applicant has had some early discussions with the NHS providers, but there

are no firm commitments on either side at this stage. The BL masterplan also has the option of providing a health hub within one of its development plots. Therefore the provision of a health hub can be regarded as an option within this application, but is not secured and there is no certainty about its delivery within this scheme.

491. The development will enhance access to open space and nature by virtue of the public realm to be delivered within the site as well as enhanced pedestrian and cycle routes through the site.
492. Air quality and noise impacts have been discussed in the relevant chapters of the ES and are addressed in the earlier sections of this report. Furthermore, the economic and employment benefits arising from the proposal have been discussed in the land use sections of this report.

Digital Connectivity

493. London Plan Policy SI6 introduces the need for new developments to address London's requirements for enhanced digital connectivity. The policy requires development proposals to ensure that sufficient ducting space for full fibre connectivity infrastructure is provided to all end users, to meet expected demand for mobile connectivity generated by the development, to take appropriate measures to avoid reducing mobile connectivity in surrounding areas; and to support the effective use of rooftops and the public realm (such as street furniture and bins) to accommodate well-designed and suitably located mobile digital infrastructure.
494. In order to address this policy requirement a condition is recommended to ensure that the development can install appropriate ducting for future connection to the full fibre infrastructure.
495. In terms of existing infrastructure in the area, this application was accompanied by a baseline (pre-construction) signal survey and reception impact assessment to determine the potential effects on the local reception of mobile phone, television and radio services from the proposed development. Impacts to the reception of mobile phone, VHF (FM) radio, digital terrestrial television (also known as Freeview) and digital satellite television services (such as Freesat and Sky) have been assessed. Impacts to the reception of analogue television services have not been assessed in this study because analogue terrestrial television services were switched off in London during 2012.
496. The report concludes that the proposal is not expected to impact the reception of digital terrestrial television (DTT also known as Freeview) services, VHF(FM) radio broadcasts or mobile phone signal. The taller elements of the Proposed Development are likely to cause disruption to the reception of digital satellite television services (such as Freesat and Sky) in areas to the immediate northwest of the application site, up to 231m from the tallest building's base. In the identified area (especially on the rooftops of the adjacent buildings along Surrey Quays Road and Canada Street), the use of tower cranes could also obscure satellite dishes' views of the southern skies (if satellite dishes are located on rooftops in this area), resulting in interference. If interference does occur, the repositioning of the dish to a location without an obscured line of sight view to the serving satellites would

restore all services. If this were not possible (which is an unlikely outcome) the use of DTT receiving equipment would offer any affected viewer an alternative source of digital television broadcasts.

497. Overall, the Proposed Development may cause minor short-term interference to digital satellite television reception in localised areas around the application site (predominantly in areas around Surrey Quays Road and Canada Street), but mitigation solutions exist that will quickly restore the reception of affected television services, leaving no long-term adverse effects for any viewer. Given the result of the survey it is appropriate to secure further analysis and mitigation if required as part of the s106 agreement.

Summary

498. In conclusion subject to each RMA being accompanied by a detailed energy strategy that reflects the principles of the outline strategy with each building achieving at least 51% onsite carbon savings, all buildings meeting BREEAM Excellent, ensuring provision is made for future connection to a district CHP and the applicant committing to 5 years post completion monitoring, the proposal is considered to be acceptable.

Planning obligations (S.106 agreement)

499. London Plan Policy Df1 and Southwark Plan Policy IP3 advise that planning obligations can be secured to overcome the negative impacts of a generally acceptable proposal. These policies are reinforced by the Section 106 Planning Obligations 2015 SPD, which sets out in detail the type of development that qualifies for planning obligations. The NPPF echoes the Community Infrastructure Levy Regulation 122 which requires obligations to be:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development

500. Following the adoption of Southwark's Community Infrastructure Levy (SCIL) on 1 April 2015, much of the historical toolkit obligations such as Education and Strategic Transport have been replaced by SCIL. Only defined site specific mitigation that meets the tests in Regulation 122 can be given weight.

Planning Obligation	Applicant Position
Implementation and Detailed Design Clauses <ul style="list-style-type: none"> • A clause to link 21/AP/2610 and 21/AP/2655 as 'The Development' • Detailed RMAs to include design competitions for each building on which the LPA would be consulted as part of a paid pre application advice service for the RMAs (note that competitions have already taken place for Plots A1 and A2) 	

<ul style="list-style-type: none"> • A clause to ensure that the architectural firms appointed to undertake the concept design for each Plot or Building will remain involved through the delivery stage either as full delivery architect or in an overseeing/review role, to ensure that the design quality indicated at reserved matter stage is realised 	
<p>Public Realm</p> <ul style="list-style-type: none"> • To design, including comprehensive consultation, a scheme for improvements to the eastern side of the Dock and walkway, including relocation of the fishing pontoons as necessary, and to fund/procure the delivery of the works and completion prior to the occupation of 75% of the floorspace in Plot A. • Deliver a minimum provision of 9,264 sqm of accessible public realm within the site (this includes the increased Waterfront Sq) • Ensure all routes through the site and areas of public realm remain open to the general public at no cost 24 hours a day, 364 days per year • Estate Management Plan • Public toilet provision • Water fountain provision 	
<p>Highways and Transport</p> <ul style="list-style-type: none"> • £2.3m (BCSI index linked) required towards the Lower Road two way working scheme and the Peckham to Rotherhithe cycleway • To use all reasonable endeavours to produce designs, consult, procure and deliver improvements to the Albion Footbridge in order to accommodate the additional capacity that will be generated from the development (estimated cost of £300k). Completion prior to 75% occupation of Plot A • Delivery and Service Bond - £100 per 100m² GFA • TfL requested obligations sent under separate cover • To use all reasonable endeavours to reach agreement with adjacent landowners, obtain necessary consents and implement a two way working Printworks Street. To this end to release the land required to deliver a two way street option (adjacent to Plot B) by no later than January 2025 • To pay the proportionate costs of implementing a two-way design for Printworks Street (the total cost of which shall cover any fees associated with design and feasibility work as well as full construction costs to deliver the street in its entirety including any junction alterations to Surrey Quays Road). The sum to be paid 	

<p>upon signing the s106 agreement (to ensure that the two way street option can be delivered in a timely manner and to prevent the additional costs associated with altering a one way street option).</p> <ul style="list-style-type: none"> • Removal of rights for future occupiers to obtain parking permits 	
<p>S278/s38 legal agreement to deliver the following;</p> <ul style="list-style-type: none"> • The basement impact assessment report only mentions that an AIP (Approval in Principle) will be done after planning permission has been granted. The Structures Team needs to assess the impact of the basement on the future design of Printworks Street section adjacent to the development given its proximity to the proposed carriageway. • Widen the footway on Surrey Quays Road and Canada Street to at least 3.00 metres. The land for widening is to be adopted as highway. • Review and improve/relocate SQR pedestrian crossings/junctions • Repave the footway on Surrey Quays Road and Canada Street, on the development side, with silver grey natural granite stone slabs including 300mm wide silver grey natural granite kerbs. • The access to the development from Canada Street must have a raised entry feature designed to SSDM standards to provide a continuous level surface for pedestrians. • Any trees to be planted in the adopted highway must be in accordance with SSDM DS 501 • Provide access arrangements such as a dropped kerb construction to accommodate refuse collection etc. • Promote all necessary Traffic Regulation Orders to install waiting and loading restrictions. • Upgrade street lighting to current LBS standards Please contact Perry Hazell at Perry.Hazell@southwark.gov.uk for further details. • Refresh road markings following kerb installation. • Rectify any damaged footways, kerbs, inspection covers and street furniture due to the construction of the development. • Surface water from private areas is not permitted to flow onto public highway in accordance with Section 163 of the Highways Act 1980. Detailed drawings should be submitted as part of the s278 application confirming this requirement. • Pre commencement condition survey - Prior to works commencing on site (including any demolition) a joint condition survey should be arranged with Southwark Highway Development Team to catalogue condition of 	

<p>streets and drainage gullies. Please contact Hernan Castano, Highway Development Manager on 020 7525 4706 to arrange.</p>	
<p>TfL requested obligations</p> <ul style="list-style-type: none"> • East London line signalling • Staff to manage step back at Clapham Junction • Surrey Quays Station Contribution • Bus service contribution • Canada water Station Improvements <p>The above necessary mitigation to be funded from a flexible total Strategic Transport contribution of £9.317m (BCIS index linked) and to be paid on phased occupation with the option for early payment of some or all of the Strategic Transport contribution in order to enable letting of the ELL HIF contract. This would be on reasonable notice and would not be expected until 2025.</p> <ul style="list-style-type: none"> • Two cycle hire docking stations (one onsite and one offsite) - £440,000 - The on site CHDS must be a serviced site and TfL would require all necessary property and access rights to be granted to them • Legible London Signage £36,000 • Bus infrastructure (new shelters/accessible bus stops) on Surrey Quays Road £107,000 	
<p>Employment and Economy</p> <ul style="list-style-type: none"> • Provision of 10% GIA to be secured as affordable workspace (Use Class Eg(i)). Such space to be secured at a minimum 25% discount on market value rent for a period of not less than 30 years. The obligation shall ensure that 10% of space is secured within each building with the flexibility for Plots A1 and A2 to be treated as one phase subject to appropriate implementation and delivery clauses. • Not more than 50% market value space to be occupied within any building until the affordable space for that building has been constructed, fitted out and made available for occupation • Potential for a maximum of 50% of the total affordable workspace to be delivered for alternative uses such as retail/food and drink/medical - a strategy would be required at RM stage to demonstrate that an alternative provision meets policy requirements. • Commitment to working with the health authority to agree a brief and terms for a health hub within Plot B • Service charge – TBC to ensure reasonable • 6 months rent free period • Agreed fit out 	

<ul style="list-style-type: none"> • Construction Phase – Based on current floorspace figures, This development would be expected to deliver 317 sustained jobs to unemployed Southwark residents, 317 short courses, and take on 79 construction industry apprentices during the construction phase, or meet the Employment and Training Contribution. • Construction Phase - The maximum Employment and Training Contribution is £4300 per sustained jobs, £150 per short course, and £1500 per construction industry apprenticeships • End Phase - unable to calculate exact requirements until RM stage so the s106 would need to secure provision of jobs lasting a minimum of 26 weeks for unemployed Southwark residents calculated at 10% (for office floorspace) or 20% (for retail floorspace) of the estimated Full Time Employee (FTE) employment on site according to Homes and Community Agency (HCA) employment densities or an alternative measure agreed by the Council. • The maximum Employment in the End Use Shortfall Contribution is £4300 per job. • Submit an employment, skills and business support plan for both construction and end phase 	
<p>Sustainability</p> <ul style="list-style-type: none"> • Compliance with principles of the Outline Energy Strategy and submission of updated strategies with each RMA • Carbon offset contribution to be re-calculated on tariff at time of each RMA being determined submitted • Be Seen Monitoring • Future proofing a connection to a district heating system 	
<p>Other financial contributions - BCIS indexed</p> <ul style="list-style-type: none"> • £150,000 towards Environmental Protection Monitoring (prior to implementation) • £11,171 towards Archaeological monitoring (to be paid on signing the s106) • Ecological Monitoring Contribution £25k (prior to implementation) 	
<p>Trees</p> <ul style="list-style-type: none"> • Retain all trees as shown on Tree Retention Parameter Plan • In the event of any existing trees being felled during construction or within 5 years of completion of the development a contribution to be paid £8,000 per tree 	

<ul style="list-style-type: none"> • If as a result of the development any trees on adjacent land die or need to be removed within 5 years of completion of the development a contribution to be paid £8,000 per tree
<p>Community space</p> <ul style="list-style-type: none"> • Provision of minimum 300 sqm community space – peppercorn rent and fit out requirements to be secured . Note this provision does not form part of the affordable non workspace provision • Detailed community space management plan
<p>Other Plans/Statements</p> <ul style="list-style-type: none"> • Demolition and Construction Environment Management Plans which include measures to address ecological impacts; • Delivery and Service Management Plan (to included offsite consolidation arrangements); • Travel Plan • TV and Radio Interference
<p>Admin Fees</p> <ul style="list-style-type: none"> • 5% legal monitoring fees • 2% admin fee for all cash contributions • Additional admin fees may be required to cover TfL obligations

501. In the event that an agreement has not been completed by 31st December 2022, the committee is asked to authorise the director of planning and growth to refuse permission, if appropriate, for the following reason:

502. In the absence of a signed S106 legal agreement there is no mechanism in place to mitigate against the adverse impacts of the development through contributions and it would therefore be contrary to London Plan (2021) Policies DF1 (Delivery of the Plan and Planning Obligations) T9 (Funding transport infrastructure through planning) and E3 (Affordable workspace), Southwark Plan (2022) Policies P28 (Access to employment and training), P31 (Affordable Workspace), P70 (Energy), IP3 (Community infrastructure levy (CIL) and Section 106 planning obligations), the Southwark Section 106 Planning Obligations and Community Infrastructure Levy SPD (2015), Paragraph 57 of the NPPF.

Mayoral and borough community infrastructure levy (CIL)

503. Section 143 of the Localism Act states that any financial contribution received as community infrastructure levy (CIL) is a material 'local financial consideration' in planning decisions. The requirement for payment of the Mayoral or Southwark CIL is therefore a material consideration. However, the weight attached is determined by the decision maker. The Mayoral CIL is required to contribute towards strategic

transport invests in London as a whole, primarily Crossrail. Southwark's CIL will provide for infrastructure that supports growth in Southwark.

504. In this instance due to the outline, nature of the proposal and the flexibility sought for the range of uses that could be delivered it is not possible to fully calculate a CIL contribution at this stage. As an approximate estimate based on information provided by the applicant, a potential Mayoral CIL payment of circa £10m could be payable. However, this sum would be subject to change as the detailed proposal is developed and the impact of phasing and any offset from the existing floorspace is taken into account.
505. For the Southwark CIL there would be a zero charge for health and office floorspace in this location. Retail floorspace would be subject to a charge and that could generate a payment of approximately £952,000. However, this sum would reduce if the amount of retail floorspace to be provided falls below the 7,000 sqm maximum applied for and the final charge would be affected by phasing and potential offset from existing floorspace on the site. The final CIL payment would be calculated when the CIL Additional Information and Assumption of Liability forms are submitted prior to implementation.

Other matters

506. None.

Community involvement and engagement

507. A Statement of Community Involvement and Engagement Summary Template for the Development Consultation Charter was submitted which confirms the following engagement was undertaken by the applicant since November 2020:
- 4 virtual consultations across 9 weeks between December 2020 - June 2021 on dedicated project website
 - 68 key stakeholders contacted as part of the consultation
 - 65 key stakeholder meetings held
 - 2 public webinar sessions
 - 2 dedicated consultation videos to help guide online consultation
 - 6,400 website views
 - 350 email subscribers (4 e-newsletters issued)
 - 700 online feedback forms received
 - 70 postal feedback forms received
 - 51,000 newsletters distributed in local area
 - 4 rounds of social media advertisement across Facebook
 - 3 local on the ground pop-up outreach events
 - 4 newspaper adverts in Southwark News (both paper copy and online)
 - 2 press articles in Southwark News (February and June 2021)
 - 3 posters for estate notice boards (February, April and June 2021)
508. The Statement of Community Involvement includes a summary of the key issues raised by local stakeholders during the public consultation and provides a response from the applicant in a 'You Said – We Did' format.

509. Given the Covid-19 restrictions and national guidance in place, the applicant carried out 'at a distance' engagement via postal and online methods and face-to-face engagement took place when restrictions allowed. The Statement of Community Involvement includes a section on further consultation events to maintain engagement with the local community and to provide updates on the development. These include pop up stalls, website updates, scheme-dedicated social media channels, a newsletter accompanying the planning submission, continued stakeholder meetings, formal opening of the Construction Skills Centre and the launch of the Health & Wellbeing Community Fund.
510. The level of pre application consultation undertaken by the applicant is considered to be an adequate effort to engage with those affected by the proposals. It is ultimately the responsibility of the applicant how to manage public meetings in response to Covid-19 restrictions and national guidance.
511. As part of its statutory requirements, The Local Planning Authority sent letters to residents, issued a press notice and erected a number of sites notices in September 2021. A further full round of consultation was undertaken in February 2022. The application was also advertised the application on the website. Therefore, adequate efforts have been made to ensure the community has been given the opportunity to participate in the planning process. Full details of consultation undertaken by the Local Planning Authority in respect of this application are set out in Appendix 5 and the responses received are summarised in the earlier sections of the report.

Consultation responses from external and statutory consultees

512. **GLA (Stage 1 Summary):** The proposed commercial-led redevelopment is supported. Minimum provisions should be secured for SME workspace, culture and creative industries and retail uses. The affordable town centre strategy is supported in principle.
513. The site is an appropriate location for tall buildings. Whilst the heights exceed the adopted allocation and result in a technical departure from Policy D9(b), the proposal is in line with the emerging site allocation and is consistent with heights within the surrounding area. The architectural detailing and materials will be critical in achieving exemplary design quality expected for a development of this scale and prominence. A high level of detail must be secured to ensure the integrity of the illustrative design is retained. Further clarification is sought in terms of upper level massing parameters, reflective glare, and materials.
514. Strategic views and heritage assets: The proposal would result in a minor adverse impact on the appreciation of Tower Bridge and less than substantial harm to the heritage significance of Tower Bridge. The level of harm will be weighed against the public benefits of the scheme.
515. Transport: Further work on public transport modelling is required. A comprehensive package of mitigation measures is likely to be required. The proposed car-free nature of the development and improvements to public realm are strongly supported. Building B should be set-back to allow for a 2-way Printworks Street. Funding for Cycle Hire expansion and Legible London should be secured. A

Delivery and Servicing Plan, Construction Logistics Plan and Travel Plan should be secured.

516. Further information is required on energy, whole life-cycle carbon, flood risk and drainage and urban greening.
517. Southwark Council are advised that the application does not yet fully comply with the London Plan. Possible remedies set out in the full report could address these deficiencies.
518. **Officer Comment:** Additional information submitted to address the comments raised. The GLA confirmed that they are satisfied for the application to be further reviewed as a Stage 2 referral.
519. **The London Fire Brigade (initial comments):** We are unable to comment on the suitability of the proposals at this point. It is unclear from the information provided whether Fire Brigade access, facilities and the provision/location of hydrants demonstrate compliance with the functional requirements of the Building Regulations, particularly in regards to B5; access and facilities for the fire service.
520. If there are any deviations from the guidance in ADB) vol 1 and 2: B5 Access and facilities for the fire service in relation to water provisions, then this information needs to be provided to the Water Office (water@london-fire.gov.uk) to discuss the proposed provision.
521. If there are any deviations to Brigade access and facilities then this information needs to be provided to Fire Safety Regulation (FSR-AdminSupport@london-fire.gov.uk) to review the proposed provision.
522. Once we have received this information then the LFB can provide a response on the consultation. advice in regards to hydrants upon receipt of an appropriate site plan showing premises layout, access to it, and water supply infrastructure if available.
523. **Officer Comment:** Additional information submitted to address the comments raised. A condition requiring a detailed fire strategy for each building to be submitted at RM stage is appropriate.
524. **Police SBD (Summary):** This development is suitable to achieve Secured By Design accreditation, and in order to assist the development with achieving Secured By Design standards a condition is recommended.
525. **Network Rail Asset Protection:** The developer must ensure that their proposal, both during construction and after completion does not:
- encroach onto Network Rail land
 - affect the safety, operation or integrity of the company's railway and its infrastructure
 - undermine its support zone
 - damage the company's infrastructure
 - place additional load on cuttings
 - adversely affect any railway land or structure

- over-sail or encroach upon the air-space of any Network Rail land
- cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future

526. **Environment Agency (initial comments):** Objection. For this application, we require a Preliminary Risk Assessment (PRA) upfront. The site history indicates high polluting potential from previous use which always flags significant concerns about land contamination. The site is also underlain by an aquifer, meaning there is also a risk of pollution to water resources. We need to ensure that the proposals, with associated foundation and drainage designs and the required ground disturbance, will not cause an unacceptable risk to the aquifer.

527. **Officer Comments:** Revised Geo Technical Survey provided.

528. **Environment Agency (final comments):** No objection subject to recommended conditions.

529. **Thames Water:** No objection subject to recommended conditions.

530. **London Borough of Tower Hamlets:** No comments to make

531. **Historic England:** Consider the revised plans for Canada Water Dockside to be an improvement on the 2013 consented scheme for the site (ref: 12/AP/4126) based on the draft visual assessment provided at pre application stage. This was principally because the new proposals would appear more visually subservient in important views of the Grade I listed Tower Bridge from London Bridge than in the consented scheme.

532. Having reviewed the visual assessment of these keys within the submitted Townscape, Heritage and Visual Impact Assessment we confirm that, taking account of the consented scheme for the site and other consented tall building developments around Canada Water, we do not wish to raise any concerns in relation to Tower Bridge.

533. In our pre-application advice letter, we advised that the proposed development had the potential to cause harm in views from Waterside Gardens in Wapping towards the Grade II* St Mary's Church in Rotherhithe. We requested that the submitted visual assessment from Waterside Gardens includes a wireline of the consented 2013 scheme for the site in order to determine whether any additional harm would result from the changes in this view. We note that this recommendation has not been included within the submitted visual assessment (View 7, p56-59) unfortunately. View 7 does, however, include a rendered visualisation of the proposed development which provides a clearer understanding of the impact of the proposals on St Mary's Church. The design and materiality of the proposed development (whilst illustrative at this outline planning stage) suggests that proposed development would not unduly detract from the visual prominence of the church in this view. We therefore do not wish to raise any significant concerns regarding this impact.

534. **Natural England:** No Objection. Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

535. **London Underground:** The applicant is in consultation with London Underground on this project. As such, we have no objection to the planning application for the property above. However, we do recommend a condition around design and construction method statements.

536. **London City Airport:** No objection subject to recommended conditions.

Consultation responses from internal consultees

537. **Transport Policy (summary):** To mitigate the impact of this development it is necessary to secure s106 obligations for:

- Improvements to the eastern side of the Dock and walkway, including relocation of the fishing pontoons as necessary, and to fund/procure the delivery of the works prior to the occupation of 75% of the floorspace in Plot A.
- £2.3m required towards the Lower Road two way working scheme and the Peckham to Rotherhithe cycleway
- Improvements to the Albion Footbridge in order to accommodate the additional capacity that will be generated from the development
- Delivery and Service Bond - £100 per 100m² GFA
- TfL requested obligations sent under separate cover
- To use all reasonable endeavours to reach agreement with adjacent landowners, obtain necessary consents and implement a two way working Printworks Street. To this end to release the land required to deliver a two way street option (adjacent to Plot B) upon signing of the s106 agreement
- To pay the proportionate costs of implementing a two-way design for Printworks Street (the total cost of which shall cover any fees associated with design and feasibility work as well as full construction costs to deliver the street in its entirety including any junction alterations to Surrey Quays Road). The sum to be paid upon signing the s106 agreement (to ensure that the two way street option can be delivered in a timely manner and to prevent the additional costs associated with altering a one way street option).
- Delivery and Servicing Management Plan
- CEMPs
- Travel Plans

538. **Highways (summary):** all measures should be taken to secure a two-way working Printworks Street. S278/s38 legal agreement required to deliver the following;

- The basement impact assessment report only mentions that an AIP (Approval in Principle) will be done after planning permission has been granted. The Structures Team needs to assess the impact of the basement on the future design of Printworks Street section adjacent to the development given its proximity to the proposed carriageway.
- Widen the footway on Surrey Quays Road and Canada Street to at least 3.00 metres. The land for widening is to be adopted as highway
- Review and improve/relocate SQR pedestrian crossings/junctions

- Repave the footway on Surrey Quays Road and Canada Street, on the development side, with silver grey natural granite stone slabs including 300mm wide silver grey natural granite kerbs.
- The access to the development from Canada Street must have a raised entry feature designed to SSDM standards to provide a continuous level surface for pedestrians.
- Any trees to be planted in the adopted highway must be in accordance with SSDM DS 501
- Provide access arrangements such as a dropped kerb construction to accommodate refuse collection etc.
- Promote all necessary Traffic Regulation Orders to install waiting and loading restrictions.
- Upgrade street lighting to current LBS standards Please contact Perry Hazell at Perry.Hazell@southwark.gov.uk for further details.
- Refresh road markings following kerb installation.
- Rectify any damaged footways, kerbs, inspection covers and street furniture due to the construction of the development.
- Surface water from private areas is not permitted to flow onto public highway in accordance with Section 163 of the Highways Act 1980. Detailed drawings should be submitted as part of the s278 application confirming this requirement.
- Pre commencement condition survey - Prior to works commencing on site (including any demolition) a joint condition survey should be arranged with Southwark Highway Development Team to catalogue condition of streets and drainage gullies. Please contact Hernan Castano, Highway Development Manager on 020 7525 4706 to arrange.

539. **Ecologist:** The ecology survey is acceptable. The Urban Greening and BNG assessments clearly show increases in habitats and greening. Regarding trees I advise avoiding Strawberry tree as it will turn the local bee keepers honey bitter. Also some elms would be welcome in the planting palette. Advise a bat friendly lighting scheme. Conditions recommended.

540. **EPT:** Would have no objections in principle however there is potential for amenity impacts from some of the outdoor uses (for example the 'flexible events space' and some outdoor dining areas). The extent to which this may be an issue really depends on the detail such as the hours and types of use. This can be left to the detailed submission but it would be worth making the applicant aware that we will need more information on this before the detailed consent is granted and depending on exactly what is proposed we may need an acoustic assessment of the impact on surrounding residents. Conditions recommended in respect of land contamination, plant noise, kitchen ventilation and external lighting.

541. Would also flag up the necessity of a S.106 contribution for EPT \ Environmental Monitoring for a development on this scale, as was agreed for the recent British Land Masterplan Development. The area is already extremely sensitive and not able to resource regulation of environmental impacts of construction for this scale of development without a suitable contribution from the developer - it is necessary that they should contribute to these costs.

542. **Archaeologist:** The applicants have provided a desk based assessment and geoarchaeological assessment. The assessments have concluded there is a potential for palaeoenvironmental remains, prehistoric remain or the archaeology associated with the Surrey Commercial Docks. The document recommends that a geoarchaeological assessment involving a borehole survey these works have been undertaken. The geoarchaeological survey identified some uncertainty about the alluvial depth, but generally the site has received significant truncation during dock construction. Peat deposits have been identified in earlier geoarchaeological assessments. The mitigation measures described in the ES chapter represent a suitable approach to the mitigation of impacts when balanced against the likely significance of archaeological within the site.
543. The geoarchaeological assessment provides adequate information to consider the material present on site. The mitigation recommendations in the archaeological chapter of the ES can be secured by conditions. The mitigation recommendations are for the following points:
- A geoarchaeological evaluation to refine the understanding of potential deposits.
 - An archaeological evaluation to assess the survival and nature of dock structures and the remains of timber ponds. This can a targeted refined evaluation to answer specific points concerning the development of the docks and associated structures within the site area.
 - Depending upon the results of these studies further mitigation works may be required.
544. The applicant's archaeologists have also suggested an appropriate public engagement strategy that can also be secured by condition. These works can be secured by a suitable WSI detailing the approach to the first stage of mitigation works and public engagement works.
545. In respect of the Maritime Street works it is recommended that an archaeological watching brief is maintained during groundworks where they are likely to impinge upon the remains of dock structures of interest; these works are unlikely to reach depths of geoarchaeology of archaeological interest. Any written scheme of investigation should include the adjacent building works within the area rather than a separate document. Conditions are recommended.
546. **Local Economy (summary):** support the proposed affordable workspace strategy in principle. S106 obligations should secure affordable workspace requirements and employment and training provisions in line with the Councils SPD.
547. **Parks:** No comment
548. **Drainage (Initial comments):** Based on the above, recommend that the application is not approved. The attenuation volume and maintenance sections fail and the drainage hierarchy and runoff rate sections require more information.

Officer Comment: Additional information submitted to address the comments raised.

Final Comments: No objection subject to recommended conditions

549. **Waste management:** No objection

550. **Harbour Master:** No response

551. **Public Health:** No response

Community impact and equalities assessment

552. The council must not act in a way which is incompatible with rights contained within the European Convention of Human Rights

553. The council has given due regard to the above needs and rights where relevant or engaged throughout the course of determining this application.

554. The Public Sector Equality Duty (PSED) contained in Section 149 (1) of the Equality Act 2010 imposes a duty on public authorities to have, in the exercise of their functions, due regard to three "needs" which are central to the aims of the Act:

1. The need to eliminate discrimination, harassment, victimisation and any other conduct prohibited by the Act
2. The need to advance equality of opportunity between persons sharing a relevant protected characteristic and persons who do not share it. This involves having due regard to the need to:
 - Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic
 - Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it
 - Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low
3. The need to foster good relations between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to tackle prejudice and promote understanding.

555. The protected characteristics are: race, age, gender reassignment, pregnancy and maternity, disability, sexual orientation, religion or belief, sex, marriage and civil partnership. This application would deliver a significant amount of commercial development including a large quantum of affordable workspace thus presenting opportunities to enhance access to employment for all residents of the borough including those with protected characteristics.

556. It is recognised that there are existing uses on the site which would be displaced as a result of this permission being implemented. However, the existing uses on the site are all meanwhile uses subject to temporary planning permissions. At the time of occupying the site this would have been the known position. Once the

development is complete there will be an opportunity for some of the existing uses to occupy the new buildings.

557. It is recognised that it will not be appropriate for all existing uses to occupy space within the new development. For example, the Construction Skills Centre would not necessarily be accommodated. However, they currently operate from Plot B, which is the final phase of the development to come forward so they will have sufficient time to organise relocation. Furthermore, they were relocated here from Elephant and Castle are used to operating within temporary premises.

Human rights implications

558. This planning application engages certain human rights under the Human Rights Act 2008 (the HRA). The HRA prohibits unlawful interference by public bodies with conventions rights. The term 'engage' simply means that human rights may be affected or relevant.
559. This application has the legitimate aim of delivering commercial development. The rights potentially engaged by this application, including the right to a fair trial and the right to respect for private and family life are not considered to be unlawfully interfered with by this proposal.

Positive and proactive statement

560. The council has published its development plan and Core Strategy on its website together with advice about how applications are considered and the information that needs to be submitted to ensure timely consideration of an application. Applicants are advised that planning law requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise.
561. The council provides a pre-application advice service that is available to all applicants in order to assist applicants in formulating proposals that are in accordance with the development plan and core strategy and submissions that are in accordance with the application requirements.

562. **Positive and proactive engagement: summary table**

Was the pre-application service used for this application?	YES
If the pre-application service was used for this application, was the advice given followed?	In part
Was the application validated promptly?	YES
If necessary/appropriate, did the case officer seek amendments to the scheme to improve its prospects of achieving approval?	YES
To help secure a timely decision, did the case officer submit their recommendation in advance of the agreed Planning Performance Agreement date?	YES

CONCLUSION

563. The proposal would bring about the regeneration and beneficial re-use of an allocated site which forms an important part of the Canada Water town centre. The proposed development has the potential to deliver a significant amount of commercial floorspace including a policy compliant provision of affordable workspace. The development would create the opportunity for more than 8,000 full time equivalent jobs which would make a valuable contribution to meeting development plan targets for this area. The range of uses to be provided would result in an active and vibrant environment which would complement the Canada Water Town Centre. In land use terms the proposal accords with the site allocation and other relevant development plan policies.
564. In design terms the principles established by this Outline Consent are supported in terms of layout, access and maximum parameters for the blocks. The control documents submitted demonstrate that through the future RMAs a high quality detailed design for the building and landscape can be achieved subject to compliance with the parameter plans, development specification and design codes.
565. Whilst there would be some harm to the setting of the nearby heritage assets, this is considered to be less than substantial harm which would be outweighed by the wider benefits of the proposal (significant employment benefits, a large quantum of affordable workspace, enhanced public realm, high quality buildings that would make a valuable contribution to the townscape). Furthermore, in heritage impact terms the current proposal is considered to be less harmful than the extant scheme (specifically with regards to the impact on Tower Bridge).
566. The proposal would not give rise to significant harm to neighbouring amenity by way of overlooking, loss of privacy, noise or disturbance. It is recognised that there will be an adverse impact by way of daylight/sunlight impacts on a number of neighbouring properties, most notably Porters Edge and Giverny House, and the student flats currently under development by Scape. This harm is beyond the impacts which would have been experienced under the extant permission. Whilst this harm is acknowledged, and must be given weight in determining the application, it is on balance considered to be outweighed by the wider significant public benefits of the scheme.
567. The cumulative impact of the development together with adjacent committed schemes has been assessed in terms of the environmental impacts including construction impacts and operational impact in respect of land use, transport, design and amenity. Cumulative effects have been addressed in the submitted Environmental Statement and within the full assessment of this application. The cumulative effects are considered to be acceptable. Furthermore the relationship that would ensue by virtue of this proposal and the adjacent BL masterplan blocks being built to the maximum parameters has been duly assessed and found to be acceptable. As such approval of this application would not fetter the ability of the adjacent BL outline permission to be built to its maximum parameters and for the range of uses identified within the adjacent blocks.

568. Subject to the necessary mitigation to be secured (as set out in the s106 section of this report) the proposal would not give rise to unacceptable transport impacts.
569. Subject to the submission of detailed energy and sustainability strategies that reflect the principles established by the documents submitted as part of this Outline application, the development satisfactorily addresses climate change policies.
570. The Environmental Statement has been fully assessed and found to be robust in terms of its scope, methodology, assessment, conclusions and identified mitigation.
571. It is therefore recommended that planning permission be granted, subject to conditions, the timely completion of a S106 Agreement and referral to the Mayor of London.

BACKGROUND INFORMATION

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Southwark Local Development Framework and Development Plan Documents	Chief Executive's Department 160 Tooley Street London SE1 2QH	Planning enquiries telephone: 020 7525 5403 Planning enquiries email: planning.enquiries@southwark.gov.uk Case officer telephone: 0207 525 0254 Council website: www.southwark.gov.uk

APPENDICES

No.	Title
Appendix 1	Recommendation (draft decision notice)
Appendix 2	Relevant planning policy
Appendix 3	Planning history of the site and nearby sites
Appendix 4	Consultation undertaken
Appendix 5	Consultation responses received.
Appendix 6	DRP Report

AUDIT TRAIL

Lead Officer	Stephen Platts, Director of Planning
Report Author	<u>Gemma Usher, Team Leader</u>
Version	Final
Dated	
Key Decision	No

CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director of Finance and Governance	No	No
Strategic Director of Environment and Leisure	No	No
Strategic Director of Housing and Modernisation	No	No
Director of Regeneration	No	No
Date final report sent to Constitutional Team		10 March 2022

Appendix 1: Recommendation

This document shows the case officer's recommended decision for the application referred to below.

This document is not a decision notice for this application.

Applicant	Ryan Walker DP9	Reg. Number	21/AP/2655
Application Type	Outline Application	Case Number	468-C
Recommendation	GRANTED - Outline Permission		

Draft of Decision Notice

for the following development:

Outline planning permission (all matters reserved) for a commercial masterplan containing offices and other complementary town centre uses with no housing. The proposals involve the demolition of all buildings and structures and the comprehensive redevelopment of the site to provide three Development Plots (A1, A2 and B) which will contain three Buildings (A1, A2 and B) reaching maximum heights of 110m, 55.4m and 63.2m AOD respectively.

- The proposed maximum floorspace is 145,780sq m GEA above ground, with basements extending to a maximum of 13,006sq m GEA.
- The proposed land uses are: offices (Class E), retail/professional services/food and drink (E), learning and non-residential institutions/local community (F1/F2), medical or health (E) and indoor sport, recreation or fitness (E).
- Works of hard and soft landscaping are proposed to create a series of new and improved public realm spaces within the site. This will include the replacement of some trees and the planting of additional new trees.
- New vehicular access points are proposed to be created from Surrey Quays Road and Canada Street, along with other incidental works.

The application is submitted alongside planning application ref. 21.AP.2610 which proposes works to Maritime Street as part of a masterplan for both sites.

The application is accompanied by an Environmental Statement submitted pursuant to the Town and Country Planning (Environmental Impact Assessment) regulations 2017. The ES can be viewed on the Council's website. Alternatively, Trium will supply the ES on a USB at a charge of £20. For copies members of the public should contact Trium directly as detailed in ES Volume 1, Chapter 1 Introduction.

Re-consultation due to amendments to servicing and access arrangements, enlarged public realm, design enhancements and revised/additional plans and documents being submitted

Units 1 And 4 Canada Water Retail Park London Southwark

Time limit for implementing this permission and the approved plans

1. TIME LIMIT

a) Details of the access, appearance, landscaping, layout, and scale, (hereinafter called the "reserved matters") in relation to the first building and its associated public realm shall be submitted to the Local Planning Authority within three years of the date of this permission and the development hereby permitted shall be begun either before the end of five years from the date of this permission or before the end of two years from the date of the approval of the last of the reserved matters for that building, whichever is the later, and thereafter the development shall not be carried out otherwise than in accordance with this permission and any such approvals given.

b) Submission of all reserved matters for all buildings/plots within the development shall be submitted before the end of four years from the date of this permission, and all buildings commenced within six years of this permission, or within two years of the approval of the final reserved matters for any building, whichever is the later, and thereafter the development shall not be carried out otherwise than in accordance with this permission and any such approvals given.

Reason: As required by Sections 91 and 92 of the Town and Country Planning Act 1990.

2. CONTROL DOCUMENTS

(i) The Development hereby approved shall be developed in full accordance with the following plans and documents.

Approved Plans and Documents:

- o The Development Specification - CWD-DP9-CW-XX-RP-T-0005-XX-P01 (FEBRUARY 2022)
- o Design Code for Buildings - CWD-BIG-CW-XX-RP-A-0002-XX-P02 (FEBRUARY 2022)
- o Design Code for Landscaping - CWD-TLA-CW-XX-RP-L-0002-XX-P00 (JULY 2021)

The Parameter Plans:

- o CWD-BIG-CW-XX-DR-A-0001-XX REV P00 SITE LOCATION PLAN (27 JULY 2022)
- o CWD-BIG-CW-XX-DR-A-0002-XX-P00 EXISTING SITE PLAN (09 SEPTEMBER 2021)
- o CWD-BIG-CW-XX-DR-A-0003-XX-P00 PROPOSED SITE PLAN (09 SEPTEMBER 2021)
- o CWD-BIG-CW-XX-DR-A-0004-XX-P00 EXISTING SITE LEVELS (09 SEPTEMBER 2021)
- o CWD-BIG-CW-XX-DR-A-0005-XX-P00 PROPOSED SITE LEVELS (09 SEPTEMBER 2021)
- o CWD-BIG-CW-XX-DR-A-0006-XX-P00 PROPOSED DEMOLITION PLAN (09 SEPTEMBER 2021)
- o CWD-BIG-CW-XX-DR-A-0007-XX-P00 MAXIMUM PARAMETER

AXONOMETRIC VIEW (09 SEPTEMBER 2021)

- o CWD-BIG-CW-XX-DR-A-0008-XX-P00 PROPOSED PLOT EXTENT - BASEMENT LEVEL (09 SEPTEMBER 2021)
- o CWD-BIG-CW-XX-DR-A-0009-XX-P01 PROPOSED PLOT EXTENT DOMINANT FACE (07 FEBRUARY 2022)
- o CWD-BIG-CW-XX-DR-A-0010-XX-P01 PROPOSED PLOT EXTENT GROUND LEVEL (07 FEBRUARY 2022)
- o CWD-BIG-CW-XX-DR-A-0011-XX-P01 PROPOSED PLOT EXTENT UPPER LEVELS (07 FEBRUARY 2022)
- o CWD-BIG-CW-XX-DR-A-0012-XX-P00 PROPOSED LAND USES - GROUND LEVEL (09 SEPTEMBER 2021)
- o CWD-BIG-CW-XX-DR-A-0013-XX-P00 PROPOSED LAND USES - GROUND LEVEL MEZZANINE (09 SEPTEMBER 2021)
- o CWD-BIG-CW-XX-DR-A-0014-XX-P PROPOSED LAND USES - DOMINANT FACE AND UPPER LEVELS (09 SEPTEMBER 2021)
- o CWD-BIG-CW-XX-DR-A-0015-XX-P00 PROPOSED MAXIMUM HEIGHTS (09 SEPTEMBER 2021)
- o CWD-BIG-CW-XX-DR-A-0016-XX-P01 PROPOSED VEHICULAR ACCESS (07 FEBRUARY 2022)
- o CWD-BIG-CW-XX-DR-A-0017-XX-P00 PROPOSED TREES RETAINED (09 SEPTEMBER 2021)
- o CWD-BIG-CW-XX-DR-A-0018-XX-P01 (002) PROPOSED EXTENT OF PUBLIC REALM (07 FEBRUARY 2022)
- o CWD-BIG-CW-XX-DR-A-0019-XX-P00 PHASING PLAN (09 SEPTEMBER 2022)
- o CWD-BIG-CW-XX-DR-A-0020-XX-P00 TREE REMOVAL PLAN (09 SEPTEMBER 2021)
- o CWD-BIG-CW-XX-DR-A-0021-XX-P01 DEFINITION OF SHOULDER HEIGHT (07 FEBRUARY 2022)

(ii). For the avoidance of doubt Building A2 shall be constructed with a minimum 9m set back from the maximum parameter on the west facade (at all levels) as shown on the parameter plans listed above and to accord with the Applicants Letter of Assurance prepared by Dp9 dated 28.01.2022

(iii) For the avoidance of doubt Waterfront Square shall be constructed to meet the minimum dimensions shown in drawing. No. CWD-BIG-CW-XX-DR-A-0018-XX-P01 (002) PROPOSED EXTENT OF PUBLIC REALM (07 FEBRUARY 2022) which shall include the 254 sqm of 'additional public realm' as annotated on the aforementioned plan and to accord with the Applicants Letter of Assurance prepared by Dp9 dated 28.01.2022

(iv) For the avoidance of doubt and notwithstanding the annotation shown on CWD-BIG-CW-XX-DR-A-0012-XX-P00 PROPOSED LAND USES - GROUND LEVEL (09 SEPTEMBER 2021) hereby approved there shall be no servicing to Building A1 on the southern elevation and service vehicles shall not be permitted to access Dock Edge Walk.

Reason: To ensure that the Development is undertaken in accordance with the approved drawings and documents to achieve compliance with Development Plan Policies (London Plan 2021 and Southwark Plan 2022), the Environmental Statement, and National Planning Policy Framework 2021

3. RESERVED MATTERS COMPLIANCE DOCUMENTS

Each application for Reserved Matters submitted pursuant to Condition 1 shall contain, as a minimum, the information set out below

1. Planning Application Form and requisite application fee.
2. Planning Statement and/or Covering Letter
3. Community Infrastructure Levy (CIL) Additional Information Requirement Form
4. Proposed Plans, Sections and Elevations,
5. Design and Access Statement including Landscaping Details
6. Energy Statement to include overheating assessment
7. Circular Economy Statement
8. Whole Life Carbon Assessment
9. Sustainability Statement
10. Environmental Statement - Statement of Conformity
11. Updated Urban Greening Factor Assessment
12. Updated Fire Strategy
13. Solar Glare Assessment
14. Updated Wind Assessment to demonstrate the impact of wind mitigation measures proposed as part of the detailed design
15. Updated Light Pollution Assessment to demonstrate the impact of mitigation measures proposed as part of the detailed design
16. Updated Basement Impact Assessment
17. Statement of Community Involvement and Development Consultation Charter
18. Arboricultural Method Statement
19. Updated Flood Risk Assessment
20. Planning Compliance Report

And any other documents required where necessary to ensure compliance with Councils Local Validation Requirements at the time of submission and compliance with the obligations set out in the Section 106 Agreement

The Planning Compliance Report must include:

1. Proposed land uses and corresponding floorspace
2. Maximum building height (AOD) and storeys
3. Affordable workspace quantum and breakdown of land uses

Reason: To ensure that as the detailed design of the development comes forward it is undertaken in accordance with the plans and documents approved herein and that the application complies with relevant policy requirements at the time of submission.

4. PHASING

The Development shall only be carried out in accordance with the Phasing Plan submitted as part of the Environmental Statement, which shall be updated from time to time and submitted for approval by the Local Planning Authority.

Reason: In order to provide a coordinated approach to the delivery of the Development, including the associated infrastructure and the Public Realm and in the interests of proper planning and to ensure this is a planning permission which expressly provides for the development to be carried out in phases for the purposes of the Community Infrastructure Levy Regulations 2010.

5. QUANTUM OF DEVELOPMENT

(i). The quantum of built floorspace across the Development shall not exceed 158,786 sqm (GEA) which shall include a maximum of 13,006 sqm within basements.

(ii). Each building shall deliver a maximum quantum of development (sqm GEA) as set out below

- o Building A1 - 59,908 floorspace above ground and at 3,588 basement
- o Building A2 - 34,950 floorspace above ground and at 4,741 basement
- o Building B - 50,922 floorspace above ground and at 4,677 basement

(iii) The development shall deliver the minimum and maximum floorspace (sqm GEA) for each permitted land use across the Development as a whole, as set out below

- o Retail/professional services/food and drink (E(a/d/c)): maximum 5,000
- o Learning and non-residential institutions/local community (F1/F2): minimum 300 and maximum 750
- o Medical or health (E(e)): maximum 3,000
- o Indoor sport, recreation or fitness maximum (E(d)) 1,500
- o NON-WORKSPACE SUBTOTAL: minimum 2,000 and maximum 7,000
- o Workspace (E(g)(i)) maximum: 143,780
- o ABOVE GROUND SUBTOTAL: maximum 145,780
- o Basements: maximum 13,006
- o TOTAL: 158,786

Reason: To ensure that the Development is carried out in accordance with the Parameter Plans and Development Specification and other submitted details and to ensure that the quantum of floorspace remains within the approved parameters as assessed pursuant to the Environmental Impact Assessment of the Development which did not include the provision of residential accommodation.

6. REMOVAL OF PD RIGHTS FOR CHANGE OF USE (compliance)

Notwithstanding the Town and Country Planning (Use Classes) Order 1987 (as amended) and the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (and any statutory instrument revoking, re-enacting or modifying either order), the development shall be occupied for the range of commercial uses set out in Condition 5 and there shall be no permitted change of use to residential without the submission and approval of an application on that behalf.

Reason: To ensure that the Development is carried out in accordance with the Parameter Plans and Development Specification and other submitted details and to ensure that the quantum of floorspace remains within the approved parameters as assessed pursuant to the Environmental Impact Assessment of the Development which did not include the provision of residential accommodation.

7. REMOVAL OF OFFICE PERMITTED DEVELOPMENT RIGHTS (compliance)

Notwithstanding the provisions of Schedule 2 Part 7 Class F of the Town and Country Planning (General Permitted Development) Order 2015 (as amended or any re-enactment thereof), no extension nor alteration of an office building shall be carried out pursuant to those provisions.

Reason: To safeguard the character and the amenities of the premises and adjoining properties in accordance with Southwark Plan (2022) Policy P14 Design quality

8. CES AND WLC ASSESSMENTS

(i) As part of the submission of each RMA, the Applicant shall submit an updated Circular Economy Statement and Whole Life Carbon Assessment which shall adhere to the principles established by the outline strategies hereby approved.

(ii) The development shall be undertaken in full accordance with the approved Circular Economy Statement and Whole Life Carbon Assessments.

(iii) Prior to occupation, a Post Completion Report setting out the predicted and actual performance against all numerical targets in the relevant Circular Economy Statement shall be submitted to the GLA at: CircularEconomyLPG@london.gov.uk, along with any supporting evidence as per the GLA's Circular Economy Statement Guidance. The Post Completion Report shall provide updated versions of Tables 1 and 2 of the Circular

Economy Statement, the Recycling and Waste Reporting form and Bill of Materials. Confirmation of submission to the GLA shall be submitted.

(iv). Prior to the occupation of the development, the post-construction tab of the GLA's whole life carbon assessment template should be completed accurately and in its entirety in line with the GLA's Whole Life Carbon Assessment Guidance. The post-construction assessment should provide an update of the information submitted at planning submission stage, including the whole life carbon emission figures for all life-cycle modules based on the actual materials, products and systems used. This should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, prior to occupation of the relevant building.

Reason: To ensure that the proposal responds appropriately to climate change policies by reducing carbon emissions and minimising waste streams in accordance with London Plan (2021) Policy SI7 Reducing waste and supporting the circular economy and SI2 Minimising greenhouse gas emissions and Southwark Plan (2022) Policies P69 Sustainability standards and P70 Energy

9. WIND MITIGATION

(i) As part of the submission of each RMA, details of wind mitigation measures shall be submitted to and approved in writing by the Local Planning Authority. The wind mitigation measures must appropriately respond to the potential for significant adverse effects identified within 'the Environmental Assessment.

(ii) As part of each RMA, the Applicant shall submit an updated Wind Modelling Assessment which shall demonstrate the impact of the proposed wind mitigation measures.

(iii) The development shall be undertaken in full accordance with the approved details and the wind measures shall be installed prior to first occupation of the relevant building and maintained thereafter in perpetuity.

Reason: To ensure that as part of the detailed design appropriate pedestrian comfort levels can be achieved in accordance with Environmental Impact Assessment submitted with this Outline Permission and to comply with London Plan (2021) Policy D9 Tall buildings and Southwark Plan (2022) Policy P17 Tall buildings

10. FIRE STRATEGY

As part of the submission of each RMA, the Applicant shall submit an updated Fire Strategy for each building which must adhere to the strategic principles and requirements of the outline strategy hereby approved.

The development shall be undertaken in full accordance with the approved detailed strategy.

Reason: To ensure that the development incorporates all necessary measures to prevent the spread of fire as well as providing adequate means of escape for future occupiers and to comply with London Plan (2021) Policy D2 Fire safety.

11. SOLAR GLARE ASSESSMENT

As part of each RMA, a solar glare assessment shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall set out how the solar glare impacts identified within the ES have been mitigated. The buildings shall be constructed and completed in accordance with the approved details.

Reason: To avoid motorists being distracted by any glint or glare arising from solar reflection from building facades.

Permission is subject to the following Pre-Commencements Condition(s)

12. DIGITAL INFRASTRUCTURE

Prior to commencement of any works (excluding demolition and site clearance) hereby approved detailed plans shall be submitted to and approved in writing by the local planning authority demonstrating the provision of sufficient ducting space for full fibre connectivity infrastructure within the development. The development shall be carried out in accordance with these plans and maintained as such in perpetuity.

Reason: To provide high quality digital connectivity infrastructure to contribute to London's global competitiveness in accordance with Policy SI6 of the London Plan (2021)

13. LONDON UNDERGROUND RISK ASSESSMENTS

The construction of Plot B hereby permitted shall not be commenced until detailed design and method statements (prepared in consultation with London Underground) for Plot B Only have been submitted to and approved in writing by the local planning authority which:

- o provide Risk Assessment Method Statements for the piling, excavation and construction works

- o accommodate the location of the existing London Underground structures and tunnels- an appropriate Monitoring Response Action Plan will be required
- o and mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels.

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2021 Policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

14. TREE PLANTING

Prior to works commencing, full details of the proposed planting of 88 trees within the development shall be submitted to and approved in writing by the Local Planning Authority. This will include tree pit cross sections, planting and maintenance specifications, use of guards or other protective measures and confirmation of location, species, sizes, nursery stock type, supplier and defect period. All tree planting shall be carried out in accordance with those details and at those times.

All trees and shrubs will conform to the specification for nursery stock as set out in British Standard 3936 Parts 1 (1992) and 4 (1984). Advanced Nursery stock trees shall conform to BS 5236 and BS: 4428 Code of practice for general landscaping operations.

If within a period of five years from the date of the planting of any tree that tree, or any tree planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree of the same species and size as that originally planted shall be planted at the same place in the first suitable planting season., unless the local planning authority gives its written consent to any variation.

Reason: To ensure the proposed development will preserve and enhance the visual amenities of the locality and is designed for the maximum benefit of local biodiversity, in addition to the attenuation of surface water runoff in accordance with The National Planning Policy Framework 2021 Parts 8, 11, 12, 15 and 16; Policies SI 4 (Managing heat risk), SI 13 (Sustainable drainage), G1 (Green Infrastructure), G5 (Urban Greening) and G7 (Trees and

Woodlands) of the London Plan 2021; and policies of The Core Strategy 2011: SP11 Open spaces and wildlife; SP12 Design and conservation; SP13 High environmental standards, and Policy P61 (Trees) of the Southwark Plan 2022

15. ARBORICULTURAL METHOD STATEMENT

Prior to the commencement of any works approved by this permission, including any demolition, an Arboricultural Method Statement shall be submitted to and approved in writing by the Local Planning Authority.

a) A pre-commencement meeting shall be arranged, the details of which shall be notified to the Local Planning Authority for agreement in writing prior to the meeting and prior to works commencing on site, including any demolition, changes to ground levels, pruning or tree removal.

b) A detailed Arboricultural Method Statement showing the means by which any retained trees on or directly adjacent to the site are to be protected from damage by demolition works, excavation, vehicles, stored or stacked building supplies, waste or other materials, and building plant, scaffolding or other equipment, shall then be submitted to and approved in writing by the Local Planning Authority. The method statements shall include details of facilitative pruning specifications and a supervision schedule overseen by an accredited arboricultural consultant.

c) Cross sections shall be provided to show surface and other changes to levels, special engineering or construction details and any proposed activity within root protection areas required in order to facilitate demolition, construction and excavation.

The existing trees on or adjoining the site which are to be retained shall be protected and both the site and trees managed in accordance with the recommendations contained in the method statement. Following the pre-commencement meeting all tree protection measures shall be installed, carried out and retained throughout the period of the works, unless otherwise agreed in writing by the Local Planning Authority. In any case, all works must adhere to BS5837: (2012) Trees in relation to demolition, design and construction and BS3998: (2010) Tree work - recommendations.

If within the expiration of 5 years from the date of the occupation of the building for its permitted use any retained tree is removed, uprooted is destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

Reason: To avoid damage to the existing trees which represent an important visual amenity in the area, in accordance with The National Planning Policy

Framework 2021 Parts 8, 11, 12, 15 and 16; Policies G1 (Green Infrastructure, G5 (Urban Greening) and G7 (Trees and Woodlands) of the London Plan 2021; and Policy P60 (Trees) or the Southwark Plan 2022

16. CONTAMINATION

a) Prior to the commencement of any development, a phase 1 desktop study of the historic and current uses of the site and adjacent premises based on the 'Revised Geo Environmental Study' by Ramboll (Geo-environmental Desk Study, dated 10 December 2021, ref.1620011046 rev.04) shall be carried out together with an associated preliminary risk assessment including a site walkover survey, identification of contaminants of the land and controlled waters and develop a conceptual model of the site with conclusion and recommendations whether a Phase 2 intrusive investigation is required.. This report shall be submitted to the Local Planning Authority for approval before the commencement of any intrusive investigations.

b) If the phase 1 site investigation reveals possible presence of contamination on or beneath the site or controlled waters, then, prior to the commencement of development works, an intrusive site investigation and associated risk assessment shall be completed to fully characterise the nature and extent of any contamination of soils and ground water on the site.

c) In the event that contamination is found that presents a risk to future users or controlled waters or other receptors, a detailed remediation and/or mitigation strategy shall be prepared and submitted to the Local Planning Authority for approval in writing. The strategy shall detail all proposed actions to be taken to bring the site to a condition suitable for the intended use together with any monitoring or maintenance requirements. The scheme shall also ensure that as a minimum, the site should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. The approved remediation scheme (if one is required) shall be carried out and implemented as part of the development.

d) Following the completion of the works and measures identified in the approved remediation strategy, a verification report providing evidence that all works required by the remediation strategy have been completed, together with any future monitoring or maintenance requirements shall be submitted to and approved in writing by the Local Planning Authority.

e) In the event that potential contamination is found at any time when carrying out the approved development that was not previously identified, it shall be reported in writing immediately to the Local Planning Authority, and a scheme of investigation and risk assessment, a remediation strategy and verification report (if required) shall be submitted to the Local Planning Authority for approval in writing, in accordance with a-d above.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with Southwark Plan 2022 Policy P64 (contaminated land and hazardous substances) and the National Planning Policy Framework 2021

17. SUDS DRAINAGE

No works (excluding demolition and site clearance) shall commence until full details of the proposed surface water drainage system incorporating Sustainable Drainage Systems (SuDS) have been submitted to and approved in writing by the Local Planning Authority, including detailed design, size and location of attenuation units and details of flow control measures. The strategy should achieve a reduction in surface water runoff rates during the 1% Annual Exceedance Probability (AEP) event plus climate change allowance, as detailed in the Flood Risk Assessment (report ref: CWD-RUK-CW-XX-RP-C-0003-XX-P00, dated July 2021) and Surface Water Drainage Strategy (report ref: CWD-RUK-CW-XX-RP-C-0002-XX-P00, dated July 2021) prepared by Ramboll. The applicant must demonstrate that the site is safe in the event of blockage/failure of the system, including consideration of exceedance flows.

Reason: To minimise the potential for the site to contribute to surface water flooding in accordance with Southwark's Strategic Flood Risk Assessment (2017) and Policy SI 13 of the London Plan (2021) and Policy P68 of the Southwark Plan (2022).

18. PILING AND FOUNDATION DESIGN

Prior to the commencement of works at any Development Plot (excluding demolition and site clearance), details of the proposed piling method and foundation design for that Development Plot shall be submitted to the Local Planning Authority for approval in writing (in consultation with the Environment Agency) to demonstrate that there is no resultant unacceptable risk to groundwater. The relevant Development Plot shall be carried out in accordance with the approved details.

Reason: Piling can create pathways for contaminants and this presents a risk to underlying controlled waters unless appropriate methodologies and mitigation are utilised in accordance with the National Planning Policy Framework (2021) and Southwark Plan (2022) Policy P64 Contaminated land and hazardous substances

19. BASEMENT IMPACT ASSESSMENT

Prior to the commencement of any works (excluding demolition and site clearance), a detailed Basement Impact Assessment (BIA) for all basements on the site (prepared following guidance in Southwark's Strategic Flood Risk Assessment 2017 or any replacement thereof) shall be submitted to the Local Planning Authority for approval in writing identifying existing groundwater levels, flows and fluctuations and, if appropriate, demonstrating that appropriate mitigation measures are integrated into the basement design to prevent groundwater flooding.

The development shall proceed in accordance with any approval given and any mitigation measures shall be retained and maintained in perpetuity.

Reason: To minimise the potential for the site to contribute to changes in groundwater conditions and any subsequent flooding in accordance with Southwark's SFRA, London Plan (2021) Policy SI 12 Flood risk management and Southwark Plan (2022) Policy P68 Reducing flood risk

20. CRANES

No cranes or scaffolding shall be erected unless and until construction methodology and diagrams clearly presenting the location, maximum operating height, radius and start/finish dates for the use of cranes in connection with the construction of the relevant Development Plot have been submitted to and approved by the Local Planning Authority (in consultation with London City Airport). The development shall be carried out in accordance with the approved details.

Reason: In the interests of aircraft safety

21. ARCHAEOLOGICAL EVALUATION - OUTLINE

Before any work hereby authorised begins, excluding demolition works to ground slab, the applicant shall secure the implementation of a programme of archaeological evaluation works, including a geoarchaeological evaluation, in accordance with a written scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order that the applicants supply the necessary archaeological information to ensure suitable mitigation measures and/or foundation design proposals be presented in accordance with Southwark Plan (2022) Policy P23 Archaeology

22. ARCHAEOLOGICAL MITIGATION - Outline

Before any work hereby authorised begins, excluding demolition works and archaeological evaluation, the applicant shall secure the implementation of a programme of archaeological mitigation works in accordance with a written scheme of investigation, which shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order that the details of the programme of works for the archaeological mitigation are suitable with regard to the impacts of the proposed development and the nature and extent of archaeological remains on site in accordance with Southwark Plan (2022) Policy P23 Archaeology

23. ARCHAEOLOGICAL REPORTING

Within one year of the completion of the archaeological work on site, an assessment report detailing the proposals for the off-site analyses and post-excavation works, including publication of the site and preparation for deposition of the archive, shall be submitted to and approved in writing by the Local Planning Authority, and the works detailed in the assessment report shall not be carried out otherwise than in accordance with any such approval given. The assessment report shall provide evidence of the applicant's commitment to finance and resource these works to their completion.

Reason:

In order that the details of the programme of works for the archaeological mitigation are suitable with regard to the impacts of the proposed development and the nature and extent of archaeological remains on site in accordance with Southwark Plan (2022) Policy P23 Archaeology

24. Archaeological Public Engagement Programme

a) Prior to commencement of the development (excluding demolition and site investigation works) hereby permitted, the applicant shall submit to and receive the Local Planning Authority's approval of a Public Engagement Programme which shall set out:

- o How the field work areas will be hoarded to provide opportunities for passers-by to safely view the excavations;
- o Detailed drawings (artwork, design, text and materials, including their location and a full specification of the construction and materials) for the public interpretation and presentation display materials celebrating the historic setting of the site, which will be located on suitably visible public parts of the temporary site hoarding;
- o Details of at least one event, such as a heritage trail, that will be held during the field work phase (as a minimum this should state the date/time, duration, individuals involved and advance promotional measures for the

event, and provide an outline of the content of the event);

b) Prior to the commencement of the fieldwork phase, the hoarding shall be installed in full accordance with the LPA-approved details referred to in parts a.1 and a.2 of the condition, and the hoarding shall remain as such and in place throughout the fieldwork phase.

c) During the fieldwork phase, the event (referred to in part a.3) shall be carried out.

d) Before first occupation of any part of the development, detailed drawings (artwork, design, text and materials, including their location and a full specification of the construction and materials) for the public interpretation and presentation display materials celebrating the historic setting of the site, in some form of permanent display case or signage to be installed within a publicly-accessible part of the development hereby approved. The approved display case or signage shall be installed in accordance with the approval and shall not be replaced other than with a display case or signage of similar specification and bearing the same information.

Reason: To promote the unique setting of the application site and provide information on the special archaeological and historical interest of this part of Southwark, in accordance with Southwark Plan (2022) Policy P23 Archaeology

25. GREEN ROOFS

Part 1: Before any above grade work hereby authorised begins (excluding demolition and archaeological investigation), details of the biodiversity (green/brown) roof(s) shall be submitted to and approved in writing by the Local Planning Authority. The biodiversity (green/brown) roof(s) shall be:

- * biodiversity based with extensive substrate base (depth 80-150mm);
- * laid out in accordance with agreed plans; and
- * planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works (focused on wildflower planting, and no more than a maximum of 25% sedum coverage).

The biodiversity (green/brown) roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.

The biodiversity roof(s) shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

Part 2: Full Discharge of this condition will be granted once the green/brown roof(s) are completed in full in accordance to the agreed plans. A post completion assessment will be required to confirm the roof has been

constructed to the agreed specification.

Reason: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with: Policies SI 4 (Managing heat risk), SI 13 (Sustainable drainage), G1 (Green Infrastructure), G5 (Urban Greening) of the London Plan 2021 and Policies P59 (Green infrastructure) and P60 (Biodiversity) of the Southwark Plan 2022.

Permission is subject to the following Grade Condition(s)

26. HARD AND SOFT LANDSCAPING, UGF AND BNG

(a) Before any above grade work hereby authorised begins (excluding demolition and archaeological investigations), detailed drawings of a hard and soft landscaping scheme showing the treatment of all parts of the site not covered by buildings (including cross sections, available rooting space, tree pits, surfacing materials of any parking, access, or pathways layouts, materials and edge details, street furniture, design of play equipment, details of sustainable drainage or other water features), shall be submitted to and approved in writing by the Local Planning Authority. The landscaping shall not be carried out otherwise than in accordance with any such approval given and shall be retained for the duration of the use.

(b) The planting, seeding and/or turfing shall be carried out in the first planting season following completion of building works and any trees or shrubs that is found to be dead, dying, severely damaged or diseased within five years of the completion of the building works OR five years of the carrying out of the landscaping scheme (whichever is later), shall be replaced in the next planting season by specimens of the equivalent stem girth and species in the first suitable planting season. Planting shall comply to BS: 4428 Code of practice for general landscaping operations, BS: 5837 (2012) Trees in relation to demolition, design and construction and BS 7370-4:1993 Grounds maintenance Recommendations for maintenance of soft landscape (other than amenity turf).

(c) Details of the intended maintenance regime for all hard landscape features including street furniture and play equipment shall be provided.

(d) As part of the detailed landscaping proposals the Applicant shall submit an updated Urban Greening Factor Assessment and Biodiversity Net Gain Reports.

Reason: So that the Council may be satisfied with the details of the landscaping scheme, in accordance with: Chapters 8, 12, 15 and 16 of the National Planning Policy Framework 2021; Policies SI 4 (Managing heat risk),

SI 13 (Sustainable drainage), G1 (Green Infrastructure, G5 (Urban Greening) , Policy G6 (Biodiversity and access to nature) and G7 (Trees and Woodlands) of the London Plan 2021; Policies P13 (Design of places), P14 (Design quality) P60 (Biodiversity) and P61 (Trees) or the Southwark Plan 2022

27. ECOLOGY FEATURES

(i) Prior to commencement of above grade works (excluding demolition and archaeological works), full details of the location of a minimum 8 bat tubes per building, minimum 12 swift bricks per building and minimum 3 insect towers per building shall be submitted to and approved in writing by the Local Planning Authority.

(ii) The details shall include the exact location, specification and design of the habitats. The boxes / bricks/towers shall be installed with the development prior to the first occupation of the building to which they form part or the first use of the space in which they are contained.

(iii) The nesting boxes / bricks/towers shall be installed strictly in accordance with the details so approved, shall be maintained as such thereafter.

(iv) Discharge of this condition will be granted on receiving the details of the nest/roost features and mapped locations and Southwark Council agreeing the submitted plans, and once the nest/roost features are installed in full in accordance to the agreed plans. A post completion assessment will be required to confirm the nest/roost features have been installed to the agreed specification.

Reason: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with Southwark Plan (2022) Policy P60 Biodiversity

28. GREEN WALLS (AG)

Before any above grade work hereby authorised begins to any building/plot (excluding demolition and archaeological works), details of the green walls for that building shall be submitted to and approved in writing by the Local Planning Authority.

The green wall shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

Discharge of this condition will be granted on receiving the details of the Walls and Southwark Council agreeing in writing the submitted plans.

Reason: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in

accordance with: Policies SI 4 (Managing heat risk), SI 13 (Sustainable drainage), G1 (Green Infrastructure), G5 (Urban Greening) of the London Plan 2021 and Southwark Plan (2022) Policy P60 Biodiversity

29. ARCHAEOLOGICAL REPORTING

Within one year of the completion of the archaeological work on site, an assessment report detailing the proposals for the off-site analyses and post-excavation works, including publication of the reports/findings and preparation for deposition of the archive, shall be submitted to and approved in writing by the Local Planning Authority, and the works detailed in the assessment report shall not be carried out otherwise than in accordance with any such approval given. The assessment report shall provide evidence of the applicant's commitment to finance and resource these works in full.

Reason: In order that the details of the programme of works for the archaeological mitigation are suitable with regard to the impacts of the proposed development and the nature and extent of archaeological remains on site in accordance with Southwark Plan (2022) Policy P23 Archaeology

30. DESIGN MOCK-UP BAYS

Prior to the commencement of any above grade works on any building/plot (excluding demolition and archaeological works), the following shall be submitted to the local planning authority for their approval:

(i) A full-scale representative mock-up of one bay of the building (element to be agreed) and sample panels of all external facing materials, and surface finishes at the ground floor to be used in the carrying out of this permission shall be presented on site and approved by the Local Planning Authority before any above-grade work in connection with this permission is carried out;

(ii) the development shall not be carried out otherwise than in accordance with any such approval given.

(iii) These samples must demonstrate how the proposal makes a contextual response in terms of materials to be used.

Reason: In order that the Local Planning Authority may be satisfied as to the quality of architectural design and details in accordance with Chapter 12 - Achieving well designed places of the NPPF (2021); Policies D4 Delivering good design; and D9 - Tall buildings of the London Plan (2021) and Policies: P13 - Design of places; P14 - Design quality and P17 - Tall buildings of the Southwark Plan (2022).

31. DESIGN - LARGE SCALE DRAWINGS

Prior to the commencement of any above grade works for any building or plot (excluding demolition and archaeological investigation), the following details shall be submitted to the local planning authority for their approval in writing:

For each of the buildings hereby approved 1:5/10 section detail-drawings through:

- o the facades;
- o parapets;
- o roof edges;
- o junctions with the existing building; and
- o heads, cills and jambs of all openings,

to be used in the carrying out of this permission shall be submitted to and approved by the Local Planning Authority before any above-grade work in connection with this permission is carried out; the development shall not be carried out otherwise than in accordance with any such approval given.

Reason: In order that the Local Planning Authority may be satisfied as to the quality of architectural design and details in accordance with Chapter 12 - Achieving well designed places of the NPPF (2021); Policies D4 Delivering good design; and D9 - Tall buildings of the London Plan (2021) and Policies: P13 - Design of places; P14 - Design quality and P17 - Tall buildings of the Southwark Plan (2022).

32. SECURITY MEASURES

(i) Before any above grade work hereby authorised begins (excluding demolition and archaeological works), details of security measures (which shall demonstrate that the development has been designed to comply with Secure by Design Principles as far as practically possible) shall be submitted to and approved in writing by the Local Planning Authority.

(ii) Any such security measures as approved under Part (i) shall be implemented prior to first occupation

REASON: In the interests of securing well designed, safe and secure buildings and neighbourhoods in accordance with Southwark Plan (2022) Policy P16 Designing out crime.

33. EXTERNAL LIGHTING

Prior to any above grade works taking place on any building/plot (excluding

demolition and archaeological investigation), details of any external lighting to be affixed to that building or installed within its associated public realm (including design, specification, power), shall be submitted to the local planning authority for approval in writing. Submitted details shall include lighting contours to demonstrate lighting intensity levels at any nearby sensitive residential or ecological receptors, having regard to guidance published by the Institute of Lighting Professionals (ILE), where relevant.

No external lighting shall be installed other than that approved by this condition.

Reason: To ensure that an appropriate level of lighting is provided in the interests of amenity and safety whilst also protecting residential amenity and limiting ecological impact in accordance with Southwark Plan (2022) Policy G6 Biodiversity and access to nature and P56 Protection of amenity

34. CYCLE PARKING

Prior to commencement of above grade works to any building/plot (excluding demolition and archaeological works), detailed 1:50 drawings of the secure, convenient and weatherproof long and short stay cycle parking and ancillary facilities for storage, cycle maintenance and/or changing for that building/plot shall be submitted to and approved in writing by the Local Planning Authority. The number and type of spaces shall accord with Southwark Plan (2022) standards.

Any spaces located above or below ground floor level must be accessed via ramps and/or appropriately sized cycle lifts (in the event of lift-only access two lifts must be made available).

Thereafter the cycle parking facilities provided shall be retained and the space used for no other purpose and the Development shall not be carried out otherwise in accordance with any such approval given.

Reason: In order to ensure that satisfactory safe and secure cycle parking and changing facilities are provided and can be easily accessed by users in order to encourage the use of cycling as an alternative means of transport to the development and to reduce reliance on the use of the private car in accordance with London Plan (2021) Policy T5 Cycling and Southwark Plan (2022) Policy P53 Cycling

35. TOWER OBSTRUCTION LIGHTING - Development Plot A1

Prior to the commencement of works Above Grade in relation to Development Plot A1, a scheme of obstruction lighting for the Development Plot A1 tower Building shall be submitted to the Local Planning Authority for approval in

writing (in consultation with London City Airport). The Development shall be carried out in accordance with any approval given and the lighting retained and maintained for the lifetime of the Development Plot A1 tower Building unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that tall building are appropriately illuminated to aid visibility for aircraft without contributing to glare in accordance with guidance issued by the Civil Aviation Authority and Southwark Plan (2022) Policy P17 Tall Buildings

36. EXTRACT/VENTILATION FROM BASEMENT CAR PARKS

Prior to the commencement of works Above Grade (excluding demolition and archaeological works) for any building containing a basement car park and/or servicing area or an area of Public Realm below which there is a basement car park and/or servicing area, details of a scheme of mechanical ventilation for the basement, including plant inlets, filters and outlets shall be submitted to the Local Planning Authority for approval in writing.

The scheme of ventilation shall be installed prior to the first occupation of the relevant Building containing the basement car parking and/or servicing area or the opening to the public of the Public Realm below which there is a basement car park and/or servicing area and retained and maintained for the duration of the consented use.

Reason: To ensure that basement ventilation systems do not adversely impact the amenity of adjoining uses and/or the quality of the public realm by way of noise and/or odour in accordance with Southwark Plan (2022) Policy P56 Protection of amenity and P66 Reducing noise pollution and enhancing soundscapes

37. BREEAM (Special)

a) Prior to commencement of fit out works of any Building hereby approved, an independently verified BREEAM report (detailing performance in each category, overall score, BREEAM rating and a BREEAM certificate of building performance) in relation to the relevant Building demonstrating that all reasonable steps have been undertaken to achieve a minimum accreditation of BREEAM 'Excellent' rating shall be submitted to the Local Planning Authority for approval in writing and the relevant Building shall be carried in accordance with the approved details;

b) Before the first Occupation of the relevant Building, a certified Post Construction Review (or other verification process agreed with the Local Planning Authority) shall be submitted to and approved in writing by the Local Planning Authority, confirming that the agreed standards at (a) have been

met.

Reason: To ensure the proposal is completed to the highest possible standards of environmental sustainability in accordance with Southwark Plan Policy P69 Sustainability standards

Permission is subject to the following Pre-Occupation Condition(s)

39. KITCHEN EXTRACTION (special)

Prior to the commencement of any commercial cooking within any building within the development, or the opening of operation any restaurant in any building permitted, full particulars and details of a scheme for the extraction and ventilation of the commercial kitchen shall be submitted to and approved by the Local Planning Authority. The scheme shall include:

- o Details of extraction rate and efflux velocity of extracted air
- o Full details of grease, particle and odour abatement plant
- o The location and orientation of the extraction ductwork and discharge terminal
- o A management servicing plan for maintenance of the extraction system to ensure that fumes and odours from the kitchen do not affect public health or residential amenity. Once approved the scheme shall be implemented in full and permanently maintained thereafter.

Reason In order to ensure that that the ventilation ducting and ancillary equipment will not result in an odour, fume or noise nuisance to nearby sensitive receptors or at street level and will not detract from the appearance of the building in the interests of amenity in accordance with Southwark Plan (2022) Policy P14 Design or P56 Residential amenity.

40. DRAINAGE VERIFICATION REPORT

No building hereby approved shall be occupied until a drainage verification report prepared by a suitably qualified engineer has been submitted to and approved in writing by the Local Planning Authority. The report shall provide evidence that the drainage system (incorporating SuDS) has been constructed according to the approved details and specifications (or detail any minor variations where relevant) as detailed in the Flood Risk Assessment (report ref: CWD-RUK-CW-XX-RP-C-0003-XX-P00, dated July 2021) and Surface Water Drainage Strategy (report ref: CWD-RUK-CW-XX-RP-C-0002-XX-P00, dated July 2021) prepared by Ramboll. The report shall include plans, photographs and national grid references of key components of the drainage network such as surface water attenuation structures, flow control devices and outfalls. The report shall also include details of the responsible management

company.

Reason: To ensure the surface water drainage complies with Southwark's Strategic Flood Risk Assessment and Policy SI 13 of the London Plan (2021) and Policy P68 of the Southwark Plan (2022).

41. THAMES WATER CONNECTION (occ)

No development shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows to serve the development have been completed; or - a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied.

Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason - The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development

The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning.

Permission is subject to the following Compliance Condition(s)

43. ARBORICULTURAL SUPERVISION (Occ)

Part 1: All Arboricultural Supervisory elements must be undertaken in accordance with the approved Arboricultural Method Statement for this site, as evidenced through signed sheets and photographs.

Part 2: The completed schedule of site supervision and monitoring of the arboricultural protection measures as approved in tree protection condition shall be submitted for approval in writing by the Local Planning Authority within 28 days of completion of the development hereby permitted. This condition may only be fully discharged on completion of the development, subject to satisfactory written evidence of compliance through contemporaneous supervision and monitoring of the tree protection throughout construction by the retained or pre-appointed tree specialist.

Reason: To avoid damage to the existing trees which represent an important visual amenity in the area, in accordance with The National Planning Policy

Framework 2021 Parts, 8, 11, 12, 15 and 16; Policies G1 (Green Infrastructure), G5 (Urban Greening) and G7 (Trees and Woodlands) of the London Plan 2021 and Policy P61 (Trees) of the Southwark Plan 2022.

44. PLANT NOISE

The combined Rated sound level from all plant, together with any associated ducting, shall not exceed 40dB (LAeq 15 minute) (in the period 07:00-23:00) and 30dB (LAeq 15 minute) (in the period 23:00 - 07:00) at any existing or future noise sensitive premises (as defined in Figure 8.2 of the submitted Environmental Statement). For the purposes of this condition the Background, Rating and Specific Sound levels shall be calculated fully in accordance with the methodology of BS4142:2014+A1:2019. Suitable acoustic treatments shall be used to ensure compliance with the above standard. A validation test shall be carried out and the results submitted to the Local Planning Authority for approval in writing to demonstrate compliance with the above standard. Once approved the plant and any acoustic treatments shall be permanently maintained thereafter

Reason: To ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance or the local environment from noise creep due to plant and machinery in accordance with Southwark Plan (2022) Policy P56 Protection of amenity and Policy P66 Reducing noise pollution and enhancing soundscapes

45. HOURS OF USE

The commercial (non-office) uses hereby permitted shall not be carried on outside of the hours of: 07:00 - 23:00 on Monday to Saturday and; 08:00 - 22:00 on Sundays and Bank Holidays.

The external terraces on any of the buildings hereby approved shall not be used outside of the hours 08:00 - 22:00 on any day.

Reason: To safeguard the amenities of neighbouring residential properties in accordance with Southwark Plan (2022) Policy P56 Protection of amenity.

46. SERVICING HOURS

Any deliveries or collections to the commercial units shall only be between the following hours: 07:00 to 21:00 on Mondays to Saturdays and 09:00 to 18:00hrs on Sundays & Bank Holidays

Reason: To safeguard the amenity of neighbouring residential properties in accordance with The National Planning Policy Framework 2019, Strategic

Policy 13 High environmental standards of The Core Strategy 2011 and Saved Policy 3.2 Protection of Amenity of The Southwark Plan 2007.

47. ROOF PLANT (compliance)

No roof plant, equipment or other structures other than as approved pursuant to a condition of this planning permission shall be placed on a roof or be permitted to project above the roofline of any part of the Building(s) or shall be permitted to extend outside of any roof plant enclosure(s) of any Building(s) without the prior written consent of the Local Planning Authority.

Reason: In order to ensure that roof top plant does not detract from the appearance of the buildings hereby consented and does not detract from the visual amenity of the area in accordance with Southwark Plan (2022) Policy P14 Design quality

Informatives

- 1 Paragraph 3.12.9 of Policy D12 explains that Fire Statements should be produced by someone who is:
"third-party independent and suitably-qualified" The Council considers this to be a qualified engineer with relevant experience in fire safety, such as a chartered engineer registered with the Engineering Council by the Institution of Fire Engineers, or a suitably qualified and competent professional with the demonstrable experience to address the complexity of the design being proposed. This should be evidenced in the fire statement. The Council accepts Fire Statements in good faith on that basis. The duty to identify fire risks and hazards in premises and to take appropriate action lies solely with the developer.

The fire risk assessment/statement covers matters required by planning policy. This is in no way a professional technical assessment of the fire risks presented by the development. The legal responsibility and liability lies with the 'responsible person'. The responsible person being the person who prepares the fire risk assessment/statement not planning officers who make planning decisions.

- 0 Your attention is drawn to the attached note relating to demolition and the requirements of The Building Act.
- 0 Under the terms of the Water Resources Act 1991, the prior written consent of the Environment Agency is required for any discharge of sewage or trade effluent into controlled waters (e.g. watercourses and underground waters), and may be required for any discharge of surface water to such controlled

waters or for any discharge of sewage or trade effluent from buildings or fixed plant into or onto ground or into waters which are not controlled waters. Such consent may be withheld.

Contaminated soil that is, or must be, disposed of is waste, therefore its handling, transport and disposal is subject to waste management legislation including:

- o Duty of Care Regulations 1991;
- o Hazardous Waste (England & Wales) Regulations 2005;
- o Environmental Permitting (England & Wales) Regulations 2010;
- o Waste (England & Wales) Regulations 2011

Developers should ensure that all contaminated materials are adequately characterised, both chemically and physically, in line with BS EN 14899 (2005): characterisation of waste; sampling of waste materials; framework for the preparation and application of a sampling plan and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, please contact the Environment Agency for advice at an early stage, in order to avoid delays.

- 0 All wild birds, nests, eggs and young are protected under the Wildlife & Countryside Act 1981 (as amended). The grant of planning permission does not override the above Act. All applicants and sub-contractors are reminded that persons undertaking site clearance, hedgerow removal, demolition works etc. between March and August may risk committing an offence under the above Act and may be liable to prosecution if birds are known or suspected to be nesting. The Council will pass complaints received about such work to the appropriate authorities for investigation. The Local Authority advises that such work should be scheduled for the period 1 September-28 February wherever possible. Otherwise, a qualified ecologist should make a careful check before work begins.

- 0 Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

As per Building regulations part H paragraph 2.21, Drainage serving kitchens in commercial hot food premises should be fitted with a grease separator complying with BS EN 1825-:2004 and designed in accordance with BS EN 1825-2:2002 or other effective means of grease removal. Thames Water further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses. Please refer to our website for further information : www.thameswater.co.uk/help

"A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

As you are redeveloping a site, there may be public sewers crossing or close to your development. If you discover a sewer, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

Water Comments

There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>

The proposed development is located within 15m of our underground water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk

Appendix 2: Relevant Policies

National Planning Policy Framework

The revised National Planning Policy Framework ('NPPF') was published on 20 July 2021 which sets out the national planning policy and how this needs to be applied. The NPPF focuses on sustainable development with three key objectives: economic, social and environmental. Paragraph 218 states that the policies in the Framework are material considerations, which should be taken into account in dealing with applications.

The following chapters are relevant:

Chapter 2 Achieving sustainable development

Chapter 6 Building a strong, competitive economy

Chapter 7 Ensuring the vitality of town centres

Chapter 8 Promoting healthy and safe communities

Chapter 9 Promoting sustainable transport

Chapter 11 Making effective use of land

Chapter 12 Achieving well-designed places

Chapter 14 Meeting the challenge of climate change, flooding and coastal change

Chapter 16 Conserving and enhancing the historic environment

New London Plan 2021 Policies

On 2 March 2021, the Mayor of London published the London Plan 2021. The spatial development strategy sets a strategic framework for planning in Greater London and forms part of the statutory Development Plan for Greater London.

The relevant policies are:

GG1 Building strong and inclusive communities

GG2 Making the best use of land

GG3 Creating a healthy city

GG5 Growing a good economy

GG6 Increasing efficiency and resilience

Policy SD1 Opportunity Areas

Policy SD6 Town centres and high streets

Policy SD7 Town centres: development principles and Development Plan Documents

Policy SD8 Town centre network

Policy SD9 Town centres: Local partnerships and implementation

Policy SD10 Strategic and local regeneration

Policy D1 London's form, character and capacity for growth

Policy D2 Infrastructure requirements for sustainable densities

Policy D3 Optimising site capacity through the design-led approach

Policy D4 Delivering good design

Policy D5 Inclusive design

Policy D8 Public realm

Policy D9 Tall buildings

Policy D10 Basement development

Policy D11 Safety, security and resilience to emergency

Policy D12 Fire safety

Policy D13 Agent of Change
 Policy D14 Noise
 Policy S1 Developing London's social infrastructure
 Policy S2 Health and social care facilities
 Policy S6 Public toilets
 Policy E1 Offices
 Policy E2 Providing suitable business space
 Policy E3 Affordable workspace
 Policy E8 Sector growth opportunities and clusters
 Policy E9 Retail, markets and hot food takeaways
 Policy E10 Visitor infrastructure
 Policy E11 Skills and opportunities for all
 Policy HC1 Heritage conservation and growth
 Policy HC2 World Heritage Sites
 Policy HC3 Strategic and Local Views
 Policy HC4 London View Management Framework
 Policy HC5 Supporting London's culture and creative industries
 Policy HC6 Supporting the night-time economy
 Policy G1 Green infrastructure
 Policy G5 Urban greening
 Policy G6 Biodiversity and access to nature
 Policy G7 Trees and woodlands
 Policy SI 1 Improving air quality
 Policy SI 2 Minimising greenhouse gas emissions
 Policy SI 3 Energy infrastructure
 Policy SI 4 Managing heat risk
 Policy SI 5 Water infrastructure
 Policy SI 6 Digital connectivity infrastructure
 Policy SI 7 Reducing waste and supporting the circular economy
 Policy SI 8 Waste capacity and net waste self-sufficiency
 Policy SI 12 Flood risk management
 Policy SI 13 Sustainable drainage
 Policy T1 Strategic approach to transport
 Policy T2 Healthy Streets
 Policy T3 Transport capacity, connectivity and safeguarding
 Policy T4 Assessing and mitigating transport impacts
 Policy T5 Cycling
 Policy T6 Car parking
 Policy T6.2 Office parking
 Policy T6.3 Retail parking
 Policy T6.5 Non-residential disabled persons parking
 Policy T7 Deliveries, servicing and construction
 Policy T9 Funding transport infrastructure through planning

Southwark Plan 2022

ST1 Southwark's Development targets
 ST2 Southwark's Places
 SP2 Southwark Together
 SP3 Great start in life
 SP4 Green and inclusive economy
 SP5 Thriving neighbourhoods and tackling health inequalities

SP6 Climate Change
 AV.15 Rotherhithe Area Vision
 P13 Design of places
 P14 Design quality
 P16 Designing out crime
 P17 Tall buildings
 P18 Efficient use of land
 P20 Conservation areas
 P21 Conservation of the historic environment and natural heritage
 P22 Borough views
 P23 Archaeology
 P28 Access to employment and training
 P30 Office and business development
 P31 Affordable workspace
 P35 Town and local centres
 P44 Broadband and digital infrastructure
 P45 Healthy developments
 P47 Community uses
 P49 Public transport
 P50 Highways impacts
 P51 Walking
 P53 Cycling
 P54 Car Parking
 P55 Parking standards for disabled people and the mobility impaired
 P56 Protection of amenity
 P57 Open space
 P59 Green infrastructure
 P60 Biodiversity
 P61 Trees
 P62 Reducing waste
 P64 Contaminated land and hazardous substances
 P65 Improving air quality
 P66 Reducing noise pollution and enhancing soundscapes
 P67 Reducing water use
 P68 Reducing flood risk
 P69 Sustainability standards
 P70 Energy
 NSP80 Decathlon Site and Mulberry Business Park

Mayors SPD/SPGs

Accessible London: Achieving an Inclusive Environment (October 2014)
 The control of dust and emissions during construction and demolition (July 2014)
 Town Centres (July 2014)
 Character and Context (June 2014)
 Sustainable Design and Construction (April 2014)
 Use of planning obligations in the funding of Crossrail, and the Mayoral Community
 Infrastructure Levy (April 2013)
 London View Management Framework (March 2012)
 Planning for Equality and Diversity in London (October 2007)

Southwark SPDs/SPGs

Design and Access Statements (2007)

Residential Design Standards (2011 with 2015 update)
S106 and CIL (2015)
S106 and CIL Addendum (2017)
Sustainability Assessments (2007)
Sustainable Design and Construction (2009)
Sustainable Transport (2009)

Appendix 3 – Relevant Planning History

Relevant Site History

Reference and Proposal

Status

18/AP/4053

Approval of Reserved Matters pursuant to Condition 1(c) of the Outline Planning Permission 17/AP/3694 (details of linked basement; internal layouts of buildings; and landscaping) for 'Buildings C2, C3 and C4' (known as Phase 3 and 4). The proposals comprise the construction of three building ranging between 8 and 40 storeys comprising 565 units, 3,459sqm (gea) flexible retail (A1-A4) and 698sqm (GEA) cinema (D1) use, landscaping and new public realm, and 9,248sqm ancillary floorspace including wheelchair accessible parking, cycle storage, servicing and plant areas.

Pending
consideration

18/AP/4052

Approval of Reserved Matters pursuant to Condition 1 (b) of Outline Planning Permission 17/AP/3694 for Building E1 (known as phase 2) including means of access; layout; scale; appearance; and landscaping . The proposals comprise the construction of four buildings ranging from 31.375m (AOD) up to 37.375m in height (AOD) comprising up to 21,417.18sqm (GEA) residential floorspace; 223 residential units; 332.99sqm (GEA) health care (Class D1); approximately 483.68 sqm (GEA) of flexible retail space (Class A1-A3); landscaping; new public realm; and basement comprising ancillary wheelchair accessible parking, cycle storage and plant areas. The application is accompanied by an Environmental Statement Addendum submitted pursuant to the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. The ES Addendum is available for viewing by the public online via Planning Register at: www.planning.southwark.gov.uk
Printed copies of this ES Addendum are available on request for a charge. Requests to purchase a paper or DVD copy of the ES should be made to:

Pending
consideration

AECOM
St. George's House, 3rd Floor
5 St George's Road
Wimbledon
London
SW19 4DR

18/AP/3019

The retention of the portacabins on site and and their use as artist studios (B1) for a temporary period of one year.

Granted
06/12/2018

18/AP/2053

Agreed

Non-material amendment to planning consent 17AP3694 (which was an amendment to permissions 16/AP/0200; 15/AP/2821 and 12/AP/4126) to secure the following amendment: 23/07/2018

Variation of condition 2 to vary the approved plans, to allow for the currently unused space at 4th floor level of Building C1 (above the changing rooms located at 3rd floor level) to be used by Decathlon as a warm up room (in association with the MUGA and sports facilities) and the addition of a fire escape stair along the southeast edge. The changes proposed are considered to be non material in nature.

12/AP/4126

Outline planning permission for the demolition of existing buildings on the site (the 'Decathlon' and 'What' Retail Stores) and the erection of 5 buildings (C1-C4 and E1) ranging from 5 to 40 storeys (150.86m AOD) comprising a maximum overall floorspace of up to 138,146.8sq.m GEA.

Granted with
Legal
Agreement
20/12/2013

New buildings to comprise: up to 97,851sq.m of residential accommodation (Class C3) (equating to a maximum of 1,030 residential units), up to 12,300.9sq.m Class A1 retail store (including 10,178sq.m (net) sales area, 745sq.m ancillary office accommodation and 308sq.m ancillary cafe); up to 4,352.3sq.m of other retail (Class A1/A2/A3/A4 floorspace); up to 2,800sq.m of office space floorspace (Class B1), up to 658sq.m of health centre floorspace (Class D1) and up to 698.2sq.m of cinema floorspace (Class D2); 19,486.5sq.m ancillary parking (equating to up to a maximum of 466 parking spaces), plant and storage accommodation, including the provision of basements to provide vehicle and cycle parking, circulation, servicing and plant areas; new vehicle and pedestrian accesses and new public amenity space and landscaping including new public square.

Within the outline described above:

Full details are submitted for the access, appearance, landscaping, layout and scale of Building C1 and associated works; Full details are submitted for the layout, appearance and scale of Buildings C2, C3 and C4 and means of vehicular access, with layout of the linked basement, internal layouts of the individual buildings and landscaping reserved; All matters are reserved in respect of Building E1 (min 17.8m height, max 37.8m height, comprising up to 29,907.9sqm floorspace). The application is accompanied by an Environmental Statement submitted under the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011

Appendix 4: Consultation undertaken

Site notice date: 07/02/2022

Press notice date: 10/02/2022

Case officer site visit date: 07.02.2022

Neighbour consultation letters sent: 08/02/2022

Internal services consulted

Archaeology

Community Infrastructure Levy Team

Design and Conservation Team [Formal]

Local Economy

Ecology

Environmental Protection

Highways Development and Management

Section 106 Team

Flood Risk Management & Urban Drainage

Transport Policy

Urban Forester

Waste Management

Archaeology

Community Infrastructure Levy Team

Design and Conservation Team [Formal]

Local Economy

Ecology

Environmental Protection

Highways Development and Management

Flood Risk Management & Urban Drainage

Transport Policy

Urban Forester

Waste Management

Archaeology

Community Infrastructure Levy Team

Design and Conservation Team [Formal]

Local Economy

Ecology

Environmental Protection

Section 106 Team

Flood Risk Management & Urban Drainage

Transport Policy

Urban Forester

Waste Management

Highways Development and Management

Statutory and non-statutory organisations

London Underground
 Environment Agency
 Environment Agency
 Great London Authority
 Historic England
 London Underground
 Natural England - London & South East Re
 Metropolitan Police Service (Designing O
 Transport for London
 Thames Water
 Natural England - London & South East Re
 Environment Agency
 Great London Authority
 Historic England
 London Underground
 Natural England - London & South East Re
 Metropolitan Police Service (Designing O
 Transport for London
 Thames Water
 Great London Authority
 Metropolitan Police Service (Designing O
 Transport for London
 Thames Water
 Historic England

Neighbour and local groups consulted:

223 Dovecote House Water Gardens
 Square London
 Flat 14 11 Maritime Street London
 544 Giverny House Water Gardens
 Square London
 Flat 48 29 Surrey Quays Road London
 Flat 68 29 Surrey Quays Road London
 Units 16 To 18 Ground Floor And First
 Floor Mulberry Business Centre Quebec
 Way
 Units 24 To 27 Mulberry Business
 Centre Quebec Way
 Dirtybird Restaurant Printworks Surrey
 Quays Road
 661 Pavillion House Water Gardens
 Square London
 7 Wolfe Crescent London Southwark

423 Heligan House Water Gardens
 Square London
 354 Eden House Water Gardens Square
 London
 Printworks Surrey Quays Road London
 Flat 13 5 Maritime Street London
 624 Pavillion House Water Gardens
 Square London
 673 Pavillion House Water Gardens
 Square London
 Flat 66 29 Surrey Quays Road London
 Hawker House Canada Street London
 8 Wolfe Crescent London Southwark
 4 Wolfe Crescent London Southwark
 3 Wolfe Crescent London Southwark
 Flat 49 29 Surrey Quays Road London
 633 Pavillion House Water Gardens

Square London
 651 Pavillion House Water Gardens
 Square London
 533 Giverny House Water Gardens
 Square London
 413 Heligan House Water Gardens
 Square London
 302 Eden House Water Gardens Square
 London
 Flat 60 7 Maritime Street London
 23 Maritime Street London Southwark
 Flat 18 11 Maritime Street London
 Flat 41 7 Maritime Street London
 Flat 56 11 Maritime Street London
 Flat 35 7 Maritime Street London
 Flat 6 29 Surrey Quays Road London
 Flat 26 29 Surrey Quays Road London
 Flat 15 7 Maritime Street London
 Flat 36 11 Maritime Street London
 Flat 23 5 Maritime Street London
 Flat 5 5 Maritime Street London
 100 Channel House Water Gardens
 Square London
 525 Giverny House Water Gardens
 Square London
 452 Heligan House Water Gardens
 Square London
 South And West Warehouses Canada
 Water Retail Park Surrey Quays Road
 503 Giverny House Water Gardens
 Square London
 434 Heligan House Water Gardens
 Square London
 Flat 49 7 Maritime Street London
 Flat 22 5 Maritime Street London
 Flat 19 5 Maritime Street London
 654 Pavillion House Water Gardens
 Square London
 625 Pavillion House Water Gardens
 Square London
 682 Pavillion House Water Gardens
 Square London
 563 Giverny House Water Gardens
 Square London
 214 Dovecote House Water Gardens
 Square London
 264 Dovecote House Water Gardens
 Square London
 131 Channel House Water Gardens
 Square London
 116 Channel House Water Gardens
 Square London
 114 Channel House Water Gardens
 Square London
 161 Channel House Water Gardens
 Square London
 342 Eden House Water Gardens Square
 London
 Flat 31 29 Surrey Quays Road London
 Flat 62 11 Maritime Street London
 Flat 27 11 Maritime Street London
 Flat 48 7 Maritime Street London
 Flat 45 7 Maritime Street London
 Flat 38 7 Maritime Street London
 Flat 36 7 Maritime Street London
 Flat 17 5 Maritime Street London
 Flat 63 29 Surrey Quays Road London
 Flat 60 29 Surrey Quays Road London
 537 Giverny House Water Gardens
 Square London
 534 Giverny House Water Gardens
 Square London
 511 Giverny House Water Gardens
 Square London
 571 Giverny House Water Gardens
 Square London
 402 Heligan House Water Gardens
 Square London
 461 Heligan House Water Gardens
 Square London
 341 Eden House Water Gardens Square
 London
 311 Eden House Water Gardens Square
 London
 243 Dovecote House Water Gardens
 Square London
 225 Dovecote House Water Gardens
 Square London
 216 Dovecote House Water Gardens
 Square London
 123 Channel House Water Gardens
 Square London
 121 Channel House Water Gardens
 Square London
 641 Pavillion House Water Gardens
 Square London

615 Pavillion House Water Gardens
 Square London
 562 Giverny House Water Gardens
 Square London
 Flat 46 7 Maritime Street London
 15 Maritime Street London Southwark
 344 Eden House Water Gardens Square
 London
 Flat 10 11 Maritime Street London
 Flat 55 7 Maritime Street London
 Flat 43 7 Maritime Street London
 Flat 69 11 Maritime Street London
 Flat 10 7 Maritime Street London
 Flat 7 7 Maritime Street London
 Flat 22 11 Maritime Street London
 Flat 25 5 Maritime Street London
 Flat 22 29 Surrey Quays Road London
 Flat 52 11 Maritime Street London
 Flat 3 29 Surrey Quays Road London
 Flat 30 11 Maritime Street London
 543 Giverny House Water Gardens
 Square London
 Flat 36 29 Surrey Quays Road London
 Flat 27 29 Surrey Quays Road London
 Flat 7 11 Maritime Street London
 Flat 4 11 Maritime Street London
 Flat 1 11 Maritime Street London
 614 Pavillion House Water Gardens
 Square London
 611 Pavillion House Water Gardens
 Square London
 133 Channel House Water Gardens
 Square London
 663 Pavillion House Water Gardens
 Square London
 505 Giverny House Water Gardens
 Square London
 572 Giverny House Water Gardens
 Square London
 325 Eden House Water Gardens Square
 London
 315 Eden House Water Gardens Square
 London
 2 Wolfe Crescent London Southwark
 Flat 38 29 Surrey Quays Road London
 Flat 28 29 Surrey Quays Road London
 Flat 18 29 Surrey Quays Road London
 Flat 16 29 Surrey Quays Road London
 Flat 13 29 Surrey Quays Road London
 Flat 12 29 Surrey Quays Road London
 Flat 53 11 Maritime Street London
 Flat 51 11 Maritime Street London
 Flat 45 11 Maritime Street London
 Flat 29 11 Maritime Street London
 Flat 9 11 Maritime Street London
 Flat 54 7 Maritime Street London
 Flat 53 7 Maritime Street London
 Flat 51 7 Maritime Street London
 Flat 47 7 Maritime Street London
 Flat 39 7 Maritime Street London
 Flat 3 7 Maritime Street London
 9 Maritime Street London Southwark
 Flat 54 29 Surrey Quays Road London
 557 Giverny House Water Gardens
 Square London
 524 Giverny House Water Gardens
 Square London
 542 Giverny House Water Gardens
 Square London
 453 Heligan House Water Gardens
 Square London
 442 Heligan House Water Gardens
 Square London
 441 Heligan House Water Gardens
 Square London
 431 Heligan House Water Gardens
 Square London
 303 Eden House Water Gardens Square
 London
 126 Channel House Water Gardens
 Square London
 112 Channel House Water Gardens
 Square London
 664 Pavillion House Water Gardens
 Square London
 632 Pavillion House Water Gardens
 Square London
 604 Pavillion House Water Gardens
 Square London
 554 Giverny House Water Gardens
 Square London
 Flat 24 5 Maritime Street London
 Flat 8 5 Maritime Street London
 527 Giverny House Water Gardens
 Square London
 122 Channel House Water Gardens

Square London
 Flat 47 29 Surrey Quays Road London
 Flat 13 11 Maritime Street London
 Flat 52 7 Maritime Street London
 Flat 54 11 Maritime Street London
 Flat 40 11 Maritime Street London
 Flat 16 5 Maritime Street London
 601 Pavillion House Water Gardens
 Square London
 146 Channel House Water Gardens
 Square London
 672 Pavillion House Water Gardens
 Square London
 551 Giverny House Water Gardens
 Square London
 561 Giverny House Water Gardens
 Square London
 514 Giverny House Water Gardens
 Square London
 446 Heligan House Water Gardens
 Square London
 443 Heligan House Water Gardens
 Square London
 433 Heligan House Water Gardens
 Square London
 426 Heligan House Water Gardens
 Square London
 401 Heligan House Water Gardens
 Square London
 Flat 25 29 Surrey Quays Road London
 Flat 23 29 Surrey Quays Road London
 Flat 15 29 Surrey Quays Road London
 Flat 4 29 Surrey Quays Road London
 Flat 48 11 Maritime Street London
 Flat 27 5 Maritime Street London
 Flat 21 5 Maritime Street London
 Flat 15 5 Maritime Street London
 Flat 6 5 Maritime Street London
 17 Maritime Street London Southwark
 1 Maritime Street London Southwark
 Flat 62 29 Surrey Quays Road London
 Flat 55 29 Surrey Quays Road London
 Flat 51 29 Surrey Quays Road London
 546 Giverny House Water Gardens
 Square London
 526 Giverny House Water Gardens
 Square London
 573 Giverny House Water Gardens
 Square London
 425 Heligan House Water Gardens
 Square London
 424 Heligan House Water Gardens
 Square London
 422 Heligan House Water Gardens
 Square London
 415 Heligan House Water Gardens
 Square London
 404 Heligan House Water Gardens
 Square London
 472 Heligan House Water Gardens
 Square London
 213 Dovecote House Water Gardens
 Square London
 135 Channel House Water Gardens
 Square London
 111 Channel House Water Gardens
 Square London
 104 Channel House Water Gardens
 Square London
 102 Channel House Water Gardens
 Square London
 162 Channel House Water Gardens
 Square London
 655 Pavillion House Water Gardens
 Square London
 645 Pavillion House Water Gardens
 Square London
 552 Giverny House Water Gardens
 Square London
 134 Channel House Water Gardens
 Square London
 Flat 50 29 Surrey Quays Road London
 Flat 16 7 Maritime Street London
 622 Pavillion House Water Gardens
 Square London
 445 Heligan House Water Gardens
 Square London
 642 Pavillion House Water Gardens
 Square London
 Flat 66 11 Maritime Street London
 Flat 43 11 Maritime Street London
 13 Maritime Street London Southwark
 222 Dovecote House Water Gardens
 Square London
 143 Channel House Water Gardens
 Square London

Units 14 To 18 Ground Floor Mulberry
 Business Centre Quebec Way
 541 Giverny House Water Gardens
 Square London
 254 Dovecote House Water Gardens
 Square London
 5 Wolfe Crescent London Southwark
 1 Wolfe Crescent London Southwark
 Flat 42 11 Maritime Street London
 Flat 35 11 Maritime Street London
 Flat 24 11 Maritime Street London
 Flat 21 11 Maritime Street London
 Flat 17 11 Maritime Street London
 Flat 12 11 Maritime Street London
 Flat 3 11 Maritime Street London
 Flat 24 7 Maritime Street London
 Flat 18 7 Maritime Street London
 Flat 14 7 Maritime Street London
 Flat 26 5 Maritime Street London
 21 Maritime Street London Southwark
 Flat 57 29 Surrey Quays Road London
 Flat 45 29 Surrey Quays Road London
 556 Giverny House Water Gardens
 Square London
 548 Giverny House Water Gardens
 Square London
 535 Giverny House Water Gardens
 Square London
 532 Giverny House Water Gardens
 Square London
 521 Giverny House Water Gardens
 Square London
 504 Giverny House Water Gardens
 Square London
 501 Giverny House Water Gardens
 Square London
 454 Heligan House Water Gardens
 Square London
 444 Heligan House Water Gardens
 Square London
 432 Heligan House Water Gardens
 Square London
 414 Heligan House Water Gardens
 Square London
 334 Eden House Water Gardens Square
 London
 305 Eden House Water Gardens Square
 London
 336 Eden House Water Gardens Square
 London
 242 Dovecote House Water Gardens
 Square London
 202 Dovecote House Water Gardens
 Square London
 263 Dovecote House Water Gardens
 Square London
 113 Channel House Water Gardens
 Square London
 Flat 29 7 Maritime Street London
 602 Pavillion House Water Gardens
 Square London
 Flat 30 29 Surrey Quays Road London
 Flat 24 29 Surrey Quays Road London
 Flat 40 7 Maritime Street London
 Flat 17 29 Surrey Quays Road London
 Flat 37 7 Maritime Street London
 555 Giverny House Water Gardens
 Square London
 103B Channel House Water Gardens
 Square London
 635 Pavillion House Water Gardens
 Square London
 603 Pavillion House Water Gardens
 Square London
 644 Pavillion House Water Gardens
 Square London
 Flat 61 29 Surrey Quays Road London
 224 Dovecote House Water Gardens
 Square London
 103A Channel House Water Gardens
 Square London
 464 Heligan House Water Gardens
 Square London
 Flat 16 11 Maritime Street London
 Flat 12 7 Maritime Street London
 Flat 37 29 Surrey Quays Road London
 412 Heligan House Water Gardens
 Square London
 Flat 70 29 Surrey Quays Road London
 Flat 41 29 Surrey Quays Road London
 Flat 33 29 Surrey Quays Road London
 Flat 25 7 Maritime Street London
 Flat 2 29 Surrey Quays Road London
 Flat 63 11 Maritime Street London
 Flat 31 7 Maritime Street London
 Flat 13 7 Maritime Street London

Flat 46 11 Maritime Street London
 Flat 19 11 Maritime Street London
 Flat 10 5 Maritime Street London
 Flat 4 5 Maritime Street London
 Flat 7 5 Maritime Street London
 212 Dovecote House Water Gardens
 Square London
 272 Dovecote House Water Gardens
 Square London
 261 Dovecote House Water Gardens
 Square London
 Flat 34 7 Maritime Street London
 141 Channel House Water Gardens
 Square London
 105 Channel House Water Gardens
 Square London
 416 Heligan House Water Gardens
 Square London
 411 Heligan House Water Gardens
 Square London
 403 Heligan House Water Gardens
 Square London
 471 Heligan House Water Gardens
 Square London
 335 Eden House Water Gardens Square
 London
 332 Eden House Water Gardens Square
 London
 304 Eden House Water Gardens Square
 London
 Flat 10 29 Surrey Quays Road London
 Flat 7 29 Surrey Quays Road London
 Flat 70 11 Maritime Street London
 Flat 55 11 Maritime Street London
 Flat 47 11 Maritime Street London
 Flat 39 11 Maritime Street London
 Flat 23 11 Maritime Street London
 Flat 8 11 Maritime Street London
 Flat 6 11 Maritime Street London
 Flat 57 7 Maritime Street London
 Flat 44 7 Maritime Street London
 Flat 32 7 Maritime Street London
 Flat 27 7 Maritime Street London
 Flat 26 7 Maritime Street London
 Flat 11 7 Maritime Street London
 Flat 8 7 Maritime Street London
 Flat 18 5 Maritime Street London
 Flat 71 29 Surrey Quays Road London
 Flat 43 29 Surrey Quays Road London
 545 Giverny House Water Gardens
 Square London
 522 Giverny House Water Gardens
 Square London
 451 Heligan House Water Gardens
 Square London
 331 Eden House Water Gardens Square
 London
 316 Eden House Water Gardens Square
 London
 314 Eden House Water Gardens Square
 London
 362 Eden House Water Gardens Square
 London
 253 Dovecote House Water Gardens
 Square London
 226 Dovecote House Water Gardens
 Square London
 145 Channel House Water Gardens
 Square London
 101 Channel House Water Gardens
 Square London
 671 Pavillion House Water Gardens
 Square London
 662 Pavillion House Water Gardens
 Square London
 653 Pavillion House Water Gardens
 Square London
 652 Pavillion House Water Gardens
 Square London
 631 Pavillion House Water Gardens
 Square London
 613 Pavillion House Water Gardens
 Square London
 124 Channel House Water Gardens
 Square London
 136 Channel House Water Gardens
 Square London
 547 Giverny House Water Gardens
 Square London
 536 Giverny House Water Gardens
 Square London
 523 Giverny House Water Gardens
 Square London
 515 Giverny House Water Gardens
 Square London
 512 Giverny House Water Gardens

Square London
 463 Heligan House Water Gardens
 Square London
 436 Heligan House Water Gardens
 Square London
 345 Eden House Water Gardens Square
 London
 322 Eden House Water Gardens Square
 London
 351 Eden House Water Gardens Square
 London
 9 Wolfe Crescent London Southwark
 Flat 9 29 Surrey Quays Road London
 Flat 1 29 Surrey Quays Road London
 Flat 68 11 Maritime Street London
 Flat 65 11 Maritime Street London
 Flat 41 11 Maritime Street London
 Flat 33 11 Maritime Street London
 Flat 32 11 Maritime Street London
 Flat 11 11 Maritime Street London
 Flat 5 11 Maritime Street London
 Flat 33 7 Maritime Street London
 Flat 17 7 Maritime Street London
 Flat 5 7 Maritime Street London
 Flat 2 7 Maritime Street London
 Flat 11 5 Maritime Street London
 Flat 3 5 Maritime Street London
 Flat 2 5 Maritime Street London
 Flat 65 29 Surrey Quays Road London
 Flat 52 29 Surrey Quays Road London
 Flat 46 29 Surrey Quays Road London
 565 Giverny House Water Gardens
 Square London
 538 Giverny House Water Gardens
 Square London
 513 Giverny House Water Gardens
 Square London
 574 Giverny House Water Gardens
 Square London
 343 Eden House Water Gardens Square
 London
 333 Eden House Water Gardens Square
 London
 323 Eden House Water Gardens Square
 London
 353 Eden House Water Gardens Square
 London
 321 Eden House Water Gardens Square
 London
 246 Dovecote House Water Gardens
 Square London
 211 Dovecote House Water Gardens
 Square London
 271 Dovecote House Water Gardens
 Square London
 262 Dovecote House Water Gardens
 Square London
 201 Dovecote House Water Gardens
 Square London
 142 Channel House Water Gardens
 Square London
 125 Channel House Water Gardens
 Square London
 115 Channel House Water Gardens
 Square London
 634 Pavillion House Water Gardens
 Square London
 564 Giverny House Water Gardens
 Square London
 Unit 4 Canada Water Retail Park Surrey
 Quays Road
 Flat 14 29 Surrey Quays Road London
 Flat 4 7 Maritime Street London
 Flat 1 7 Maritime Street London
 Flat 25 11 Maritime Street London
 19 Maritime Street London Southwark
 643 Pavillion House Water Gardens
 Square London
 502 Giverny House Water Gardens
 Square London
 312 Eden House Water Gardens Square
 London
 301 Eden House Water Gardens Square
 London
 251 Dovecote House Water Gardens
 Square London
 6 Wolfe Crescent London Southwark
 Flat 34 29 Surrey Quays Road London
 Flat 29 29 Surrey Quays Road London
 Flat 61 11 Maritime Street London
 Flat 59 11 Maritime Street London
 Flat 44 11 Maritime Street London
 Flat 26 11 Maritime Street London
 Flat 2 11 Maritime Street London
 Flat 23 7 Maritime Street London
 Flat 9 7 Maritime Street London

Flat 6 7 Maritime Street London
 Flat 14 5 Maritime Street London
 Flat 9 5 Maritime Street London
 3 Maritime Street London Southwark
 Flat 58 29 Surrey Quays Road London
 405 Heligan House Water Gardens
 Square London
 421 Heligan House Water Gardens
 Square London
 346 Eden House Water Gardens Square
 London
 144 Channel House Water Gardens
 Square London
 324 Eden House Water Gardens Square
 London
 154 Channel House Water Gardens
 Square London
 621 Pavillion House Water Gardens
 Square London
 East Warehouse Canada Water Retail
 Park Surrey Quays Road
 528 Giverny House Water Gardens
 Square London
 326 Eden House Water Gardens Square
 London
 245 Dovecote House Water Gardens
 Square London
 Flat 20 29 Surrey Quays Road London
 Flat 59 7 Maritime Street London
 Flat 42 7 Maritime Street London
 313 Eden House Water Gardens Square
 London
 236 Dovecote House Water Gardens
 Square London
 Flat 64 29 Surrey Quays Road London
 Flat 53 29 Surrey Quays Road London
 Flat 8 29 Surrey Quays Road London
 Flat 5 29 Surrey Quays Road London
 Flat 60 11 Maritime Street London
 Flat 28 7 Maritime Street London
 Flat 49 11 Maritime Street London
 Flat 37 11 Maritime Street London
 Flat 34 11 Maritime Street London
 691 Pavillion House Water Gardens
 Square London
 244 Dovecote House Water Gardens
 Square London
 241 Dovecote House Water Gardens
 Square London
 233 Dovecote House Water Gardens
 Square London
 221 Dovecote House Water Gardens
 Square London
 531 Giverny House Water Gardens
 Square London
 435 Heligan House Water Gardens
 Square London
 Flat 35 29 Surrey Quays Road London
 Flat 32 29 Surrey Quays Road London
 Flat 21 29 Surrey Quays Road London
 Flat 67 11 Maritime Street London
 Flat 64 11 Maritime Street London
 Flat 50 11 Maritime Street London
 Flat 38 11 Maritime Street London
 Flat 20 11 Maritime Street London
 Flat 15 11 Maritime Street London
 Flat 56 7 Maritime Street London
 Flat 50 7 Maritime Street London
 Flat 30 7 Maritime Street London
 Flat 21 7 Maritime Street London
 Flat 20 7 Maritime Street London
 Flat 20 5 Maritime Street London
 Flat 12 5 Maritime Street London
 25 Maritime Street London Southwark
 Flat 69 29 Surrey Quays Road London
 Flat 42 29 Surrey Quays Road London
 Flat 40 29 Surrey Quays Road London
 462 Heligan House Water Gardens
 Square London
 361 Eden House Water Gardens Square
 London
 352 Eden House Water Gardens Square
 London
 252 Dovecote House Water Gardens
 Square London
 235 Dovecote House Water Gardens
 Square London
 234 Dovecote House Water Gardens
 Square London
 232 Dovecote House Water Gardens
 Square London
 215 Dovecote House Water Gardens
 Square London
 203 Dovecote House Water Gardens
 Square London
 132 Channel House Water Gardens

Square London
 151 Channel House Water Gardens
 Square London
 612 Pavillion House Water Gardens
 Square London
 152 Channel House Water Gardens
 Square London
 558 Giverny House Water Gardens
 Square London
 Flat 1 5 Maritime Street London
 566 Giverny House Water Gardens
 Square London
 553 Giverny House Water Gardens
 Square London
 1 Surrey Quays Road London Southwark
 Unit 1 Canada Water Retail Park Surrey
 Quays Road
 Flat 44 29 Surrey Quays Road London
 Flat 57 11 Maritime Street London
 Flat 19 7 Maritime Street London
 204 Dovecote House Water Gardens
 Square London
 231 Dovecote House Water Gardens
 Square London
 Unit 300 Eden House Water Gardens
 Square
 Flat 58 11 Maritime Street London
 692 Pavillion House Water Gardens
 Square London
 683 Pavillion House Water Gardens
 Square London
 681 Pavillion House Water Gardens
 Square London
 665 Pavillion House Water Gardens
 Square London
 623 Pavillion House Water Gardens
 Square London
 205 Dovecote House Water Gardens
 Square London
 153 Channel House Water Gardens
 Square London
 Flat 67 29 Surrey Quays Road London
 Flat 59 29 Surrey Quays Road London
 Flat 56 29 Surrey Quays Road London
 Flat 39 29 Surrey Quays Road London
 Flat 58 7 Maritime Street London
 Flat 19 29 Surrey Quays Road London
 Flat 11 29 Surrey Quays Road London
 Flat 22 7 Maritime Street London
 Flat 31 11 Maritime Street London
 Flat 28 11 Maritime Street London
 Flat 7 Durell House Wolfe Crescent
 Flat 8 Durell House Wolfe Crescent
 Flat 5 Durell House Wolfe Crescent
 Flat 2 Durell House Wolfe Crescent
 Flat 9 Durell House Wolfe Crescent
 Flat 6 Durell House Wolfe Crescent
 Flat 4 Durell House Wolfe Crescent
 Flat 3 Durell House Wolfe Crescent
 Flat 1 Durell House Wolfe Crescent
 Flat 57 Toronto House Surrey Quays
 Road
 122 Montreal House Surrey Quays Road
 London
 30 Montreal House Surrey Quays Road
 London
 134 Montreal House Surrey Quays Road
 London
 65 Montreal House Surrey Quays Road
 London
 Flat 25 Toronto House Surrey Quays
 Road
 Flat 10 Toronto House Surrey Quays
 Road
 Flat 7 Toronto House Surrey Quays
 Road
 157 Montreal House Surrey Quays Road
 London
 151 Montreal House Surrey Quays Road
 London
 149 Montreal House Surrey Quays Road
 London
 133 Montreal House Surrey Quays Road
 London
 Flat 4 Toronto House Surrey Quays
 Road
 91 Montreal House Surrey Quays Road
 London
 88 Montreal House Surrey Quays Road
 London
 83 Montreal House Surrey Quays Road
 London
 78 Montreal House Surrey Quays Road
 London
 48 Montreal House Surrey Quays Road
 London

40 Montreal House Surrey Quays Road London	70 Montreal House Surrey Quays Road London
31 Montreal House Surrey Quays Road London	66 Montreal House Surrey Quays Road London
9 Montreal House Surrey Quays Road London	64 Montreal House Surrey Quays Road London
Flat 49 Toronto House Surrey Quays Road	28 Montreal House Surrey Quays Road London
Flat 31 Toronto House Surrey Quays Road	14 Montreal House Surrey Quays Road London
138 Montreal House Surrey Quays Road London	1 Montreal House Surrey Quays Road London
Flat 2 Toronto House Surrey Quays Road	Flat 52 Toronto House Surrey Quays Road
Flat 62 Toronto House Surrey Quays Road	Flat 50 Toronto House Surrey Quays Road
Flat 6 Toronto House Surrey Quays Road	Flat 29 Toronto House Surrey Quays Road
167 Montreal House Surrey Quays Road London	Flat 11 Toronto House Surrey Quays Road
127 Montreal House Surrey Quays Road London	Flat 9 Toronto House Surrey Quays Road
39 Montreal House Surrey Quays Road London	Rear Of Room Quays Unit A2 Toronto House Surrey Quays Road
89 Montreal House Surrey Quays Road London	47 Montreal House Surrey Quays Road London
41 Montreal House Surrey Quays Road London	29 Montreal House Surrey Quays Road London
25 Montreal House Surrey Quays Road London	12 Montreal House Surrey Quays Road London
124 Montreal House Surrey Quays Road London	108 Montreal House Surrey Quays Road London
63 Montreal House Surrey Quays Road London	68 Montreal House Surrey Quays Road London
Flat 12 Toronto House Surrey Quays Road	Flat 24 Toronto House Surrey Quays Road
Unit A1 Toronto House Surrey Quays Road	49 Montreal House Surrey Quays Road London
152 Montreal House Surrey Quays Road London	Unit B Montreal House Surrey Quays Road
115 Montreal House Surrey Quays Road London	161 Montreal House Surrey Quays Road London
114 Montreal House Surrey Quays Road London	126 Montreal House Surrey Quays Road London
86 Montreal House Surrey Quays Road London	106 Montreal House Surrey Quays Road London
75 Montreal House Surrey Quays Road London	82 Montreal House Surrey Quays Road London

15 Montreal House Surrey Quays Road
 London
 13 Montreal House Surrey Quays Road
 London
 Flat 38 Toronto House Surrey Quays
 Road
 Flat 17 Toronto House Surrey Quays
 Road
 Unit C Toronto House Surrey Quays
 Road
 Unit C Montreal House Surrey Quays
 Road
 143 Montreal House Surrey Quays Road
 London
 141 Montreal House Surrey Quays Road
 London
 Flat 1 Toronto House Surrey Quays
 Road
 123 Montreal House Surrey Quays Road
 London
 107 Montreal House Surrey Quays Road
 London
 105 Montreal House Surrey Quays Road
 London
 102 Montreal House Surrey Quays Road
 London
 77 Montreal House Surrey Quays Road
 London
 53 Montreal House Surrey Quays Road
 London
 50 Montreal House Surrey Quays Road
 London
 42 Montreal House Surrey Quays Road
 London
 37 Montreal House Surrey Quays Road
 London
 32 Montreal House Surrey Quays Road
 London
 24 Montreal House Surrey Quays Road
 London
 23 Montreal House Surrey Quays Road
 London
 Flat 45 Toronto House Surrey Quays
 Road
 Flat 40 Toronto House Surrey Quays
 Road
 154 Montreal House Surrey Quays Road
 London
 120 Montreal House Surrey Quays Road
 London
 99 Montreal House Surrey Quays Road
 London
 94 Montreal House Surrey Quays Road
 London
 93 Montreal House Surrey Quays Road
 London
 Flat 34 Toronto House Surrey Quays
 Road
 Flat 27 Toronto House Surrey Quays
 Road
 Flat 22 Toronto House Surrey Quays
 Road
 146 Montreal House Surrey Quays Road
 London
 Flat 36 Toronto House Surrey Quays
 Road
 101 Montreal House Surrey Quays Road
 London
 142 Montreal House Surrey Quays Road
 London
 43 Montreal House Surrey Quays Road
 London
 158 Montreal House Surrey Quays Road
 London
 137 Montreal House Surrey Quays Road
 London
 121 Montreal House Surrey Quays Road
 London
 116 Montreal House Surrey Quays Road
 London
 92 Montreal House Surrey Quays Road
 London
 71 Montreal House Surrey Quays Road
 London
 Flat 51 Toronto House Surrey Quays
 Road
 Flat 30 Toronto House Surrey Quays
 Road
 165 Montreal House Surrey Quays Road
 London
 135 Montreal House Surrey Quays Road
 London
 128 Montreal House Surrey Quays Road
 London
 104 Montreal House Surrey Quays Road
 London

97 Montreal House Surrey Quays Road London	85 Montreal House Surrey Quays Road London
51 Montreal House Surrey Quays Road London	80 Montreal House Surrey Quays Road London
16 Montreal House Surrey Quays Road London	67 Montreal House Surrey Quays Road London
6 Montreal House Surrey Quays Road London	62 Montreal House Surrey Quays Road London
Flat 63 Toronto House Surrey Quays Road	21 Montreal House Surrey Quays Road London
Flat 60 Toronto House Surrey Quays Road	3 Montreal House Surrey Quays Road London
Flat 55 Toronto House Surrey Quays Road	Flat 47 Toronto House Surrey Quays Road
Flat 13 Toronto House Surrey Quays Road	Flat 19 Toronto House Surrey Quays Road
Flat 33 Toronto House Surrey Quays Road	Unit 1 Toronto House Surrey Quays Road
33 Montreal House Surrey Quays Road London	Unit B Toronto House Surrey Quays Road
57 Montreal House Surrey Quays Road London	156 Montreal House Surrey Quays Road London
52 Montreal House Surrey Quays Road London	72 Montreal House Surrey Quays Road London
166 Montreal House Surrey Quays Road London	Flat 3 Toronto House Surrey Quays Road
150 Montreal House Surrey Quays Road London	103 Montreal House Surrey Quays Road London
139 Montreal House Surrey Quays Road London	35 Montreal House Surrey Quays Road London
129 Montreal House Surrey Quays Road London	27 Montreal House Surrey Quays Road London
76 Montreal House Surrey Quays Road London	22 Montreal House Surrey Quays Road London
18 Montreal House Surrey Quays Road London	168 Montreal House Surrey Quays Road London
2 Montreal House Surrey Quays Road London	155 Montreal House Surrey Quays Road London
73 Montreal House Surrey Quays Road London	131 Montreal House Surrey Quays Road London
Flat 61 Toronto House Surrey Quays Road	113 Montreal House Surrey Quays Road London
Flat 53 Toronto House Surrey Quays Road	98 Montreal House Surrey Quays Road London
Flat 43 Toronto House Surrey Quays Road	90 Montreal House Surrey Quays Road London
162 Montreal House Surrey Quays Road London	87 Montreal House Surrey Quays Road London

7 Montreal House Surrey Quays Road
London
Flat 20 Toronto House Surrey Quays
Road
Flat 15 Toronto House Surrey Quays
Road
148 Montreal House Surrey Quays Road
London
140 Montreal House Surrey Quays Road
London
125 Montreal House Surrey Quays Road
London
118 Montreal House Surrey Quays Road
London
112 Montreal House Surrey Quays Road
London
69 Montreal House Surrey Quays Road
London
56 Montreal House Surrey Quays Road
London
11 Montreal House Surrey Quays Road
London
Flat 58 Toronto House Surrey Quays
Road
Flat 42 Toronto House Surrey Quays
Road
Flat 32 Toronto House Surrey Quays
Road
Flat 18 Toronto House Surrey Quays
Road
Flat 16 Toronto House Surrey Quays
Road
Flat 8 Toronto House Surrey Quays
Road
Flat 44 Toronto House Surrey Quays
Road
81 Montreal House Surrey Quays Road
London
79 Montreal House Surrey Quays Road
London
163 Montreal House Surrey Quays Road
London
145 Montreal House Surrey Quays Road
London
100 Montreal House Surrey Quays Road
London
95 Montreal House Surrey Quays Road
London

84 Montreal House Surrey Quays Road
London
Flat 59 Toronto House Surrey Quays
Road
Flat 56 Toronto House Surrey Quays
Road
Flat 48 Toronto House Surrey Quays
Road
Flat 41 Toronto House Surrey Quays
Road
Flat 23 Toronto House Surrey Quays
Road
Unit A3 Toronto House Surrey Quays
Road
169 Montreal House Surrey Quays Road
London
130 Montreal House Surrey Quays Road
London
110 Montreal House Surrey Quays Road
London
44 Montreal House Surrey Quays Road
London
34 Montreal House Surrey Quays Road
London
20 Montreal House Surrey Quays Road
London
Flat 37 Toronto House Surrey Quays
Road
Flat 26 Toronto House Surrey Quays
Road
109 Montreal House Surrey Quays Road
London
Flat 14 Toronto House Surrey Quays
Road
61 Montreal House Surrey Quays Road
London
58 Montreal House Surrey Quays Road
London
19 Montreal House Surrey Quays Road
London
Flat 28 Toronto House Surrey Quays
Road
Unit A2 Toronto House Surrey Quays
Road
38 Montreal House Surrey Quays Road
London
147 Montreal House Surrey Quays Road
London

54 Montreal House Surrey Quays Road London	36 Montreal House Surrey Quays Road London
46 Montreal House Surrey Quays Road London	26 Montreal House Surrey Quays Road London
153 Montreal House Surrey Quays Road London	17 Montreal House Surrey Quays Road London
119 Montreal House Surrey Quays Road London	8 Montreal House Surrey Quays Road London
111 Montreal House Surrey Quays Road London	4 Montreal House Surrey Quays Road London
10 Montreal House Surrey Quays Road London	Flat 54 Toronto House Surrey Quays Road
5 Montreal House Surrey Quays Road London	Flat 39 Toronto House Surrey Quays Road
60 Montreal House Surrey Quays Road London	Flat 21 Toronto House Surrey Quays Road
Flat 46 Toronto House Surrey Quays Road	Canada Water Library 21 Surrey Quays Road London
Flat 35 Toronto House Surrey Quays Road	Cafe Canada Water Library 21 Surrey Quays Road
Flat 5 Toronto House Surrey Quays Road	Stompin Jago Canada Water Library 21 Surrey Quays Road
Unit A Montreal House Surrey Quays Road	Top Hill Gelato Deal Porter Square London
164 Montreal House Surrey Quays Road London	Tinos Mobile Pizza Deal Porter Square London
160 Montreal House Surrey Quays Road London	10 Wolfe Crescent London Southwark Stall 1 Deal Porter Square London
159 Montreal House Surrey Quays Road London	
144 Montreal House Surrey Quays Road London	
136 Montreal House Surrey Quays Road London	
132 Montreal House Surrey Quays Road London	
117 Montreal House Surrey Quays Road London	
96 Montreal House Surrey Quays Road London	
74 Montreal House Surrey Quays Road London	
59 Montreal House Surrey Quays Road London	
55 Montreal House Surrey Quays Road London	
45 Montreal House Surrey Quays Road London	

Re-consultation: A complete re-consultation was undertaken.

Appendix 5: Consultation responses received

Internal services

Community Infrastructure Levy Team
 Design and Conservation Team [Formal]
 Ecology
 Environmental Protection
 Highways Development and Management
 Section 106 Team
 Urban Forester
 Community Infrastructure Levy Team
 Design and Conservation Team [Formal]
 Ecology
 Environmental Protection
 Urban Forester
 Archaeology
 Community Infrastructure Levy Team
 Design and Conservation Team [Formal]
 Local Economy
 Ecology
 Environmental Protection

Section 106 Team
 Flood Risk Management & Urban Drainage
 Transport Policy
 Urban Forester
 Waste Management

Statutory and non-statutory organisations

London Underground
 Environment Agency
 Metropolitan Police Service (Designing O
 Natural England - London & South East Re
 Great London Authority
 Metropolitan Police Service (Designing O
 Thames Water
 Historic England

Neighbour and local groups consulted:

Flat 3, Globe Wharf 205 Rotherhithe Street LONDON
 40 Dock Hill Avenue London SE16 6AY
 Surry quays road 26 Montreal house London Se167an
 12 Regents House 54 Blackheath Hill London
 South Dock Marina Rope St London

26 Toronto House Surrey Quays Road London
 29A plough way Surrey quays Se162ls
 Flat 9, 96 Rope Street, (this is my home), 96 Rope Street 96 Rope Street LONDON
 11 Russia dock road London Se16 5nl
 17 Wolfe Crescent London SE16 6SF
 96 Rope street Flat 10 London
 Montreal house London Se16 7an
 Flat 11 Cabot Court Worgan Street London
 92 nickenger estate London Se16 3qj
 Flat 36, 7 martine Street Canada water SE16 7FS
 51 Victoria house London Se16 7dx
 The Street London Se162xf
 16 fairmont house London Se16 7Aw
 35 Elgar Street London SE16 7QR
 9 Westminster court London Se16 5sy
 17 Wolfe Crescent London SE16 6SF
 1blake house New king street London
 7 Weald Close London Se16 3et
 7 niagara court Canada estate London
 7 niagara court Canada estate London
 55 St helena London
 4 Dryfield London Se16 7jw
 Flat 11 Cabot court Worgan street London
 7 kittwakecourt Abinger grove Deptford
 145 Montreal House Surrey Quays Road Southwark
 Flat 53 7 Maritime Street London
 98 Byng Street London E14 9ar
 69 millpond estate London Se16 4ly
 42 Fairmont House Needleman Street London
 31Walker House London SE167HD
 15 etta Street London SE8 5NR
 7 Jarman House London Se162pw
 Flat 98 Globe Wharf London Se16 5xx
 129a Lower road Rotherhithe SE162XL
 5 woodcroft mews London Se85dh
 77B church lane London N9 9PZ
 47 Ensign House London SE167EX
 66b Lower Road London SE16 2TU
 46 Dock Hill Avenue London
 49 Toronto House London Se16 7aj
 2 Stanton House 620 Rotherhithe Street London
 1 Alton estate London Se16 7jl
 34 oakville House London Se 16 7bx
 51 Victoria House London Se16 7dx
 46 Toronto house London Se16 7aj
 341 Eden House Water Gardens Square London
 6 Weybridge Court Argyle Way London
 Flat 1 4 rainbow key London Se16 7UF

Flat31, Ensign house, tavern quay London Se167ex
 42 Ringwood Gardens London E14 9wz
 Surrey Quays Landale House Lower Road London
 Na London Se16 7au
 Na London Se16 7TT
 573 Giverny House Water Gardens Square London
 Flat 572, Giverny House London SE16 6RL
 17 albatross way London Se16 7eb
 24 Timbrell Place London Se16 5hu
 20 Walker House Odessa Street London
 17 anchor street Rotherhithe Se16 3lt
 14 Herons play London Se16 5nz
 35 Brunswick Quay London SE16 7PU
 Na London Na
 28 Evelyn street London Se8 5dg
 11 William Square London SE165XJ
 129a lower road London, Rotherhithe Se162XL
 102 Lockwood Square London SE16 2HT
 36 Henrietta close London Se83ej
 Habrbourside Flat 1 London Se14
 123 Montreal House Surray Quays London
 4 Serpentine court London Se16 6pr
 60 Ruskin Avenue London E12 6PL
 122 Basque Court London Se16 6Se
 9 London Se8 5bh
 323 borough high street London SE1 1jl
 7 Myers lane London Se14 5rx
 57 Basque Court garter Way london
 42 Columbia point London Se16 7bg
 Na London Se1 5ya
 Flat 56, 11 Maritime street London Se16 7fy
 Flat 654 Southwark Se16 6rn
 2 burnham close London SE1 5rl
 MV Elisabeth, Lock Office South Dock Marina, Rope St London
 13 Hicks Street London Se8 5aq
 Na London Na
 DAI 11 delsdon way cityharbour london -E14 9GI uk London Se16 2QD
 11 Hartley house London Se16 4ep
 York House 45 Seymour Street London
 Flat 22 Norlem Court Pell Street London
 Greenland Quay London SE16 7RN
 Na London SE17 3fj
 17 Blenheim Road London Se17 4qs
 Flat 9 96 Rope Street London
 2. Sophia Square London SE16 5xl
 Flat 111 London SE16 7EF
 Se 16 5Lh London Se165LH
 Albion estafe Canada Water SE16 7DL

20 Inderwick Rd London N8 9LD
Chilton Grove 124 London
61 Plover Way London SE167TS
3 Hurley Crescent London SE16 6AL
Flat 31, Ensign house, Tavern Quay London Se167ex
6 Capstan Way London SE16 5HG
Pumpmasters Cottage RENFORTH STREET London
Deal Porters Sq London Se16 7ar
100 Pall Mall London SW1Y 5NQ
7 Marley Street South Bermond London
11 William Square LONDON SE16 5XJ
Flat 2 olvert estate London SE1 3BC
174 rotherhithe street London Se16 7ra
Flat 72 St. George?s court London Na

Appendix 6: Southwark Design Review Panel Report

13 SEPTEMBER 2021

Chair: Toby Johnson

Panel Members: Pratibha Bhatt; Ketan Lad; Esther Jimenez Herraiz; Mike Kane; David Lomax; Joseph Watters

CANADA WATER DOCKSIDE

Architects: BIG

Clients: Artinvest

Planning Consultants: DP9

The Panel welcomed the opportunity to review this important scheme and thanked the Applicants for their presentation. The presentation had been circulated in advance. They investigated further:

- How the proposal will be appreciated at street level
- Green space provided and movement across the sites
- The dock edge
- Total GEA proposed
- what types of occupiers are envisaged
- could the buildings have openable windows
- the 30m limitation and how this was used in the BL Masterplan
- How tall buildings have been defined in this proposal
- Fanning grids of structure
- Embodied energy
- why is the detailed design reserved
- why is this not a hybrid application with details on the first phase
- The overall Occupancy
- Overall population to be accommodated by the development
- The environmental ambitions for the scheme
- The amenities provided for the public
- Any Roof-top facilities
- How the AAP had been considered with its emphasis on public space in this location
- The relationship with the Dockand Deal Porters Square
- Embodied carbon and efficient design
- Sustainability both as a composition as a concept
- How passive energy had been considered
- The design for adaptability
- Wind mitigation
- post-completion and flexibility in use

At the outset the Panel noted that the proposal had been submitted to the council. They questioned the fast pace of the application and lack of detail provided for this review. Whilst they were encouraged by the prospect of defining the commercial heart of the town centre and delivering a significant quantum of commercial floor space, and raised a number of concerns.

Parameters – height, massing and arrangement

The Panel understood the new parameters proposed for the site and contrasted them against the parameters set out in the AAP which include a diagrammatic layout for the site. These describe a large open space in this location which is meant to relate to the Canada Water Dock and enable permeability to the wider town centre beyond.

Whilst they acknowledged the potential of the diagonal route to provide permeability across the site, the Panel felt this narrow route does not achieve the wider ambitions of the AAP to establish a public place at the Canada Water Basin. Further, by taking up most of the site with large footprint buildings the proposal does not make a positive contribution to the 'urban room' around the Dock as described by the Masterplan.

The Panel felt this was a once in a lifetime opportunity to address the urban environment of the Canada Water Basin. They urged the designers to review the public realm provision and the massing envisaged from first principles and to deliver the ambitions of the AAP from the outset. They encouraged the designers to consider a more nuanced and less overbearing massing.

Consented scheme

The Panel are familiar with the consented scheme for the site and noted that, in that scheme the ratio of building to open space is around 1:3 whilst in the current proposal the ratio is almost the reverse (i.e. 3:1). The floor area proposed on plots A1 and A2 is double that proposed by the consented scheme and the land take-up is doubled. As a consequence, the Panel were concerned that this proposal could result in the significant over-development of the site.

Further, the narrow footprints of the consented residential-led scheme, coupled with the AAP ambition to provide public space had resulted in towers in this location. When they considered this scheme in its own right and related it to the existing and emerging context and urban form they felt the height and bulk were excessive.

Canada Water Masterplan

The Panel noted that the proposal takes up a key location in the town centre, surrounded on three sides by the emerging context of the Canada Water Masterplan but also with existing residential and recently implemented permissions nearby. The current proposals do not respond to this emerging context and reflect the urban design principles defined by these schemes..

The Panel noted that site-wide cross sections showing the proposal in its established and emerging contexts had not been provided as requested. Notwithstanding this they wanted to see a proposal that is harmonious with its context especially the consented Canada Water Masterplan and the AAP. By filling the sites with substantial tall and deep plan office blocks, the Panel felt the proposal could challenge the emerging context of the town centre with its new and incongruous urban form. They encouraged the designers to reflect more closely, the urban form and typologies as they are defined by the emerging Canada Water context. They stressed that it is important to complement these established principles rather than introduce new ones.

London-wide context

The long views presented reinforced concerns in relation to the proposed massing. The proposals are very prominent in the view from west of Tower Bridge with the scale and bulk dominating the mid-distance view. The views from the SW Corner of Canada Water and from Stave Hill illustrate how the scale and bulk of the development feels out of

scale and overbearing in relation to its context. More information and in particular how the proposed building and spaces benchmark against similar scale developments in Southwark and Greater London will help to demonstrate how this solution was arrived at.

Public space

The public realm was not presented to the Panel on the day. Notwithstanding this and when they considered the public space, the Panel noted that the proposed public realm does not engage with the Dockin the same way as the other proposals have. Each side of the Dockis carefully designed and generous in relation to the Dockwith public space that is open and engaging – giving space to the Basin. The proposed design does not respond to the Dockwith generosity. It relies on lining the water's edge with retail and rises in a sheer unbroken form. It does not reflect the scale or character of Deal Porter Square or the generous set-backs of the Canada Water Masterplan proposals to the south and west.

The Panel questioned the suggestion that the route across the site was a 'boulevard'. At 15 m wide on the ground and narrowing to 12m above, (when considered in the context of the 60m and 110m high buildings that flank it) the route will be a narrow 'slot' and not have the proportions or character of a 'boulevard'. For this to become a true 'boulevard' the route will need to be widened significantly and lined with mature trees. At the moment the route is likely appear canyon-like. Maritime way at around 15mm is equally narrow given the scale of the new development proposed.

Occupancy and public safety

The Panel questioned how dense the proposed buildings would be when occupied. On current projections the proposal would accommodate up to 15,000-20,000 people. They asked the Applicants to consider the cumulative impact of this number of people in the area and to demonstrate how these will be accommodated safely both in the context of the application sites but also cumulatively in the emerging context.

Sustainability

The Panel welcomed the ambitious target of meeting BREEAM Outstanding but questioned how this commitment to sustainability was reflected in the design proposals especially given the apparent dependence on traditional high embodied carbon construction, the reliance on transfer structures, and deep-plan office provision.

There seemed to be a mismatch between, on the one hand, the applicants stated intent to use the better air quality of Canada Water to provide naturally ventilated offices to large tech companies and, on the other, the ultra-deep floor plans which would limit the area of floor plates which would have access to natural light let alone natural ventilation.

For the scheme to be truly environmentally conscious it should deliver buildings that are flexible and adaptable. By proposing large deep-plan commercial footprints (not only will the office accommodation that is provided be compromised it also precludes any chance of conversion to other uses in future. These are not the types of buildings the Panel would encourage in the current climate or the context of Canada Water.

They challenged the Applicant to demonstrate how the design would maximise natural ventilation and natural lighting to reduce energy and carbon in use and to ensure that zero carbon strategies are developed in future consent to ensure a realistic and binding commitment to future environmental targets.

Architecture and the Design Code

The Panel were not able to comment on the architecture in detail because the application is in outline. The Applicant confirmed that the floor area they are proposing will fill the envelope proposed with limited scope for any reduction in the mass and bulk of the proposal in practice. As a consequence any permission would offer future designers limited scope to develop the massing or the architectural language of the scheme other than with respect to cladding details and materials.

The Panel accepted the commercial land-use but felt the proposed buildings were bulky, out of scale with its context, lacking in modulation and with massing oversailing large areas of the public realm. The Panel were not convinced that the proposed Design Code would improve the situation and offer any relief from the overbearing scale and bulk proposed.

For the design code to be effective it should include more detailed guidance on the character of spaces envisaged including flexibility within the parameters to enable local adjustment. They questioned for example how the 'maker spaces' will be affordable to small enterprises and how will independent retailers be encouraged to take up space on the Canada Water Dockedge? The design code will need to translate the epic scale down to the granular detail for this to be a successful development.

The proposal lacked variety and appeared to be dominated by large and homogenous single-use buildings. The potential for these buildings to accommodate the mix of uses that could go into this town centre including cultural, leisure, education and even residential will need to be considered. The Panel felt the mix of land-use had not been explored sufficiently in the design code or the definition of the development.

Conclusion

The Panel were encouraged by the ambition of the proposal including the opportunity to form an important part of the wider Masterplan and the assertion that existing trees will be retained. However, they were not able to endorse the scheme and felt that what was being proposed was overbearing, with an excessive quantum of development, and lacking generosity in the public spaces proposed. They were concerned that there was an apparent dissonance between the ambition and the reality of the buildings being proposed.

What is required is a development that responds to the scale and character of the existing and emerging context, provides a large public space on the Basin, develops a more modulated and articulated built form with more generous public realm. They challenged the project team to review their proposals in the light of their comments and to return to the DRP if the scheme is amended.

Appendix 1: Recommendation

This document shows the case officer's recommended decision for the application referred to below.

This document is not a decision notice for this application.

Applicant	Ryan Walker DP9	Reg. Number	21/AP/2610
Application Type	Outline Application	Case Number	468-C
Recommendation	GRANTED - Outline Permission		

Draft of Decision Notice

for the following development:

Outline planning permission (all matters reserved) for works of hard and soft landscaping to create a shared public realm space for use by pedestrians and vehicles. The proposals will retain and re-provide access for servicing vehicles to Porters Edge, and will improve the street through the provision of new trees and other planting, alongside new street furniture and surface finishes to enable the use of the space for play and recreation.

The application is submitted alongside planning application ref. 21.AP.2610 which proposes works to Maritime Street as part of a masterplan for both sites.

The application is accompanied by an Environmental Statement submitted pursuant to the Town and Country Planning (Environmental Impact Assessment) regulations 2017. The ES can be viewed on the Council's website. Alternatively, Trium will supply the ES on a USB at a charge of £20. For copies members of the public should contact Trium directly as detailed in ES Volume 1, Chapter 1 Introduction.

Re-consultation due to amendments to servicing and access arrangements, enlarged public realm, design enhancements and revised/additional plans and documents being submitted.

Maritime Street Canada Water London Southwark

Time limit for implementing this permission and the approved plans

1. Details of the access, appearance, landscaping, layout, and scale, (hereinafter called the reserved matters") shall be submitted to and approved in writing by the Local Planning Authority within three years of the date of this permission and the development hereby permitted shall be begun either before the end of five years from the date of this permission or before the end of two years from the date of the approval of the last of the reserved matters, whichever is the later, and thereafter the development shall not be carried out otherwise than in accordance with this permission and any such approvals given.

Reason

As required by Section 92 of the Town and Country Planning Act 1990.

2. CONTROL DOCUMENTS

The Development hereby approved shall be developed in full accordance with the following plans and documents.

Approved Plans and Documents:

- o The Development Specification - CWD-DP9-CW-XX-RP-T-0005-XX-P01 (FEBRUARY 2022)
- o Design Code for Landscaping - CWD-TLA-CW-XX-RP-L-0002-XX-P00 (JULY 2021)

The Parameter Plans:

- o CWD-BIG-MS-XX-DR-A-0005-XX-P00 PROPOSED VEHICULAR ACCESS (09 SEPTEMBER 2021)
- o CWD-BIG-MS-XX-DR-A-0004-XX-P00 MARITIME STREET PROPOSED PUBLIC REALM (09 SEPTEMBER 2021)
- o CWD-BIG-MS-XX-DR-A-0003-XX-P00 MARITIME PROPOSED TREES RETAINED (09 SEPTEMBER 2021)
- o CWD-BIG-MS-XX-DR-A-0001-XX-P00 MARITIME SITE LOCATION PLAN (17 AUGUST 2021)

Reason: To ensure that the Development is undertaken in accordance with the approved drawings and documents to achieve compliance with Development Plan Policies (London Plan 2021 and Southwark Plan 2022), the Environmental Statement, and National Planning Policy Framework 2021

3. RESERVED MATTERS COMPLIANCE DOCUMENTS

The application for Reserved Matters submitted pursuant to Condition 1 shall contain, as a minimum, the information set out below

1. Planning Application Form and requisite application fee.
2. Planning Statement and/or Covering Letter
3. Community Infrastructure Levy (CIL) Additional Information Requirement Form
4. Proposed Plans, Sections and Elevations,
5. Design and Access Statement including Landscaping Details
6. Environmental Statement - Statement of Conformity
7. Updated Fire Strategy
13. Updated Wind Assessment to demonstrate the impact of wind mitigation measures proposed as part of the detailed design of Building A2 under 21/AP/2655
14. Statement of Community Involvement and Development Consultation

Charter

15. Arboricultural Method Statement

4. WIND MITIGATION

(i) As part of the submission of the Maritime Street RMA, details of wind mitigation measures in respect of Building A2 of the main application (21/AP/2655) shall be submitted to and approved in writing by the Local Planning Authority in order to demonstrate that appropriate comfort levels can be achieved within Maritime Street. The wind mitigation measures must appropriately respond to the potential for significant adverse effects identified within the Environmental Assessment.

(ii) As part of the Maritime Street RMA, the Applicant shall submit an updated Wind Modelling Assessment which shall demonstrate the impact of the proposed wind mitigation measures.

(iii) The development shall be undertaken in full accordance with the approved details.

Reason: To ensure that as part of the detailed design appropriate pedestrian comfort levels can be achieved in accordance with Environmental Impact Assessment submitted with this Outline Permission and to comply with London Plan (2021) Policy D9 Tall buildings and Southwark Plan (2022) Policy P17 Tall buildings

5. FIRE STRATEGY

As part of the submission of the Maritime Street RMA, the Applicant shall submit an updated Fire Strategy to demonstrate that the proposed enhancements to Maritime Street will not adversely affect fire safety considerations for Porters Edge. The updated strategy must adhere to the strategic principles and requirements of the outline strategy hereby approved.

The development shall be undertaken in full accordance with the approved detailed strategy.

Reason: To ensure that the development does not compromise fire safety for the existing Porters Edge development and to comply with London Plan (2021) Policy D2 Fire safety.

Permission is subject to the following Pre-Commencements Condition(s)

6. ARBORICULTURAL METHOD STATEMENT

Prior to the commencement of any works approved by this permission, including any demolition, an Arboricultural Method Statement shall be submitted to and approved in writing by the Local Planning Authority.

a) A pre-commencement meeting shall be arranged, the details of which shall be notified to the Local Planning Authority for agreement in writing prior to the meeting and prior to works commencing on site, including any demolition, changes to ground levels, pruning or tree removal.

b) A detailed Arboricultural Method Statement showing the means by which any retained trees on or directly adjacent to the site are to be protected from damage by demolition works, excavation, vehicles, stored or stacked building supplies, waste or other materials, and building plant, scaffolding or other equipment, shall then be submitted to and approved in writing by the Local Planning Authority. The method statements shall include details of facilitative pruning specifications and a supervision schedule overseen by an accredited arboricultural consultant.

c) Cross sections shall be provided to show surface and other changes to levels, special engineering or construction details and any proposed activity within root protection areas required in order to facilitate demolition, construction and excavation.

The existing trees on or adjoining the site which are to be retained shall be protected and both the site and trees managed in accordance with the recommendations contained in the method statement. Following the pre-commencement meeting all tree protection measures shall be installed, carried out and retained throughout the period of the works, unless otherwise agreed in writing by the Local Planning Authority. In any case, all works must adhere to BS5837: (2012) Trees in relation to demolition, design and construction and BS3998: (2010) Tree work - recommendations.

If within the expiration of 5 years from the date of the occupation of the building for its permitted use any retained tree is removed, uprooted is destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

Reason: To avoid damage to the existing trees which represent an important visual amenity in the area, in accordance with The National Planning Policy Framework 2021 Parts 8, 11, 12, 15 and 16; Policies G1 (Green Infrastructure, G5 (Urban Greening) and G7 (Trees and Woodlands) of the London Plan 2021; and Policy P60 (Trees) or the Southwark Plan 2022

7. a) Prior to the commencement of any development, a phase 1 desktop study of the historic and current uses of the site and adjacent premises based on the

'Revised Geo Environmental Study' by Ramboll (Geo-environmental Desk Study, dated 10 December 2021, ref.1620011046 rev.04) shall be carried out together with an associated preliminary risk assessment including a site walkover survey, identification of contaminants of the land and controlled waters and develop a conceptual model of the site with conclusion and recommendations whether a Phase 2 intrusive investigation is required.. This report shall be submitted to the Local Planning Authority for approval before the commencement of any intrusive investigations.

b) If the phase 1 site investigation reveals possible presence of contamination on or beneath the site or controlled waters, then, prior to the commencement of development works, an intrusive site investigation and associated risk assessment shall be completed to fully characterise the nature and extent of any contamination of soils and ground water on the site.

c) In the event that contamination is found that presents a risk to future users or controlled waters or other receptors, a detailed remediation and/or mitigation strategy shall be prepared and submitted to the Local Planning Authority for approval in writing. The strategy shall detail all proposed actions to be taken to bring the site to a condition suitable for the intended use together with any monitoring or maintenance requirements. The scheme shall also ensure that as a minimum, the site should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. The approved remediation scheme (if one is required) shall be carried out and implemented as part of the development.

d) Following the completion of the works and measures identified in the approved remediation strategy, a verification report providing evidence that all works required by the remediation strategy have been completed, together with any future monitoring or maintenance requirements shall be submitted to and approved in writing by the Local Planning Authority.

e) In the event that potential contamination is found at any time when carrying out the approved development that was not previously identified, it shall be reported in writing immediately to the Local Planning Authority, and a scheme of investigation and risk assessment, a remediation strategy and verification report (if required) shall be submitted to the Local Planning Authority for approval in writing, in accordance with a-d above.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with Southwark Plan 2022 Policy P64 (contaminated land and hazardous substances) and the National Planning Policy Framework 2021.

8. SUDS DRAINAGE

No works (excluding demolition and site clearance) shall commence until full details of the proposed surface water drainage system incorporating Sustainable Drainage Systems (SuDS) have been submitted to and approved in writing by the Local Planning Authority, including detailed design, size and location of attenuation units and details of flow control measures. The strategy should achieve a reduction in surface water runoff rates during the 1% Annual Exceedance Probability (AEP) event plus climate change allowance, as detailed in the Flood Risk Assessment (report ref: CWD-RUK-CW-XX-RP-C-0003-XX-P00, dated July 2021) and Surface Water Drainage Strategy (report ref: CWD-RUK-CW-XX-RP-C-0002-XX-P00, dated July 2021) prepared by Ramboll. The applicant must demonstrate that the site is safe in the event of blockage/failure of the system, including consideration of exceedance flows.

Reason: To minimise the potential for the site to contribute to surface water flooding in accordance with Southwark's Strategic Flood Risk Assessment (2017) and Policy SI 13 of the London Plan (2021) and Policy P68 of the Southwark Plan (2022).

9. HARD AND SOFT LANDSCAPING, UGF AND BNG

(a) Prior to the commencement of the development hereby approved, detailed drawings of a hard and soft landscaping scheme showing the treatment of all parts of the site not covered by buildings (including cross sections, available rooting space, tree pits, surfacing materials of any parking, access, or pathways layouts, materials and edge details, street furniture, design of play equipment, details of sustainable drainage or other water features), shall be submitted to and approved in writing by the Local Planning Authority. The landscaping shall not be carried out otherwise than in accordance with any such approval given and shall be retained for the duration of the use.

(b) The planting, seeding and/or turfing shall be carried out in the first planting season following completion of building works and any trees or shrubs that is found to be dead, dying, severely damaged or diseased within five years of the completion of the building works OR five years of the carrying out of the landscaping scheme (whichever is later), shall be replaced in the next planting season by specimens of the equivalent stem girth and species in the first suitable planting season. Planting shall comply to BS: 4428 Code of practice for general landscaping operations, BS: 5837 (2012) Trees in relation to demolition, design and construction and BS 7370-4:1993 Grounds maintenance Recommendations for maintenance of soft landscape (other than amenity turf).

(c) Details of the intended maintenance regime for all hard landscape features

including street furniture and play equipment shall be provided.

(d) As part of the detailed landscaping proposals the Applicant shall submit an updated Urban Greening Factor Assessment and Biodiversity Net Gain Reports.

Reason: So that the Council may be satisfied with the details of the landscaping scheme, in accordance with: Chapters 8, 12, 15 and 16 of the National Planning Policy Framework 2021; Policies SI 4 (Managing heat risk), SI 13 (Sustainable drainage), G1 (Green Infrastructure, G5 (Urban Greening) , Policy G6 (Biodiversity and access to nature) and G7 (Trees and Woodlands) of the London Plan 2021; Policies P13 (Design of places), P14 (Design quality) P60 (Biodiversity) and P61 (Trees) or the Southwark Plan 2022

Permission is subject to the following Grade Condition(s)

10. EXTERNAL LIGHTING

Prior to any above grade works taking place in respect of the development hereby approved, details of any external lighting to be installed within the public realm (including design, specification, power), shall be submitted to the local planning authority for approval in writing. Submitted details shall include lighting contours to demonstrate lighting intensity levels at any nearby sensitive residential or ecological receptors, having regard to guidance published by the Institute of Lighting Professionals (ILE), where relevant.

No external lighting shall be installed other than that approved by this condition.

Reason: To ensure that an appropriate level of lighting is provided in the interests of amenity and safety whilst also protecting residential amenity and limiting ecological impact in accordance with Southwark Plan (2022) Policy G6 Biodiversity and access to nature and P56 Protection of amenity

11. ARBORICULTURAL SUPERVISION (Occ)

Part 1: All Arboricultural Supervisory elements must be undertaken in accordance with the approved Arboricultural Method Statement for this site, as evidenced through signed sheets and photographs.

Part 2: The completed schedule of site supervision and monitoring of the arboricultural protection measures as approved in tree protection condition shall be submitted for approval in writing by the Local Planning Authority within 28 days of completion of the development hereby permitted. This condition may only be fully discharged on completion of the development,

subject to satisfactory written evidence of compliance through contemporaneous supervision and monitoring of the tree protection throughout construction by the retained or pre-appointed tree specialist.

Reason: To avoid damage to the existing trees which represent an important visual amenity in the area, in accordance with The National Planning Policy Framework 2021 Parts, 8, 11, 12, 15 and 16; Policies G1 (Green Infrastructure), G5 (Urban Greening) and G7 (Trees and Woodlands) of the London Plan 2021 and Policy P61 (Trees) of the Southwark Plan 2022.

Informatives

- 1 Paragraph 3.12.9 of Policy D12 explains that Fire Statements should be produced by someone who is:
"third-party independent and suitably-qualified" The Council considers this to be a qualified engineer with relevant experience in fire safety, such as a chartered engineer registered with the Engineering Council by the Institution of Fire Engineers, or a suitably qualified and competent professional with the demonstrable experience to address the complexity of the design being proposed. This should be evidenced in the fire statement. The Council accepts Fire Statements in good faith on that basis. The duty to identify fire risks and hazards in premises and to take appropriate action lies solely with the developer.

The fire risk assessment/statement covers matters required by planning policy. This is in no way a professional technical assessment of the fire risks presented by the development. The legal responsibility and liability lies with the 'responsible person'. The responsible person being the person who prepares the fire risk assessment/statement not planning officers who make planning decisions.

Appendix 2: Relevant Policies

National Planning Policy Framework

The revised National Planning Policy Framework ('NPPF') was published on 20 July 2021 which sets out the national planning policy and how this needs to be applied. The NPPF focuses on sustainable development with three key objectives: economic, social and environmental. Paragraph 218 states that the policies in the Framework are material considerations, which should be taken into account in dealing with applications.

The following chapters are relevant:

Chapter 2 Achieving sustainable development

Chapter 6 Building a strong, competitive economy

Chapter 7 Ensuring the vitality of town centres

Chapter 8 Promoting healthy and safe communities

Chapter 9 Promoting sustainable transport

Chapter 11 Making effective use of land

Chapter 12 Achieving well-designed places

Chapter 14 Meeting the challenge of climate change, flooding and coastal change

Chapter 16 Conserving and enhancing the historic environment

New London Plan 2021 Policies

On 2 March 2021, the Mayor of London published the London Plan 2021. The spatial development strategy sets a strategic framework for planning in Greater London and forms part of the statutory Development Plan for Greater London.

The relevant policies are:

GG1 Building strong and inclusive communities

GG2 Making the best use of land

GG3 Creating a healthy city

GG5 Growing a good economy

GG6 Increasing efficiency and resilience

Policy SD1 Opportunity Areas

Policy SD6 Town centres and high streets

Policy SD7 Town centres: development principles and Development Plan Documents

Policy SD8 Town centre network

Policy SD9 Town centres: Local partnerships and implementation

Policy SD10 Strategic and local regeneration

Policy D1 London's form, character and capacity for growth

Policy D2 Infrastructure requirements for sustainable densities

Policy D3 Optimising site capacity through the design-led approach

Policy D4 Delivering good design

Policy D5 Inclusive design

Policy D8 Public realm

Policy D9 Tall buildings

Policy D10 Basement development

Policy D11 Safety, security and resilience to emergency

Policy D12 Fire safety

Policy D13 Agent of Change

Policy D14 Noise
 Policy S1 Developing London's social infrastructure
 Policy S2 Health and social care facilities
 Policy S6 Public toilets
 Policy E1 Offices
 Policy E2 Providing suitable business space
 Policy E3 Affordable workspace
 Policy E8 Sector growth opportunities and clusters
 Policy E9 Retail, markets and hot food takeaways
 Policy E10 Visitor infrastructure
 Policy E11 Skills and opportunities for all
 Policy HC1 Heritage conservation and growth
 Policy HC2 World Heritage Sites
 Policy HC3 Strategic and Local Views
 Policy HC4 London View Management Framework
 Policy HC5 Supporting London's culture and creative industries
 Policy HC6 Supporting the night-time economy
 Policy G1 Green infrastructure
 Policy G5 Urban greening
 Policy G6 Biodiversity and access to nature
 Policy G7 Trees and woodlands
 Policy SI 1 Improving air quality
 Policy SI 2 Minimising greenhouse gas emissions
 Policy SI 3 Energy infrastructure
 Policy SI 4 Managing heat risk
 Policy SI 5 Water infrastructure
 Policy SI 6 Digital connectivity infrastructure
 Policy SI 7 Reducing waste and supporting the circular economy
 Policy SI 8 Waste capacity and net waste self-sufficiency
 Policy SI 12 Flood risk management
 Policy SI 13 Sustainable drainage
 Policy T1 Strategic approach to transport
 Policy T2 Healthy Streets
 Policy T3 Transport capacity, connectivity and safeguarding
 Policy T4 Assessing and mitigating transport impacts
 Policy T5 Cycling
 Policy T6 Car parking
 Policy T6.2 Office parking
 Policy T6.3 Retail parking
 Policy T6.5 Non-residential disabled persons parking
 Policy T7 Deliveries, servicing and construction
 Policy T9 Funding transport infrastructure through planning

Southwark Plan 2022

ST1 Southwark's Development targets
 ST2 Southwark's Places
 SP2 Southwark Together
 SP3 Great start in life
 SP4 Green and inclusive economy
 SP5 Thriving neighbourhoods and tackling health inequalities
 SP6 Climate Change

AV.15 Rotherhithe Area Vision

P13 Design of places

P14 Design quality

P16 Designing out crime

P17 Tall buildings

P18 Efficient use of land

P20 Conservation areas

P21 Conservation of the historic environment and natural heritage

P22 Borough views

P23 Archaeology

P28 Access to employment and training

P30 Office and business development

P31 Affordable workspace

P35 Town and local centres

P44 Broadband and digital infrastructure

P45 Healthy developments

P47 Community uses

P49 Public transport

P50 Highways impacts

P51 Walking

P53 Cycling

P54 Car Parking

P55 Parking standards for disabled people and the mobility impaired

P56 Protection of amenity

P57 Open space

P59 Green infrastructure

P60 Biodiversity

P61 Trees

P62 Reducing waste

P64 Contaminated land and hazardous substances

P65 Improving air quality

P66 Reducing noise pollution and enhancing soundscapes

P67 Reducing water use

P68 Reducing flood risk

P69 Sustainability standards

P70 Energy

NSP80 Decathlon Site and Mulberry Business Park

Mayors SPD/SPGs

Accessible London: Achieving an Inclusive Environment (October 2014)

The control of dust and emissions during construction and demolition (July 2014)

Town Centres (July 2014)

Character and Context (June 2014)

Sustainable Design and Construction (April 2014)

Use of planning obligations in the funding of Crossrail, and the Mayoral Community Infrastructure Levy (April 2013)

London View Management Framework (March 2012)

Planning for Equality and Diversity in London (October 2007)

Southwark SPDs/SPGs

Design and Access Statements (2007)

Residential Design Standards (2011 with 2015 update)

S106 and CIL (2015)
S106 and CIL Addendum (2017)
Sustainability Assessments (2007)
Sustainable Design and Construction (2009)
Sustainable Transport (2009)

Appendix 3: Relevant planning history

Reference and Proposal

12/AP/4126

Outline planning permission for the demolition of existing buildings on the site (the 'Decathlon' and 'What' Retail Stores) and the erection of 5 buildings (C1-C4 and E1) ranging from 5 to 40 storeys (150.86m AOD) comprising a maximum overall floorspace of up to 138,146.8sq.m GEA.

New buildings to comprise: up to 97,851sq.m of residential accommodation (Class C3) (equating to a maximum of 1,030 residential units), up to 12,300.9sq.m Class A1 retail store (including 10,178sq.m (net) sales area, 745sq.m ancillary office accommodation and 308sq.m ancillary cafe); up to 4,352.3sq.m of other retail (Class A1/A2/A3/A4 floorspace); up to 2,800sq.m of office space floorspace (Class B1), up to 658sq.m of health centre floorspace (Class D1) and up to 698.2sq.m of cinema floorspace (Class D2); 19,486.5sq.m ancillary parking (equating to up to a maximum of 466 parking spaces), plant and storage accommodation, including the provision of basements to provide vehicle and cycle parking, circulation, servicing and plant areas; new vehicle and pedestrian accesses and new public amenity space and landscaping including new public square.

Within the outline described above:

Full details are submitted for the access, appearance, landscaping, layout and scale of Building C1 and associated works; Full details are submitted for the layout, appearance and scale of Buildings C2, C3 and C4 and means of vehicular access, with layout of the linked basement, internal layouts of the individual buildings and landscaping reserved; All matters are reserved in respect of Building E1 (min 17.8m height, max 37.8m height, comprising up to 29,907.9sqm floorspace). The application is accompanied by an Environmental Statement submitted under the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011.

Status

Granted with
Legal
Agreement
20/12/2013

15/AP/0523Agreed
05/06/2015

Non-material amendment to condition 16 of planning permission 12-AP-4126 for 'Outline planning permission for the demolition of existing buildings on the site (the 'Decathlon' and 'What' Retail Stores) and the erection of 5 buildings (C1-C4 and E1) ranging from 5 to 40 storeys (150.86m AOD) comprising a maximum overall floorspace of up to 138,146.8sq.m GEA.

New buildings to comprise: up to 97,851sq.m of residential accommodation (Class C3) (equating to a maximum of 1,030 residential units), up to 12,300.9sq.m Class A1 retail store (including 10,178sq.m (net) sales area, 745sq.m ancillary office accommodation and 308sq.m ancillary cafe); up to 4,352.3sq.m of other retail (Class A1/A2/A3/A4 floorspace); up to 2,800sq.m of office space floorspace (Class B1), up to 658sq.m of health centre floorspace (Class D1) and up to 698.2sq.m of cinema floorspace (Class D2); 19,486.5sq.m ancillary parking (equating to up to a maximum of 466 parking spaces), plant and storage accommodation, including the provision of basements to provide vehicle and cycle parking, circulation, servicing and plant areas; new vehicle and pedestrian accesses and new public amenity space and landscaping including new public square.

Amendment to Condition 16 allows for the submission of a scheme for the provision and management of a buffer zone alongside the waterbodies of Canada Water basin and Albion Channel on a phased basis.

15/AP/0589

Granted
31/07/2015

Variations to condition 2 (approved plans) and condition 11 (works to dry dock) of planning permission 12/AP/4126 for Outline planning permission for the demolition of existing buildings on the site (the 'Decathlon' and 'What' Retail Stores) and the erection of 5 buildings (C1-C4 and E1) ranging from 5 to 40 storeys (150.86m AOD) comprising a maximum overall floorspace of up to 138,146.8sq.m GEA. New buildings to comprise: up to 97,851sq.m of residential accommodation (Class C3) (equating to a maximum of 1,030 residential units), up to 12,300.9sq.m Class A1 retail store (including 10,178sq.m (net) sales area, 745sq.m ancillary office accommodation and 308sq.m ancillary cafe); up to 4,352.3sq.m of other retail (Class A1/A2/A3/A4 floorspace); up to 2,800sq.m of office space floorspace (Class B1), up to 658sq.m of health centre floorspace (Class D1) and up to 698.2sq.m of cinema floorspace (Class D2); 19,486.5sq.m ancillary parking (equating to up to a maximum of 466 parking spaces), plant and storage accommodation, including the provision of basements to provide vehicle and cycle parking, circulation, servicing and plant areas; new vehicle and pedestrian accesses and new public amenity space and landscaping including new public square. Amendments to the approved drawings (condition 2) to capture the following non-material amendments to the scheme:

Revisions to the basement layout and other associated internal changes to the building comprising:

- Removal of temporary energy centre from C1 basement;
- The relocation of plant spaces servicing Decathlon from the basement to the first floor;
- Relocation of residential cycle storage from first floor to basement;
- Extension of basement perimeter to align with above floors;
- Revisions to car park layout;
- Rationalised basement slab;
- Works to dry dock no longer proposed;
- Relocation of townhouse entrance step to external face of the building;
- Provision of access from Building C1 courtyard to the MUGA;
- Amendment to basement phasing plan;

15/AP/0970

Agreed
02/06/2015

Application to vary the wording of Conditions 5, 7, 8, 9, 14, 15, 17, 18, 19, 20, 21, 22, 23, 24, 25 and 26 of Outline planning permission 12-AP-4126 for the demolition of existing buildings on the site (the 'Decathlon' and 'What' Retail Stores) and the erection of 5 buildings (C1-C4 and E1) ranging from 5 to 40 storeys (150.86m AOD) comprising a maximum overall floorspace of up to 138,146.8sq.m GEA. New buildings to comprise: up to 97,851sq.m of residential accommodation (Class C3) (equating to a maximum of 1,030 residential units), up to 12,300.9sq.m Class A1 retail store (including 10,178sq.m (net) sales area, 745sq.m ancillary office accommodation and 308sq.m ancillary cafe); up to 4,352.3sq.m of other retail (Class A1/A2/A3/A4 floorspace); up to 2,800sq.m of office space floorspace (Class B1), up to 658sq.m of health centre floorspace (Class D1) and up to 698.2sq.m of cinema floorspace (Class D2); 19,486.5sq.m ancillary parking (equating to up to a maximum of 466 parking spaces), plant and storage accommodation, including the provision of basements to provide vehicle and cycle parking, circulation, servicing and plant areas; new vehicle and pedestrian accesses and new public amenity space and landscaping including new public square. Within the outline described above: Full details are submitted for the access, appearance, landscaping, layout and scale of Building C1 and associated works; Full details are submitted for the layout, appearance and scale of Buildings C2, C3 and C4 and means of vehicular access, with layout of the linked basement, internal layouts of the individual buildings and landscaping reserved; All matters are reserved in respect of Building E1 (min 17.8m height, max 37.8m height, comprising up to 29,907.9sqm floorspace). The application is accompanied by an Environmental Statement submitted under the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011. | CANADA WATER SITES C AND E, SURREY QUAYS ROA

15/AP/2821

Minor material amendments to planning permission 12-AP-4126 consenting redevelopment of site to provide 5 buildings ranging from 5 to 40 storeys. Development will provide up to 1,030 residential units, A1 retail store, additional A1/A2/A3/A4 floorspace, B1 office floorspace, D1 Health centre floorspace, D2 cinema floorspace, up to 466 car parking spaces, plant, storage, cycle parking, new vehicle and pedestrian accesses, new public amenity space and landscaping including new public square'. This application seeks an amendment to Condition 2 (drawing numbers) to allow for the following minor material amendments: Amendments to balconies (omission of some Juliet balconies, reduction in depth of inset balconies and detail to handrail on brick balconies), windows (to create warehouse style windows), doors (sliding doors to podium terrace added, amendments to door surrounds and entrances), car park entrance (to accommodate visibility splays), reduction in building heights, amendments to podium (addition of grilles, louvred panels and brick detailing) and all other relevant elevational alterations.

Granted with
Legal
Agreement
28/10/2015

15/AP/4137

Non-material amendment to planning permission ref 15-AP-0589 to add the following drawings to list of approved drawings:
 .-NHHCWR-DR-LA-XX 0200 GA Ground Floor
 .- NHHCWR-DR-LA-XX 0203 Planting Plan
 .-NHHCWR-DR-LA-XX- 0701 Ground floor

Agreed
06/11/2015

18/AP/4052Pending
consideration

Approval of Reserved Matters pursuant to Condition 1 (b) of Outline Planning Permission 17/AP/3694 for Building E1 (known as phase 2) including means of access; layout; scale; appearance; and landscaping . The proposals comprise the construction of four buildings ranging from 31.375m (AOD) up to 37.375m in height (AOD) comprising up to 21,417.18sqm (GEA) residential floorspace; 223 residential units; 332.99sqm (GEA) health care (Class D1); approximately 483.68 sqm (GEA) of flexible retail space (Class A1-A3); landscaping; new public realm; and basement comprising ancillary wheelchair accessible parking, cycle storage and plant areas. The application is accompanied by an Environmental Statement Addendum submitted pursuant to the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. The ES Addendum is available for viewing by the public online via Planning Register at: www.planning.southwark.gov.uk
Printed copies of this ES Addendum are available on request for a charge. Requests to purchase a paper or DVD copy of the ES should be made to:

AECOM
St. George's House, 3rd Floor
5 St George's Road
Wimbledon
London
SW19 4DR

18/AP/2053Agreed
23/07/2018

Non-material amendment to planning consent 17AP3694 (which was an amendment to permissions 16/AP/0200; 15/AP/2821 and 12/AP/4126) to secure the following amendment:

Variation of condition 2 to vary the approved plans, to allow for the currently unused space at 4th floor level of Building C1 (above the changing rooms located at 3rd floor level) to be used by Decathlon as a warm up room (in association with the MUGA and sports facilities) and the addition of a fire escape stair along the southeast edge. The changes proposed are considered to be non material in nature.

18/AP/3138Agreed
30/10/2018

Non-material amendment to planning permission 17/AP/3694 'Variation of condition 2 (approved plans) of planning permission 16/AP/0200 (which was an amendment to permissions 15/AP/2821 and 12/AP/4126) to provide railings along the edge of the Albion Channel.

Appendix 4: Consultation undertaken

Site notice date: 07/02/2022

Press notice date: 10/02/2022

Case officer site visit date: 07.02.2022

Neighbour consultation letters sent: 08/02/2022

Internal services consulted

Archaeology

Design and Conservation Team [Formal]

Local Economy

Ecology

Environmental Protection

Highways Development and Management

Section 106 Team

Flood Risk Management & Urban Drainage

Transport Policy

Urban Forester

Waste Management

Archaeology

Design and Conservation Team [Formal]

Local Economy

Ecology

Environmental Protection

Highways Development and Management

Section 106 Team

Flood Risk Management & Urban Drainage

Transport Policy

Urban Forester

Waste Management

Archaeology

Design and Conservation Team [Formal]

Local Economy

Ecology

Environmental Protection

Highways Development and Management

Section 106 Team

Flood Risk Management & Urban Drainage

Transport Policy

Urban Forester

Waste Management

Statutory and non-statutory organisations

Environment Agency
 Great London Authority
 Historic England
 London Underground
 Metropolitan Police Service (Designing O
 Transport for London
 Thames Water
 Environment Agency
 Great London Authority
 Historic England
 London Underground
 Metropolitan Police Service (Designing O
 Transport for London
 Thames Water
 Environment Agency
 Great London Authority
 Historic England
 London Underground
 Metropolitan Police Service (Designing O
 Transport for London
 Thames Water

Neighbour and local groups consulted:

Flat 21 11 Maritime Street London	501 Giverny House Water Gardens
Flat 17 11 Maritime Street London	Square London
Flat 12 11 Maritime Street London	454 Heligan House Water Gardens
Flat 3 11 Maritime Street London	Square London
Flat 24 7 Maritime Street London	444 Heligan House Water Gardens
Flat 18 7 Maritime Street London	Square London
Flat 14 7 Maritime Street London	432 Heligan House Water Gardens
Flat 26 5 Maritime Street London	Square London
21 Maritime Street London Southwark	414 Heligan House Water Gardens
Flat 57 29 Surrey Quays Road London	Square London
Flat 45 29 Surrey Quays Road London	334 Eden House Water Gardens Square
556 Giverny House Water Gardens	London
Square London	305 Eden House Water Gardens Square
548 Giverny House Water Gardens	London
Square London	336 Eden House Water Gardens Square
535 Giverny House Water Gardens	London
Square London	Flat 30 29 Surrey Quays Road London
532 Giverny House Water Gardens	Flat 24 29 Surrey Quays Road London
Square London	Flat 40 7 Maritime Street London
521 Giverny House Water Gardens	Flat 17 29 Surrey Quays Road London
Square London	Flat 37 7 Maritime Street London
504 Giverny House Water Gardens	Flat 34 7 Maritime Street London
Square London	Flat 25 7 Maritime Street London

Flat 46 11 Maritime Street London
 Flat 19 11 Maritime Street London
 Flat 10 5 Maritime Street London
 Flat 4 5 Maritime Street London
 416 Heligan House Water Gardens
 Square London
 411 Heligan House Water Gardens
 Square London
 403 Heligan House Water Gardens
 Square London
 471 Heligan House Water Gardens
 Square London
 335 Eden House Water Gardens Square
 London
 332 Eden House Water Gardens Square
 London
 304 Eden House Water Gardens Square
 London
 Flat 10 29 Surrey Quays Road London
 Flat 7 29 Surrey Quays Road London
 Flat 70 11 Maritime Street London
 Flat 55 11 Maritime Street London
 Flat 47 11 Maritime Street London
 Flat 39 11 Maritime Street London
 Flat 23 11 Maritime Street London
 Flat 8 11 Maritime Street London
 Flat 6 11 Maritime Street London
 Flat 57 7 Maritime Street London
 Flat 44 7 Maritime Street London
 Flat 32 7 Maritime Street London
 Flat 27 7 Maritime Street London
 Flat 26 7 Maritime Street London
 Flat 11 7 Maritime Street London
 Flat 8 7 Maritime Street London
 Flat 18 5 Maritime Street London
 Flat 71 29 Surrey Quays Road London
 Flat 43 29 Surrey Quays Road London
 545 Giverny House Water Gardens
 Square London
 522 Giverny House Water Gardens
 Square London
 451 Heligan House Water Gardens
 Square London
 331 Eden House Water Gardens Square
 London
 316 Eden House Water Gardens Square
 London
 314 Eden House Water Gardens Square
 London
 362 Eden House Water Gardens Square
 London
 671 Pavillion House Water Gardens
 Square London
 662 Pavillion House Water Gardens
 Square London
 653 Pavillion House Water Gardens
 Square London
 652 Pavillion House Water Gardens
 Square London
 631 Pavillion House Water Gardens
 Square London
 613 Pavillion House Water Gardens
 Square London
 Flat 70 29 Surrey Quays Road London
 Flat 41 29 Surrey Quays Road London
 Flat 33 29 Surrey Quays Road London
 Flat 2 29 Surrey Quays Road London
 Flat 63 11 Maritime Street London
 Flat 31 7 Maritime Street London
 Flat 13 7 Maritime Street London
 Flat 7 5 Maritime Street London
 547 Giverny House Water Gardens
 Square London
 536 Giverny House Water Gardens
 Square London
 523 Giverny House Water Gardens
 Square London
 515 Giverny House Water Gardens
 Square London
 512 Giverny House Water Gardens
 Square London
 463 Heligan House Water Gardens
 Square London
 436 Heligan House Water Gardens
 Square London
 345 Eden House Water Gardens Square
 London
 322 Eden House Water Gardens Square
 London
 351 Eden House Water Gardens Square
 London
 Flat 9 29 Surrey Quays Road London
 Flat 1 29 Surrey Quays Road London
 Flat 68 11 Maritime Street London
 Flat 65 11 Maritime Street London
 Flat 41 11 Maritime Street London

Flat 33 11 Maritime Street London
 Flat 32 11 Maritime Street London
 Flat 11 11 Maritime Street London
 Flat 5 11 Maritime Street London
 Flat 33 7 Maritime Street London
 Flat 17 7 Maritime Street London
 Flat 5 7 Maritime Street London
 Flat 2 7 Maritime Street London
 Flat 11 5 Maritime Street London
 Flat 3 5 Maritime Street London
 Flat 2 5 Maritime Street London
 Flat 65 29 Surrey Quays Road London
 Flat 52 29 Surrey Quays Road London
 Flat 46 29 Surrey Quays Road London
 565 Giverny House Water Gardens
 Square London
 538 Giverny House Water Gardens
 Square London
 513 Giverny House Water Gardens
 Square London
 574 Giverny House Water Gardens
 Square London
 343 Eden House Water Gardens Square
 London
 333 Eden House Water Gardens Square
 London
 323 Eden House Water Gardens Square
 London
 353 Eden House Water Gardens Square
 London
 321 Eden House Water Gardens Square
 London
 634 Pavillion House Water Gardens
 Square London
 564 Giverny House Water Gardens
 Square London
 Unit 4 Canada Water Retail Park Surrey
 Quays Road
 442 Heligan House Water Gardens
 Square London
 441 Heligan House Water Gardens
 Square London
 431 Heligan House Water Gardens
 Square London
 303 Eden House Water Gardens Square
 London
 664 Pavillion House Water Gardens
 Square London
 632 Pavillion House Water Gardens
 Square London
 604 Pavillion House Water Gardens
 Square London
 554 Giverny House Water Gardens
 Square London
 Flat 47 29 Surrey Quays Road London
 Flat 13 11 Maritime Street London
 Flat 52 7 Maritime Street London
 Flat 54 11 Maritime Street London
 Flat 40 11 Maritime Street London
 Flat 16 5 Maritime Street London
 551 Giverny House Water Gardens
 Square London
 561 Giverny House Water Gardens
 Square London
 514 Giverny House Water Gardens
 Square London
 446 Heligan House Water Gardens
 Square London
 443 Heligan House Water Gardens
 Square London
 433 Heligan House Water Gardens
 Square London
 426 Heligan House Water Gardens
 Square London
 401 Heligan House Water Gardens
 Square London
 Flat 25 29 Surrey Quays Road London
 Flat 23 29 Surrey Quays Road London
 Flat 15 29 Surrey Quays Road London
 Flat 4 29 Surrey Quays Road London
 Flat 48 11 Maritime Street London
 Flat 27 5 Maritime Street London
 Flat 21 5 Maritime Street London
 Flat 15 5 Maritime Street London
 Flat 6 5 Maritime Street London
 17 Maritime Street London Southwark
 1 Maritime Street London Southwark
 Flat 62 29 Surrey Quays Road London
 Flat 55 29 Surrey Quays Road London
 Flat 51 29 Surrey Quays Road London
 546 Giverny House Water Gardens
 Square London
 526 Giverny House Water Gardens
 Square London
 573 Giverny House Water Gardens
 Square London

425 Heligan House Water Gardens Square London
 424 Heligan House Water Gardens Square London
 422 Heligan House Water Gardens Square London
 415 Heligan House Water Gardens Square London
 404 Heligan House Water Gardens Square London
 472 Heligan House Water Gardens Square London
 655 Pavillion House Water Gardens Square London
 645 Pavillion House Water Gardens Square London
 552 Giverny House Water Gardens Square London
 Flat 66 11 Maritime Street London
 Flat 43 11 Maritime Street London
 13 Maritime Street London Southwark
 541 Giverny House Water Gardens Square London
 Flat 42 11 Maritime Street London
 Flat 35 11 Maritime Street London
 Flat 24 11 Maritime Street London
 East Warehouse Canada Water Retail Park Surrey Quays Road
 558 Giverny House Water Gardens Square London
 Flat 1 5 Maritime Street London
 566 Giverny House Water Gardens Square London
 553 Giverny House Water Gardens Square London
 Unit 1 Canada Water Retail Park Surrey Quays Road
 Flat 44 29 Surrey Quays Road London
 Flat 57 11 Maritime Street London
 Flat 19 7 Maritime Street London
 Unit 300 Eden House Water Gardens Square
 Flat 58 11 Maritime Street London
 Flat 14 11 Maritime Street London
 544 Giverny House Water Gardens Square London
 Flat 48 29 Surrey Quays Road London
 Flat 68 29 Surrey Quays Road London
 Units 24 To 27 Mulberry Business Centre Quebec Way
 661 Pavillion House Water Gardens Square London
 South And West Warehouses Canada Water Retail Park Surrey Quays Road
 633 Pavillion House Water Gardens Square London
 Flat 60 7 Maritime Street London
 23 Maritime Street London Southwark
 503 Giverny House Water Gardens Square London
 434 Heligan House Water Gardens Square London
 Flat 49 7 Maritime Street London
 Flat 22 29 Surrey Quays Road London
 Flat 52 11 Maritime Street London
 Flat 3 29 Surrey Quays Road London
 Flat 30 11 Maritime Street London
 543 Giverny House Water Gardens Square London
 Flat 36 29 Surrey Quays Road London
 Flat 27 29 Surrey Quays Road London
 Flat 7 11 Maritime Street London
 Flat 4 11 Maritime Street London
 Flat 1 11 Maritime Street London
 Flat 14 29 Surrey Quays Road London
 Flat 4 7 Maritime Street London
 Flat 1 7 Maritime Street London
 Flat 25 11 Maritime Street London
 19 Maritime Street London Southwark
 643 Pavillion House Water Gardens Square London
 502 Giverny House Water Gardens Square London
 312 Eden House Water Gardens Square London
 301 Eden House Water Gardens Square London
 Flat 34 29 Surrey Quays Road London
 Flat 29 29 Surrey Quays Road London
 Flat 61 11 Maritime Street London
 Flat 59 11 Maritime Street London
 Flat 44 11 Maritime Street London
 Flat 26 11 Maritime Street London
 Flat 2 11 Maritime Street London
 Flat 23 7 Maritime Street London
 Flat 9 7 Maritime Street London

Flat 6 7 Maritime Street London
 Flat 14 5 Maritime Street London
 Flat 9 5 Maritime Street London
 3 Maritime Street London Southwark
 Flat 58 29 Surrey Quays Road London
 405 Heligan House Water Gardens
 Square London
 421 Heligan House Water Gardens
 Square London
 346 Eden House Water Gardens Square
 London
 324 Eden House Water Gardens Square
 London
 621 Pavillion House Water Gardens
 Square London
 533 Giverny House Water Gardens
 Square London
 413 Heligan House Water Gardens
 Square London
 Flat 18 11 Maritime Street London
 Flat 41 7 Maritime Street London
 528 Giverny House Water Gardens
 Square London
 326 Eden House Water Gardens Square
 London
 624 Pavillion House Water Gardens
 Square London
 423 Heligan House Water Gardens
 Square London
 Flat 20 29 Surrey Quays Road London
 Flat 59 7 Maritime Street London
 Flat 42 7 Maritime Street London
 313 Eden House Water Gardens Square
 London
 Flat 64 29 Surrey Quays Road London
 Flat 53 29 Surrey Quays Road London
 Flat 8 29 Surrey Quays Road London
 Flat 5 29 Surrey Quays Road London
 Flat 60 11 Maritime Street London
 Flat 28 7 Maritime Street London
 Flat 49 11 Maritime Street London
 Flat 37 11 Maritime Street London
 Flat 34 11 Maritime Street London
 691 Pavillion House Water Gardens
 Square London
 531 Giverny House Water Gardens
 Square London
 435 Heligan House Water Gardens
 Square London
 Flat 35 29 Surrey Quays Road London
 Flat 32 29 Surrey Quays Road London
 Flat 21 29 Surrey Quays Road London
 Flat 67 11 Maritime Street London
 Flat 64 11 Maritime Street London
 Flat 50 11 Maritime Street London
 Flat 38 11 Maritime Street London
 Flat 20 11 Maritime Street London
 Flat 15 11 Maritime Street London
 Flat 56 7 Maritime Street London
 Flat 50 7 Maritime Street London
 Flat 30 7 Maritime Street London
 Flat 21 7 Maritime Street London
 Flat 20 7 Maritime Street London
 Flat 20 5 Maritime Street London
 Flat 12 5 Maritime Street London
 25 Maritime Street London Southwark
 Flat 69 29 Surrey Quays Road London
 Flat 42 29 Surrey Quays Road London
 Flat 40 29 Surrey Quays Road London
 462 Heligan House Water Gardens
 Square London
 361 Eden House Water Gardens Square
 London
 352 Eden House Water Gardens Square
 London
 612 Pavillion House Water Gardens
 Square London
 692 Pavillion House Water Gardens
 Square London
 683 Pavillion House Water Gardens
 Square London
 681 Pavillion House Water Gardens
 Square London
 665 Pavillion House Water Gardens
 Square London
 623 Pavillion House Water Gardens
 Square London
 Flat 56 11 Maritime Street London
 Flat 35 7 Maritime Street London
 Flat 67 29 Surrey Quays Road London
 Flat 59 29 Surrey Quays Road London
 Flat 56 29 Surrey Quays Road London
 Flat 39 29 Surrey Quays Road London
 Flat 58 7 Maritime Street London
 Flat 19 29 Surrey Quays Road London
 Flat 11 29 Surrey Quays Road London

Flat 22 7 Maritime Street London
 Flat 31 11 Maritime Street London
 Flat 28 11 Maritime Street London
 Flat 22 5 Maritime Street London
 Flat 19 5 Maritime Street London
 654 Pavillion House Water Gardens
 Square London
 625 Pavillion House Water Gardens
 Square London
 682 Pavillion House Water Gardens
 Square London
 563 Giverny House Water Gardens
 Square London
 342 Eden House Water Gardens Square
 London
 Flat 31 29 Surrey Quays Road London
 Flat 62 11 Maritime Street London
 Flat 27 11 Maritime Street London
 Flat 48 7 Maritime Street London
 Flat 45 7 Maritime Street London
 Flat 38 7 Maritime Street London
 Flat 36 7 Maritime Street London
 Flat 17 5 Maritime Street London
 Flat 63 29 Surrey Quays Road London
 Flat 60 29 Surrey Quays Road London
 537 Giverny House Water Gardens
 Square London
 534 Giverny House Water Gardens
 Square London
 511 Giverny House Water Gardens
 Square London
 571 Giverny House Water Gardens
 Square London
 402 Heligan House Water Gardens
 Square London
 461 Heligan House Water Gardens
 Square London
 341 Eden House Water Gardens Square
 London
 311 Eden House Water Gardens Square
 London
 641 Pavillion House Water Gardens
 Square London
 615 Pavillion House Water Gardens
 Square London
 562 Giverny House Water Gardens
 Square London
 Flat 6 29 Surrey Quays Road London
 Flat 46 7 Maritime Street London
 15 Maritime Street London Southwark
 Flat 66 29 Surrey Quays Road London
 344 Eden House Water Gardens Square
 London
 Flat 10 11 Maritime Street London
 Flat 55 7 Maritime Street London
 Flat 43 7 Maritime Street London
 Flat 69 11 Maritime Street London
 Flat 10 7 Maritime Street London
 Flat 7 7 Maritime Street London
 Flat 22 11 Maritime Street London
 Flat 25 5 Maritime Street London
 354 Eden House Water Gardens Square
 London
 663 Pavillion House Water Gardens
 Square London
 672 Pavillion House Water Gardens
 Square London
 Flat 13 5 Maritime Street London
 673 Pavillion House Water Gardens
 Square London
 Hawker House Canada Street London
 Flat 49 29 Surrey Quays Road London
 651 Pavillion House Water Gardens
 Square London
 302 Eden House Water Gardens Square
 London
 Flat 26 29 Surrey Quays Road London
 Flat 15 7 Maritime Street London
 Flat 36 11 Maritime Street London
 Flat 23 5 Maritime Street London
 Flat 5 5 Maritime Street London
 525 Giverny House Water Gardens
 Square London
 452 Heligan House Water Gardens
 Square London
 555 Giverny House Water Gardens
 Square London
 611 Pavillion House Water Gardens
 Square London
 601 Pavillion House Water Gardens
 Square London
 635 Pavillion House Water Gardens
 Square London
 603 Pavillion House Water Gardens
 Square London
 644 Pavillion House Water Gardens

Square London
 Flat 61 29 Surrey Quays Road London
 464 Heligan House Water Gardens
 Square London
 Flat 50 29 Surrey Quays Road London
 Flat 16 7 Maritime Street London
 Flat 16 11 Maritime Street London
 622 Pavillion House Water Gardens
 Square London
 Flat 24 5 Maritime Street London
 Flat 8 5 Maritime Street London
 Flat 12 7 Maritime Street London
 527 Giverny House Water Gardens
 Square London
 445 Heligan House Water Gardens
 Square London
 642 Pavillion House Water Gardens
 Square London
 Flat 29 7 Maritime Street London
 602 Pavillion House Water Gardens
 Square London
 Flat 37 29 Surrey Quays Road London
 412 Heligan House Water Gardens
 Square London
 614 Pavillion House Water Gardens
 Square London
 505 Giverny House Water Gardens
 Square London
 572 Giverny House Water Gardens
 Square London
 325 Eden House Water Gardens Square
 London
 315 Eden House Water Gardens Square
 London
 Flat 38 29 Surrey Quays Road London
 Flat 28 29 Surrey Quays Road London
 Flat 18 29 Surrey Quays Road London
 Flat 16 29 Surrey Quays Road London
 Flat 13 29 Surrey Quays Road London
 Flat 12 29 Surrey Quays Road London
 Flat 53 11 Maritime Street London
 Flat 51 11 Maritime Street London
 Flat 45 11 Maritime Street London
 Flat 29 11 Maritime Street London
 Flat 9 11 Maritime Street London
 Flat 54 7 Maritime Street London
 Flat 53 7 Maritime Street London
 Flat 51 7 Maritime Street London
 Flat 47 7 Maritime Street London
 Flat 39 7 Maritime Street London
 Flat 3 7 Maritime Street London
 9 Maritime Street London Southwark
 Flat 54 29 Surrey Quays Road London
 557 Giverny House Water Gardens
 Square London
 524 Giverny House Water Gardens
 Square London
 542 Giverny House Water Gardens
 Square London
 453 Heligan House Water Gardens
 Square London
 165 Montreal House Surrey Quays Road
 London
 135 Montreal House Surrey Quays Road
 London
 128 Montreal House Surrey Quays Road
 London
 104 Montreal House Surrey Quays Road
 London
 97 Montreal House Surrey Quays Road
 London
 51 Montreal House Surrey Quays Road
 London
 16 Montreal House Surrey Quays Road
 London
 6 Montreal House Surrey Quays Road
 London
 Flat 63 Toronto House Surrey Quays
 Road
 Flat 60 Toronto House Surrey Quays
 Road
 Flat 55 Toronto House Surrey Quays
 Road
 Flat 13 Toronto House Surrey Quays
 Road
 234 Dovecote House Water Gardens
 Square London
 1 Surrey Quays Road London Southwark
 Flat 33 Toronto House Surrey Quays
 Road
 33 Montreal House Surrey Quays Road
 London
 Dirtybird Restaurant Printworks Surrey
 Quays Road
 57 Montreal House Surrey Quays Road
 London

52 Montreal House Surrey Quays Road London	21 Montreal House Surrey Quays Road London
166 Montreal House Surrey Quays Road London	3 Montreal House Surrey Quays Road London
150 Montreal House Surrey Quays Road London	Flat 47 Toronto House Surrey Quays Road
139 Montreal House Surrey Quays Road London	Flat 19 Toronto House Surrey Quays Road
129 Montreal House Surrey Quays Road London	253 Dovecote House Water Gardens Square London
76 Montreal House Surrey Quays Road London	246 Dovecote House Water Gardens Square London
18 Montreal House Surrey Quays Road London	243 Dovecote House Water Gardens Square London
2 Montreal House Surrey Quays Road London	203 Dovecote House Water Gardens Square London
73 Montreal House Surrey Quays Road London	202 Dovecote House Water Gardens Square London
Flat 61 Toronto House Surrey Quays Road	271 Dovecote House Water Gardens Square London
Flat 53 Toronto House Surrey Quays Road	263 Dovecote House Water Gardens Square London
Flat 43 Toronto House Surrey Quays Road	Unit 1 Toronto House Surrey Quays Road
244 Dovecote House Water Gardens Square London	Unit B Toronto House Surrey Quays Road
233 Dovecote House Water Gardens Square London	156 Montreal House Surrey Quays Road London
162 Montreal House Surrey Quays Road London	72 Montreal House Surrey Quays Road London
154 Montreal House Surrey Quays Road London	231 Dovecote House Water Gardens Square London
120 Montreal House Surrey Quays Road London	Flat 3 Toronto House Surrey Quays Road
99 Montreal House Surrey Quays Road London	103 Montreal House Surrey Quays Road London
94 Montreal House Surrey Quays Road London	35 Montreal House Surrey Quays Road London
93 Montreal House Surrey Quays Road London	27 Montreal House Surrey Quays Road London
85 Montreal House Surrey Quays Road London	22 Montreal House Surrey Quays Road London
80 Montreal House Surrey Quays Road London	168 Montreal House Surrey Quays Road London
67 Montreal House Surrey Quays Road London	155 Montreal House Surrey Quays Road London
62 Montreal House Surrey Quays Road London	131 Montreal House Surrey Quays Road London

113 Montreal House Surrey Quays Road
 London
 98 Montreal House Surrey Quays Road
 London
 90 Montreal House Surrey Quays Road
 London
 87 Montreal House Surrey Quays Road
 London
 7 Montreal House Surrey Quays Road
 London
 Flat 20 Toronto House Surrey Quays
 Road
 Flat 15 Toronto House Surrey Quays
 Road
 251 Dovecote House Water Gardens
 Square London
 212 Dovecote House Water Gardens
 Square London
 148 Montreal House Surrey Quays Road
 London
 140 Montreal House Surrey Quays Road
 London
 125 Montreal House Surrey Quays Road
 London
 118 Montreal House Surrey Quays Road
 London
 112 Montreal House Surrey Quays Road
 London
 69 Montreal House Surrey Quays Road
 London
 56 Montreal House Surrey Quays Road
 London
 11 Montreal House Surrey Quays Road
 London
 Flat 58 Toronto House Surrey Quays
 Road
 Flat 42 Toronto House Surrey Quays
 Road
 Flat 32 Toronto House Surrey Quays
 Road
 Flat 18 Toronto House Surrey Quays
 Road
 Flat 16 Toronto House Surrey Quays
 Road
 Flat 8 Toronto House Surrey Quays
 Road
 252 Dovecote House Water Gardens
 Square London

216 Dovecote House Water Gardens
 Square London
 Flat 44 Toronto House Surrey Quays
 Road
 81 Montreal House Surrey Quays Road
 London
 79 Montreal House Surrey Quays Road
 London
 245 Dovecote House Water Gardens
 Square London
 224 Dovecote House Water Gardens
 Square London
 Printworks Surrey Quays Road London
 163 Montreal House Surrey Quays Road
 London
 145 Montreal House Surrey Quays Road
 London
 100 Montreal House Surrey Quays Road
 London
 95 Montreal House Surrey Quays Road
 London
 84 Montreal House Surrey Quays Road
 London
 Flat 59 Toronto House Surrey Quays
 Road
 Flat 56 Toronto House Surrey Quays
 Road
 Flat 48 Toronto House Surrey Quays
 Road
 Flat 41 Toronto House Surrey Quays
 Road
 Flat 23 Toronto House Surrey Quays
 Road
 272 Dovecote House Water Gardens
 Square London
 222 Dovecote House Water Gardens
 Square London
 214 Dovecote House Water Gardens
 Square London
 Unit A3 Toronto House Surrey Quays
 Road
 169 Montreal House Surrey Quays Road
 London
 130 Montreal House Surrey Quays Road
 London
 110 Montreal House Surrey Quays Road
 London
 44 Montreal House Surrey Quays Road

London	London
34 Montreal House Surrey Quays Road	60 Montreal House Surrey Quays Road
London	London
20 Montreal House Surrey Quays Road	Flat 46 Toronto House Surrey Quays
London	Road
Flat 37 Toronto House Surrey Quays	Flat 35 Toronto House Surrey Quays
Road	Road
Flat 26 Toronto House Surrey Quays	Flat 5 Toronto House Surrey Quays
Road	Road
225 Dovecote House Water Gardens	241 Dovecote House Water Gardens
Square London	Square London
262 Dovecote House Water Gardens	Unit A Montreal House Surrey Quays
Square London	Road
109 Montreal House Surrey Quays Road	164 Montreal House Surrey Quays Road
London	London
236 Dovecote House Water Gardens	160 Montreal House Surrey Quays Road
Square London	London
Flat 14 Toronto House Surrey Quays	159 Montreal House Surrey Quays Road
Road	London
61 Montreal House Surrey Quays Road	144 Montreal House Surrey Quays Road
London	London
58 Montreal House Surrey Quays Road	136 Montreal House Surrey Quays Road
London	London
19 Montreal House Surrey Quays Road	132 Montreal House Surrey Quays Road
London	London
Flat 28 Toronto House Surrey Quays	117 Montreal House Surrey Quays Road
Road	London
Unit A2 Toronto House Surrey Quays	96 Montreal House Surrey Quays Road
Road	London
205 Dovecote House Water Gardens	74 Montreal House Surrey Quays Road
Square London	London
38 Montreal House Surrey Quays Road	59 Montreal House Surrey Quays Road
London	London
147 Montreal House Surrey Quays Road	55 Montreal House Surrey Quays Road
London	London
54 Montreal House Surrey Quays Road	45 Montreal House Surrey Quays Road
London	London
46 Montreal House Surrey Quays Road	36 Montreal House Surrey Quays Road
London	London
153 Montreal House Surrey Quays Road	26 Montreal House Surrey Quays Road
London	London
119 Montreal House Surrey Quays Road	17 Montreal House Surrey Quays Road
London	London
111 Montreal House Surrey Quays Road	8 Montreal House Surrey Quays Road
London	London
10 Montreal House Surrey Quays Road	4 Montreal House Surrey Quays Road
London	London
5 Montreal House Surrey Quays Road	Flat 54 Toronto House Surrey Quays

Road
 Flat 39 Toronto House Surrey Quays
 Road
 Flat 21 Toronto House Surrey Quays
 Road
 242 Dovecote House Water Gardens
 Square London
 Flat 57 Toronto House Surrey Quays
 Road
 122 Montreal House Surrey Quays Road
 London
 30 Montreal House Surrey Quays Road
 London
 134 Montreal House Surrey Quays Road
 London
 65 Montreal House Surrey Quays Road
 London
 Flat 25 Toronto House Surrey Quays
 Road
 Flat 10 Toronto House Surrey Quays
 Road
 Flat 7 Toronto House Surrey Quays
 Road
 157 Montreal House Surrey Quays Road
 London
 151 Montreal House Surrey Quays Road
 London
 149 Montreal House Surrey Quays Road
 London
 133 Montreal House Surrey Quays Road
 London
 Flat 4 Toronto House Surrey Quays
 Road
 91 Montreal House Surrey Quays Road
 London
 88 Montreal House Surrey Quays Road
 London
 83 Montreal House Surrey Quays Road
 London
 78 Montreal House Surrey Quays Road
 London
 48 Montreal House Surrey Quays Road
 London
 40 Montreal House Surrey Quays Road
 London
 31 Montreal House Surrey Quays Road
 London
 9 Montreal House Surrey Quays Road
 London
 Flat 49 Toronto House Surrey Quays
 Road
 Flat 31 Toronto House Surrey Quays
 Road
 226 Dovecote House Water Gardens
 Square London
 215 Dovecote House Water Gardens
 Square London
 213 Dovecote House Water Gardens
 Square London
 138 Montreal House Surrey Quays Road
 London
 Flat 2 Toronto House Surrey Quays
 Road
 Flat 62 Toronto House Surrey Quays
 Road
 Flat 6 Toronto House Surrey Quays
 Road
 167 Montreal House Surrey Quays Road
 London
 127 Montreal House Surrey Quays Road
 London
 39 Montreal House Surrey Quays Road
 London
 204 Dovecote House Water Gardens
 Square London
 89 Montreal House Surrey Quays Road
 London
 41 Montreal House Surrey Quays Road
 London
 25 Montreal House Surrey Quays Road
 London
 124 Montreal House Surrey Quays Road
 London
 63 Montreal House Surrey Quays Road
 London
 Flat 12 Toronto House Surrey Quays
 Road
 221 Dovecote House Water Gardens
 Square London
 Unit A1 Toronto House Surrey Quays
 Road
 152 Montreal House Surrey Quays Road
 London
 115 Montreal House Surrey Quays Road
 London
 114 Montreal House Surrey Quays Road

London	London
86 Montreal House Surrey Quays Road	126 Montreal House Surrey Quays Road
London	London
75 Montreal House Surrey Quays Road	106 Montreal House Surrey Quays Road
London	London
70 Montreal House Surrey Quays Road	82 Montreal House Surrey Quays Road
London	London
66 Montreal House Surrey Quays Road	15 Montreal House Surrey Quays Road
London	London
64 Montreal House Surrey Quays Road	13 Montreal House Surrey Quays Road
London	London
28 Montreal House Surrey Quays Road	Flat 38 Toronto House Surrey Quays
London	Road
14 Montreal House Surrey Quays Road	Flat 17 Toronto House Surrey Quays
London	Road
1 Montreal House Surrey Quays Road	Unit C Toronto House Surrey Quays
London	Road
Flat 52 Toronto House Surrey Quays	Unit C Montreal House Surrey Quays
Road	Road
Flat 50 Toronto House Surrey Quays	143 Montreal House Surrey Quays Road
Road	London
Flat 29 Toronto House Surrey Quays	141 Montreal House Surrey Quays Road
Road	London
Flat 11 Toronto House Surrey Quays	Flat 1 Toronto House Surrey Quays
Road	Road
Flat 9 Toronto House Surrey Quays	123 Montreal House Surrey Quays Road
Road	London
201 Dovecote House Water Gardens	107 Montreal House Surrey Quays Road
Square London	London
Rear Of Room Quays Unit A2 Toronto	105 Montreal House Surrey Quays Road
House Surrey Quays Road	London
47 Montreal House Surrey Quays Road	102 Montreal House Surrey Quays Road
London	London
29 Montreal House Surrey Quays Road	77 Montreal House Surrey Quays Road
London	London
12 Montreal House Surrey Quays Road	53 Montreal House Surrey Quays Road
London	London
108 Montreal House Surrey Quays Road	50 Montreal House Surrey Quays Road
London	London
68 Montreal House Surrey Quays Road	42 Montreal House Surrey Quays Road
London	London
Flat 24 Toronto House Surrey Quays	37 Montreal House Surrey Quays Road
Road	London
49 Montreal House Surrey Quays Road	32 Montreal House Surrey Quays Road
London	London
Unit B Montreal House Surrey Quays	24 Montreal House Surrey Quays Road
Road	London
161 Montreal House Surrey Quays Road	23 Montreal House Surrey Quays Road

London
 Flat 45 Toronto House Surrey Quays
 Road
 Flat 40 Toronto House Surrey Quays
 Road
 Flat 34 Toronto House Surrey Quays
 Road
 Flat 27 Toronto House Surrey Quays
 Road
 Flat 22 Toronto House Surrey Quays
 Road
 235 Dovecote House Water Gardens
 Square London
 232 Dovecote House Water Gardens
 Square London
 211 Dovecote House Water Gardens
 Square London
 146 Montreal House Surrey Quays Road
 London
 Flat 36 Toronto House Surrey Quays
 Road
 101 Montreal House Surrey Quays Road
 London
 142 Montreal House Surrey Quays Road
 London
 223 Dovecote House Water Gardens

Square London
 43 Montreal House Surrey Quays Road
 London
 158 Montreal House Surrey Quays Road
 London
 137 Montreal House Surrey Quays Road
 London
 121 Montreal House Surrey Quays Road
 London
 116 Montreal House Surrey Quays Road
 London
 92 Montreal House Surrey Quays Road
 London
 71 Montreal House Surrey Quays Road
 London
 Flat 51 Toronto House Surrey Quays
 Road
 Flat 30 Toronto House Surrey Quays
 Road
 254 Dovecote House Water Gardens
 Square London
 264 Dovecote House Water Gardens
 Square London
 261 Dovecote House Water Gardens
 Square London

Re-consultation: A complete re-consultation was undertaken.

Appendix 5: Consultation responses received

Internal services

Design and Conservation Team [Formal]
 Ecology
 Environmental Protection
 Highways Development and Management
 Section 106 Team
 Urban Forester
 Design and Conservation Team [Formal]
 Ecology
 Environmental Protection
 Section 106 Team
 Urban Forester
 Archaeology
 Design and Conservation Team [Formal]
 Local Economy
 Ecology
 Environmental Protection
 Flood Risk Management & Urban Drainage
 Transport Policy
 Urban Forester
 Waste Management

Statutory and non-statutory organisations

Metropolitan Police Service (Designing O
 Environment Agency
 Great London Authority
 Historic England
 Metropolitan Police Service (Designing O
 Transport for London

Neighbour and local groups consulted:

18 Quebec Way London SE16 7ER
 Flat 11 Cout Court Worgan Street
 London
 26 Toronto House Surrey Quays Road
 London

100 Pall Mall London SW1Y 5NQ
 York House 45 Seymour Street London
 58 Lower Road London SE16 2TU

