

Planning Committee (Major Applications) A

Tuesday 3 October 2023 6.30 pm Ground Floor Meeting Room G02 - 160 Tooley Street, London SE1 2QH

Membership Reserves

Councillor Richard Livingstone (Chair)
Councillor Kath Whittam (Vice-Chair)
Councillor Sam Dalton
Councillor Nick Johnson
Councillor Sarah King
Councillor Reginald Popoola
Councillor Cleo Soanes

Councillor John Batteson
Councillor Sam Foster
Councillor Jon Hartley
Councillor Portia Mwangangye
Councillor Margy Newens
Councillor Emily Tester

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: Gerald Gohler on 020 7525 7420 or email: gerald.gohler@southwark.gov.uk

Members of the committee are summoned to attend this meeting **Althea Loderick**

Chief Executive

Date: 25 September 2023





Planning Committee (Major Applications) A

Tuesday 3 October 2023
6.30 pm
Ground Floor Meeting Room G02 - 160 Tooley Street, London SE1 2QH

Order of Business

Item No. Title Page No.

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** 1 - 6

To approve as a correct record the minutes of the meeting held on 18 July 2023.

6. DEVELOPMENT MANAGEMENT

7 - 11

- 6.1. ZONE G, CANADA WATER MASTERPLAN, SURREY 12 244
 QUAYS ROAD, LONDON SE16 7LL
- 6.2. CANADA WATER MASTERPLAN LAND BOUNDED BY 245 334 LOWER ROAD (WEST), REDRIFF ROAD (SOUTH), QUEBEC WAY (EAST), SURREY QUAYS ROAD AND CANADA WATER DOCK (NORTH) AND SITE AT ROBERTS CLOSE, LONDON, SE16
- 6.3. 25 MANDELA WAY, LONDON SE1

To follow.

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."

Date: 25 September 2023



Planning Committee (Major Applications)

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 (major applications) 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.

Please note:

Those wishing to speak at the meeting should notify the constitutional team by email at ConsTeam@southwark.gov.uk in advance of the meeting by **5pm** on the working day preceding the meeting.

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

Contacts: General Enquiries

Planning Section

Environment, Neighbourhoods and Growth

Tel: 020 7525 5403

Planning Committee Clerk, Constitutional Team

Governance and Assurance

Tel: 020 7525 7420



Planning Committee (Major Applications) A

MINUTES of the Planning Committee (Major Applications) A held on Tuesday 18 July 2023 at 6.30 pm at Ground Floor Meeting Room G02 - 160 Tooley Street, London SE1 2QH

PRESENT: Councillor Richard Livingstone (Chair)

Councillor Kath Whittam (Vice-Chair)

Councillor Sam Dalton Councillor Nick Johnson Councillor Sarah King

Councillor Portia Mwangangye (Reserve)

Councillor Cleo Soanes

OTHER MEMBERS PRESENT:

Councillor Richard Leeming

_

OFFICER Colin Wilson (Head of Strategic Development)

SUPPORT: Nagla Stevens (Deputy Head of Law)

Dipesh Patel (Manager Strategic Applications)

Sonia Watson (Team Leader Major Applications Team)
Richard Craig (Team Leader, Design and Conservation)
Matt Harris (Team Leader, Design Conservation and

Transport)

Philip Ridley (Senior Planning Officer)

Ciara Lester (Planning Officer) Andrew Jones (BPS consultant) Tom Mason (BPS consultant)

Gerald Gohler (Constitutional Officer)

1. APOLOGIES

There were apologies for absence from Councillor Reginald Popoola.

2. CONFIRMATION OF VOTING MEMBERS

Those members listed as present above 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 addendum report which had been circulated before the meeting.

4. DISCLOSURE OF INTERESTS AND DISPENSATIONS

There were none.

5. MINUTES

RESOLVED:

That the minutes of the Planning Committee meeting held on 29 March 2023 and the minutes of the meeting of Planning Committee (Major Applications) A held on 6 June 2023 be approved as correct records and signed by the chair.

6. 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.
- 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.

The chair announced that due to the large amount of public interest, item 6.2 would be heard first.

6.2 DULWICH PICTURE GALLERY, GALLERY ROAD, LONDON, SOUTHWARK SE21 7AD

Planning Application Numbers: full planning application (23/AP/1156) and listed building consent (23/AP/1157).

Report: see pages 144 to 202 of the main agenda pack.

PROPOSAL: Erection of a new building to house a Children's Picture Gallery, erection of a single storey extension to the Gallery Cottage, closure of an existing access and creation of a new access point from Gallery Road with associated landscaping, bin storage and bicycle storage and installation of a ground source heat pump. (associated LBC ref: 23/AP/1157)

The chair announced that while the committee would be hearing the two applications together, it would be making a separate decision on each.

The committee heard the officer's introduction to the report. Members put questions to officers.

There were no objectors wishing to speak.

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

There were no supporters living within 100 metres of the development site who wished to speak.

Councillor Richard Leeming addressed the committee in his capacity as a ward councillor and responded to questions put by members of the committee.

The committee put further questions to officers and discussed the application. Members also asked for clarifications from the applicant's representatives. The meeting then took a short recess from 8:45pm to 8:49pm to consider standard conditions which had been circulated.

A motion to grant full planning application for application number 23/AP/1156 was moved, seconded, put to the vote and declared carried.

RESOLVED:

That planning permission be granted, subject to the standard conditions listed in Appendix A to these minutes, and an additional condition requiring a management plan to be submitted and approved by officers which is to include the number of school visits. This additional condition will also require the development to comply with the requirements of the approved management plan.

Reasons:

The committee recognised the harm to the Metropolitan Open Land (MOL) by reason of inappropriate development to which it gave significant weight as required by national, regional and local policies.

The committee also assessed the impact of the proposed development on the openness of the MOL and on the preservation of its openness. Members of the committee discussed the loss of one percent of MOL which would be caused by the erection of a permanent building. In the committee's opinion, this one-percent loss will nevertheless make 35% of the MOL more publicly accessible. Members therefore concluded that the openness will be preserved.

In addition to this, very special circumstances exist which outweigh the harm to the MOL. These are economic, social and environmental in nature:

- the continued, beneficial operation of the gallery
- the provision of extra facilities for children and local schools
- the creation of three jobs on the site
- increased access by the public to the MOL
- additional planting of hedgerows and trees, including mature trees
- increased accessibility for disabled people and cyclists.

These very special circumstances are the reasons for overturning the officers' recommendation to refuse planning permission, and for granting planning permission as set out above.

A motion to grant listed building consent (application number: 23/AP/1157) was moved, seconded, put to the vote and declared carried.

RESOLVED:

That listed building consent be granted subject to the conditions set out in the report.

The meeting then adjourned for a comfort break from 8:53pm to 9:01pm. At this point, Councillor Cleo Soanes gave her apologies and left the meeting.

6.1 LAND AT 19, 21 AND 23 HARPER ROAD, 325 BOROUGH HIGH STREET AND 1-5 AND 7-11 NEWINGTON CAUSEWAY, LONDON SE1 6AW

Planning Application Number: 23/AP/0479

Report: see pages 15 to 143 of the main agenda pack and pages 1 to 12 of the addendum report.

PROPOSAL: Demolition of existing buildings and redevelopment to provide a mixed-use development comprising 444 purpose-built student residential rooms (Sui Generis), 5x 1 bedroom and 3x 2 bedroom affordable residential dwellings (Use Class C3), 1,850 employment floorspace (Use Class E(a) and (g)), in a building of 2 to 11 storeys together with access, cycle parking, hard and soft landscaping and other associated works.

The committee heard the officer's introduction to the report and addendum report. Members put questions to officers.

There were no objectors wishing to speak.

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

There were no supporters living within 100 metres of the development site, or ward councillors, wishing to speak.

The committee discussed the application.

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

RESOLVED:

- 1. That planning permission be granted, subject to the conditions set out in the report and addendum report, referral to the Mayor of London, and the applicant entering into an appropriate legal agreement by no later than 1 December 2023.
- 2. That in the event that the requirements of (1.) are not met by 1 December 2023, the director of planning and growth be authorised to refuse planning permission, if appropriate, for the reasons set out at paragraph 302 of the report.

The meeting ended at 9.36 pm.
CHAIR:

Item No. 6.	Classification: Open	Date: 3 October 2023	Meeting Name: Planning Committee (Major Applications) A	
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.
- 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 committees. The matters reserved to the planning 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 Levelling Up, Housing and Communities 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

Assistant Chief Executive – Governance and Assurance

- 12. A resolution to grant planning permission shall mean that the director of planning and growth 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 and growth 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 and growth 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 assistant chief executive – governance and assurance, and which is satisfactory to the director of planning and growth. 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 assistant chief executive – governance and assurance. 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.
- 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 the Southwark Plan which was adopted by the council in February 2022. The Southwark Plan 2022 was adopted after the London Plan in 2021. For the purpose of decision-making, the policies of the London Plan 2021 should not be considered out of date simply because they were adopted before the Southwark Plan 2022. London Plan policies should be given weight according to the degree of consistency with the Southwark Plan 2022.
- 16. The National Planning Policy Framework (NPPF), as amended in July 2021, is a relevant material consideration and should be taken into account in any decision-making.
- 17. Section 143 of the Localism Act 2011 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.
- 18. "Regulation 122 of the Community Infrastructure Levy regulations (CIL) 2010 as amended, 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."
- 19. 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.

BACKGROUND DOCUMENTS

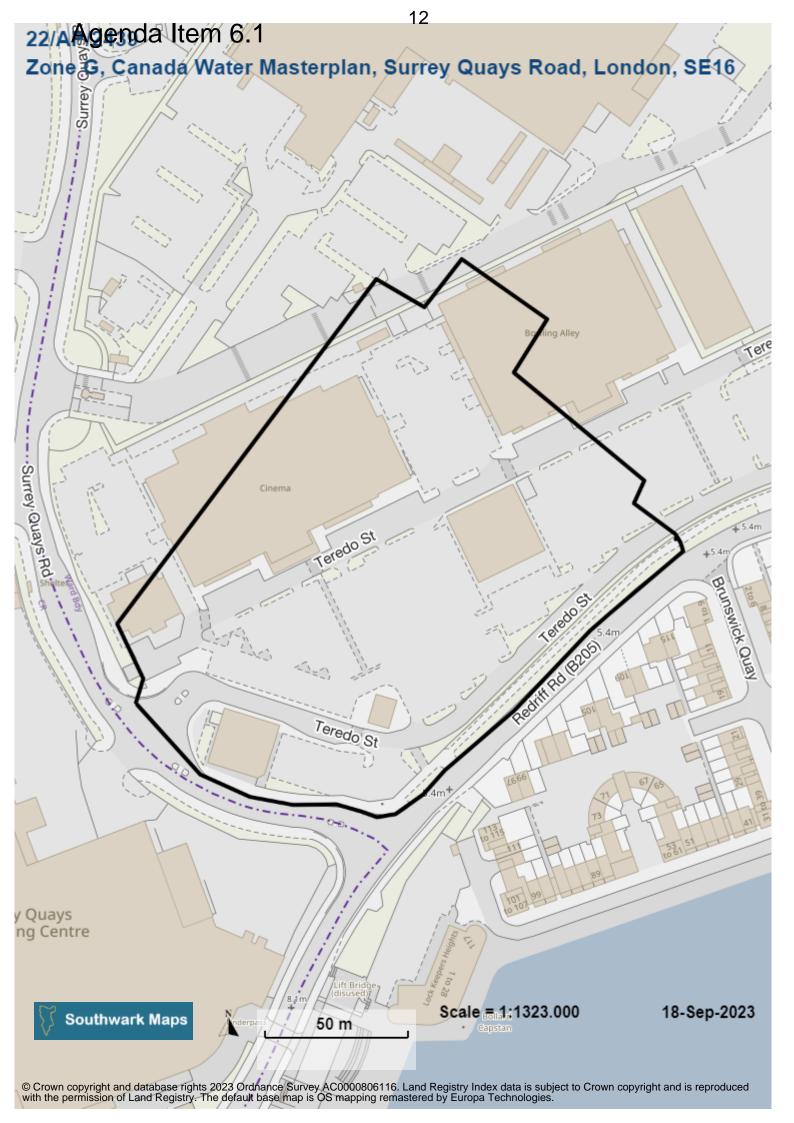
Background Papers	Held At	Contact
Council assembly agenda 23 May 2012	Constitutional Team 160 Tooley Street London SE1 2QH	Virginia Wynn-Jones 020 7525 7055
Each planning committee item has a separate planning case file		Planning Department 020 7525 5403

APPENDICES

No.	Title
None	

AUDIT TRAIL

Lead Officer	Chidilim Agac	Chidilim Agada, Head of Constitutional Services				
Report Author	Gerald Gohler	Gerald Gohler, Constitutional Officer				
	Nagla Stever	ns, Deputy Head of La	aw (Planning and			
	Development))	· · ·			
Version	Final					
Dated	20 Septembe	r 2023				
Key Decision?	No					
CONSULTAT	ION WITH OTH	HER OFFICERS / DIRE	CTORATES /			
	CABIN	NET MEMBER				
Officer Title		Comments sought	Comments included			
Assistant Chief	Executive -	Yes	Yes			
Governance and	Assurance					
Director of Pl	anning and	No	No			
Growth	Growth					
Cabinet Member		No	No			
Date final report sent to Constitutional Team 20 September 2023						



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Item No. 6.1	Classification: Open	Date: 3 October 2023	Meeting Nam Planning Con (Major Applic	nmittee	
Report title:	•	nagement planning a 2439 for: Approval of	• •	ters	
	Address: Zone G, Canada W SE16 7LL	Vater Masterplan, Sur	rey Quays Roa	ad, London,	
	Proposal: Details of all Reserved Matters (Access, Appearance, Landscaping, Layout and Scale) pursuant to hybrid planning permission reference 18/AP/1604 (dated 29 May 2020) in respect of Zone G of the Canada Water Masterplan comprising a comprehensive mixed-use development which includes residential accommodation in five buildings (Class C3) above a retail superstore (Class A1) and town centre car park and ancillary retail floorspace (Class A1-A5), together with disabled car parking, cycle parking, landscaping, public realm, plant and associated works.				
	Canada Water Ma	This application is pursuant to hybrid planning permission for the Canada Water Masterplan ref. 18/AP/1604 dated 29th May 2020, which was accompanied by an Environmental Statement.			
Ward(s) or groups affected:	Surrey Docks				
From:	Director of Planning and Growth				
Application S	Application Start Date 08.08.2022 Application Expiry Date 07.11.2022				
Earliest Deci	Earliest Decision Date 20.06.2023 Extension of Time End Date N/A				

RECOMMENDATIONS

- 1. That planning permission be granted for all Reserved Matters (Access, Appearance, Landscaping, Layout and Scale) relating to Development Zone G of hybrid planning permission 18/AP/1604 subject to the additional conditions and informatives as set out in the draft recommendations at Appendix 1; 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 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
- 4. 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
- 5. That the planning committee in making their decision has due regard to the potential Equalities impacts that are outlined in this report.

EXECUTIVE SUMMARY

- 6. The application subject of this report covers the 1.71 hectare corner site immediately north of the junction of Surrey Quays Road and Redriff Road known as Development Zone G within the Canada Water Masterplan (CWM).
- 7. This is a Reserved Matters Application (RMA) following the grant of Outline Planning Permission (OPP) for the CWM. The Development Zone G RMA proposal consists of a replacement large format supermarket which is proposed to be operated by Tesco and five residential buildings above (Buildings A to E) set around a private landscaped podium. There will be ancillary flexible retail/workspace floorspace at the ground floor of the Development Zone to activate pedestrian routes.
- 8. The development will provide a total of 384 units/1207 habitable rooms of which 40% (by unit)/ 42% (by habitable room) will be affordable. A total of 10% of

40% (by unit)/ 42% (by habitable room) will be affordable. A total of 10% of the dwellings will be wheelchair adaptable or accessible. The mix of dwelling sizes follows the OPP criteria:

- 3% studio units equating to 13 units all private tenure (maximum allowed 10%)
- 36% 1 bedroom equating to 156 units (no minimum or maximum specified for this Zone
- 61% 2+ bedrooms equating to 274 units (Minimum required 60%)
- 20% 3+ bedrooms equating to 77 units (Minimum required 20%)
- 9. The proposal would provide 532 car parking spaces to serve the supermarket and wider town centre including 33 blue badge parking bays, 20 parent and child spaces and 6 click and collect bays. A total of 768 long-stay and 132 short-stay cycle parking spaces are proposed.

- 10. The finalised proposal follows a series of pre-application and postsubmission discussions, as a result of which improvements were secured in respect of the detailed design.
- 11. While the main public concerns regarding the height, scale and design of the buildings are noted, all blocks would be within the height limitations established by the Parameter Plans approved as part of the OPP (noting that a minor increase in height was permitted to Block E to accommodate the lift overrun as approved under application 23/AP/1454, a non-material amendment). As expanded on in the main body of this report, the blocks would achieve an appropriate urban scale without appearing overly dominant in the streetscene or at odds with the scale or character of the existing built context. This has been achieved by using architectural devices such as setback upper storeys to modulate the massing. The detailed design would bring further refinements to the massing: robust and high quality finishes would give the buildings solidity and permanence, while the carefully detailed facades would embed rhythm, depth and richness.
- 12. The development would deliver a significant number of new residential units, including a number of larger family homes in affordable tenures, which is strongly supported by both development plan policies and the requirements of the OPP. These homes would benefit from a high standard of amenity with good internal layouts, natural light and outlook. High quality private and communal amenity space would be provided. The number and tenure of dwellings to be delivered is a significant positive benefit of the proposal.
- 13. A large landscaped communal podium is proposed which would accommodate a range of well designed spaces including play facilities for all age groups, various seating areas, allotments and a variety of soft landscaping/planting. The podium garden would be a significant positive benefit for future residents.
- 14. The proposal responds positively to transport and sustainability policies and there would be no significant harm to neighbour amenity. The land uses proposed, quantum's of development, heights, design and general arrangement conform to the documents approved under the OPP.
- 15. It should be noted this Reserved Matters Application is bound by the Section 106 legal agreement and conditions attached to the Outline Planning Permission 18/AP/1604. Subject to the appropriate mitigation secured by the conditions and s106 obligations attached to the OPP, together with the additional recommended conditions to control servicing and operational impacts as well as compliance with detailed sustainability strategies, the proposal is in line with the objectives of the Masterplan and compliant with development plan policies.

PLANNING SUMMARY TABLES

Housing										
Homes	Private Homes	Private HR	Private Wheelchair Units		Aff.SR HR	Aff.SR Wheelchair Units	Aff.Int Homes		Aff.Int Wheelchair Units	Homes Total (% of total)
Studio	13	26	-	-	-	-	-	-	-	13 (3%)
1 bed	92	219	10	28	62	3	5	10	-	138 (36%)
2 bed	100	327	9	26	116	4	11	58	6	156 (41%)
3 bed	26	130	-	27	144	1	17	115	6	77 (20%)
Total (as %)	231 (60%)	702 (58%)	19 (5%)	81 (21%)	322 (27%)	8 (2%)	33 (9%)	183 (15%)	12 (3%)	384

Commercial						
Use class and description	Existing GIA*	Proposed GIA	Change +/-			
E (a) to (f) [Retail/financial]	13,082 sqm	76,121 sqm including parking and plant	+63,039			
Employment	Existing no.	Proposed no.	Change +/-			
Operational jobs	1380 jobs (not FTEs) as last known in 2017	645 jobs for Tesco (transferred from existing store) 26 non tesco jobs	- 1,345 on this partic ular plot but increa sed emplo yment opport			

		unities
		create
		d
		across
		the
		wider
		site

Parks and child play space				
	Existing area	Proposed area	Change +/-	
Public Open Space	None	None	0 – although public open spaces are provided in other areas of the CW masterpl an (for example in the propose d new park adjacent to Zone G)	
Additional Amenity Space	None	6,536	+ 6,536	
Play Space	None	1,939 sqm	+ 1,939 sqm	

Carbon Savings and Trees			
Criterion	Details		
1	51 % improvement on Part L of Building Regs 2021		

Trees lost	3		
Trees gained*	76	+73	

^{*} The s106 Agreement includes an obligation to retain 49 trees or groups of trees across the Masterplan as well as a tree planting strategy to ensure that 658 new trees (canopy cover of 39,433 sq.m) are planted across the Masterplan.

Greening, Drainage and Sustainable Transport Infrastructure				
Criterion	Existin g	Propose d	Change +/-	
Urban Greening Factor	N/A	0.42	+0.42	
Greenfield Run Off Rate	N/A	Restricte d to greenfield run off rate 8.9 l/s/ha for the proposed scheme		
Green/Brown Roof Coverage	N/A	382sqm	+ 382 sqm	
Electric Vehicle Charging Points	N/A	106	+106	
Cycle parking spaces	N/A	927	+927	

CIL and Section 106 (or Unilateral Undertaking)		
Criterion	Total Contribution	
CIL (estimated)	£12,930,929.90	
MCIL (estimated)	£3,920,232.73	
Section 106 Contribution	N/A (CWM-wide sum secured within OPP)	

BACKGROUND INFORMATION

Site description and its role within the Canada Water Masterplan

16. The CWM covers a site area of 21.27 hectares and includes Surrey Quays Shopping Centre, Surrey Quays Leisure Park and the Harmsworth Quays

- Printworks, as well as the former Rotherhithe Police Station, Dock Office Courtyard and a parcel of land on Roberts Close.
- 17. The shopping centre and parts of the leisure park are still in operation and there are a range of interim uses taking place across the Masterplan site including a music and entertainment use in the former Printworks building, TEDI University, Global Generation Paper Garden Charity, Life Science labs and a variety of 'pop-up' sports, retail and entertainment uses within the town centre.
- 18. Permission was granted to British Land in May 2020 for the Masterplan scheme, which envisages the complete transformation of the Canada Water core area, creating a major new town centre with a diverse mix of jobs, shops, homes, leisure activities and cultural facilities. The Masterplan scheme is subdivided into a series of Zones, A to M, each containing one or more buildings and open spaces. Plot K1 (79 affordable dwellings to managed by Southwark Council) is ready for occupation, construction is underway on Zones A1, A2 and The Dock,, the UKPN substation is nearing completion and a range of enabling works are being undertaken across Zones F and H.
- Reserved Matters Applications have been approved for Canada Dock, Zone
 F, Zone H and Zone L as well as for new roads and areas of public realm
 within the site.
- 20. The OPP was granted subject to various parameter plans which establish the maximum parameters within which future buildings and spaces can come forward, such as the maximum building height, minimum and maximum building lines, basement extents and permitted uses for each Masterplan Zone. These parameters are contained in the Development Specification and Parameter Plans which were approved as part of the overall permission. In addition, the Design Code documents set out the detailed design principles against which any subsequent Reserved Matters Application should be assessed.
- 21. Zone G is located in the central section of the Masterplan area towards the southern boundary adjacent to Redriffand Surrey Quays Road.

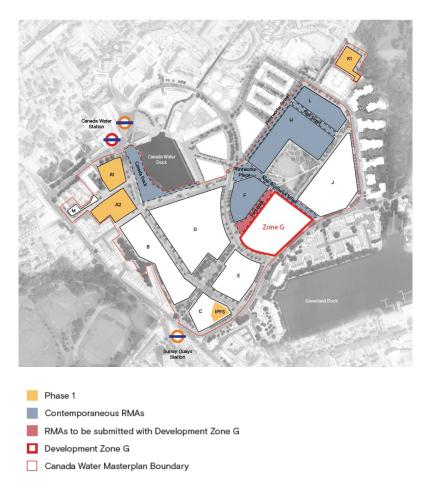


Image above: Plan of the CWM and component development zones.

22. In terms of its role within the CWM, the Development Specification requires Zone G to provide a large quantum of retail, housing and parking (to serve the supermarket and wider town centre).

Site surroundings and relevant designations

- 23. Zone G is bounded to the northeast by Zone H (the former Printworks) which has the benefit of a planning approval for commercial redevelopment in the existing building known as Plot H1/H2 (with development in Plot H3 unknown at this stage), by the proposed Park and Zone J to the east (currently the Paper Garden, Tedi Campus and Life Science Labs lie to the east, these are meanwhile uses/buildings), by Zone F to the northwest which has the benefit of a planning permission for a mixed commercial and residential development, by Surrey Quays Road to the west with mixed use development Zones D and E beyond and by RedriffRoad to the south.
- 24. On the opposite side of RedriffRoad are the existing residential developments of Brunswick Quay, a 3 storey terraced residential development.













Image above: Photographs of the existing site and CGIs of the approved RMAs for adjacent plots

- 25. The following designations apply to the application site:
 - Urban Density Zone;
 - Canada Water Opportunity Area;
 - Canada Water Action Area;
 - Canada Water Major Town Centre;
 - Strategic Cultural Area;
 - The Rotherhithe Area Vision;
 - Southwark Plan Site Allocation 78 (Harmsworth Quays, Surrey Quays Leisure Park, Surrey Quays Shopping Centre and Robert's Close);
 - Canada Water Strategic Heating Area;
 - Rotherhithe, Surrey Docks, South Bermondsey and North Bermondsey Multi-Ward Forum Area;
 - Article 4 Direction restricting changes of use from Class E to residential;
 - Flood Zone 2;
 - Air Quality Management Area;
 - Community Infrastructure Levy Charging Zone 2; and
 - Hot Food Takeaway Primary School Exclusion Zone.
- 26. In respect of heritage designations, the application site contains no listed structures and is not within a Conservation Area. The nearest Conservation Area, 'St Marys Rotherhithe', is some distance from the application site being circa 700 metres away to the northwest at its closest point.

- 27. Within 750 metres of the site are the following listed buildings:
 - The turntable and machinery of the former swing road bridge [Grade II], located approximately 140 metres to the southwest;
 - Former Dock Manager's Office and 1-14 Dock Offices [Grade II], located approximately 470 metres to the northwest;
 - Swedish Seamen's Mission [Grade II] at 120 Lower Road, located approximately 450 metres to the southwest; and
 - London Hydraulic Power Company Former Pumping Station [Grade II], located approximately 570 metres to the northwest.
- 28. Circa 300 metres to the west is Southwark Park, a registered Park and Garden. The designated Open Water Spaces of Canada Water Basin and Greenland Dock are both nearby.

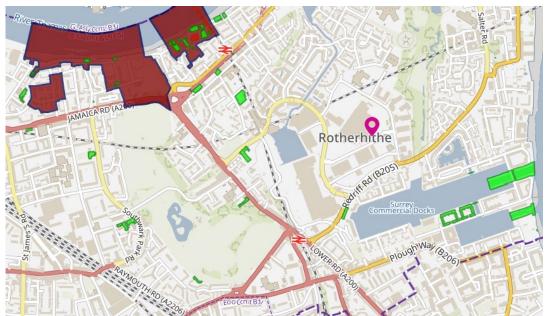


Image above: Map to show conservation areas (brown) and listed structures (green)

- 29. The site is not within any of the London Strategic Viewing Corridors or the Borough Views defined by the New Southwark Plan. The site is outside an Archaeological Priority Zone (APZ).
- 30. Zone G contains a total of 32 trees or groups of trees.
- 31. Public Transport Accessibility Levels vary dramatically across the peninsula; the areas within the town centre boundary have a high, 4-6 level. This level drops off as you move further towards the river, and away from the key transport hubs. Development Zone G is currently PTAL4-5 but will become 5-6a once the CWM is implemented.

32. The primary road network that connects the peninsula is formed by the A200 (Jamaica Road and Lower Road), and the A101 which includes the Rotherhithe Tunnel. The B205 is formed in part by Redriff Road and in part by Salter Road, and it provides the secondary road network loop around the peninsula.

The B205 links Jamaica Road in the north east corner of Southwark Park with Lower Street at Surrey Quays Station. Surrey Quays Road forms an important secondary vehicular connection joining Lower Road with Redriff Road, past Canada Water Station. It provides a key service route with access to the existing Surrey Quays Shopping Centre service area.

- 33. Canada Street is a tertiary street however (unlike other local tertiary streets which are predominantly cul-desacs) it does link to Quebec Way and so provides an alternative connection to Redriff Road and the B205.
- 34. The site is within the Rotherhithe and Surrey Docks CPZ.

Details of proposal

Overview

- 35. This application seeks approval of all five reserved matters in respect of Zone G pursuant to the Outline Planning Permission (OPP).
- 36. For clarity, these reserved matters are:
 - 'Access' the accessibility to and within the site for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network:
 - 'Appearance' the aspects of a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture;
 - 'Landscaping' the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated;
 - 'Layout' the way in which buildings, routes and open spaces within the Development are provided, situated and orientated in relation to each other and to buildings and spaces outside the Development; and
 - 'Scale' the height, width and length of each building proposed within the Development in relation to its surroundings.

- 37. The proposal is for five predominantly residential blocks named A, B, C, D and E. Together, these would provide 384 dwellings. Below the landscaped garden there is a 3 storey equivalent commercial podium comprising predominantly a large format supermarket with smaller commercial units wrapping around the northern edge at ground floor level and the town centre car park in the basement.
- 38. The total proposed development area will be 82,507m2 Gross External Area (GEA) comprising:
 - 20,724m2 GEA basement, car parking and plant
 - 12,406 GEA Class A1 Retail (Tesco and smaller units)
 - 44,098m2 GEA Class C3 residential area.
 - 5,279m2 GEA plant and parking for residential
- 39. A single storey basement covers the entire plot and also extends beneath newly formed unadopted streets of Park Walk and New Brunswick Street as well as small section underneath the proposed new park. The basement will provide 542 replacement town centre car parking spaces and will house plant rooms serving the whole mixed-use development as well as space for ventilation equipment for the basement car park. The taxi drop off bay is also located within the basement.
- 40. The principle of a full basement extending under Plot G and into the surrounding public realm areas was established under the OPP. There is already a condition attached to the OPP to secure submission of a Basement Impact Assessment.

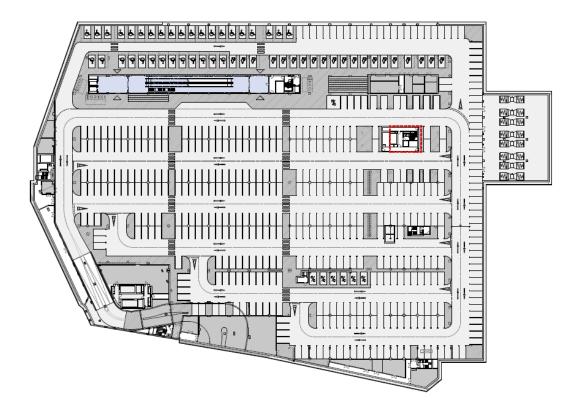


Image above: Proposed basement layout



Image above: Site diagram showing the arrangement of five blocks above the 3 storey podium supermarket and car park with storeys annotated

41. A principal design guideline for this plot is to maximise the amount of active frontage around its perimeter. This will be achieved by locating the main store entrance onto the prominent corner with Surrey Quays Road, providing independent commercial units with frontage onto Park Walk and New Brunswick Street and locating residential entrances around all edges of the plot. Six residential entrances (feeding five residential buildings) are distributed around the Development Zone G perimeter. These are easily identifiable as they are either expressed as double height openings or have prominent canopies differentiating them from the adjacent fenestration.

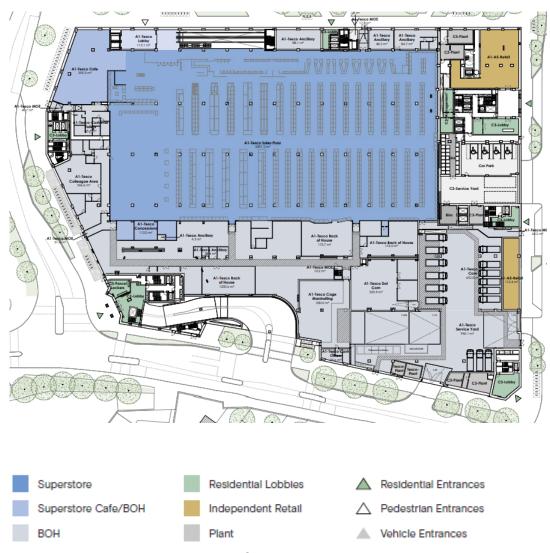


Image above: Proposed ground floor plan

Residential element

42. Buildings A and E are arranged as deck access typologies, ensuring all the homes are dual aspect. Building B is a central corridor block with two cores located on Park Walk. Buildings C and D are arranged as compact central core typologies.

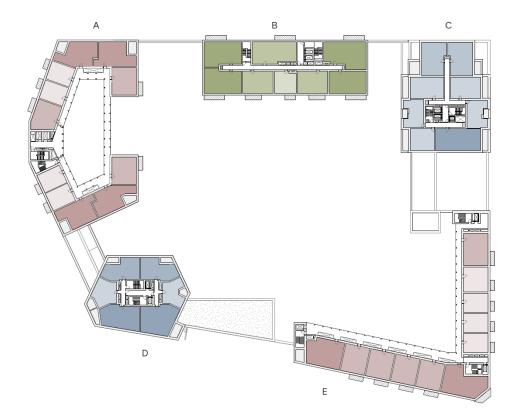


Image above: Typical residential plan showing position of each residential block

Landscaping, public space and greening

Trees

43. This RMA seeks the removal of 30 trees within the plot (as approved by the OPP) and three additional trees to be removed along Redriff Road to facilitate the access junction to the basement Town Centre Car Park. Three new trees are proposed to be provided further along Redriff Road to compensate for this unforeseen loss at detailed design stage. There are 6 existing trees that will be retained and 9 new trees to be planted (including the 3 previously mentioned) at street level. Schedule 7 to the Section 106 Agreement stipulates that the Applicant cannot implement the Development Plot until a Tree Planting On-Site Plan has been submitted to the Council and the Council has approved this. The Applicant will submit the Tree Planting On-Site Plan in due course. Significant planting including 70 new trees is proposed at podium level.

Communal amenity, play and public space

44. This application proposes a large podium communal garden above the superstore. The podium has been designed to accommodate a range of play spaces for all age groups as well as areas of shared communal space. Ground floor units would have private gardens opening onto the podium.

Biodiverse roofs and Urban Greening Factor

45. Biodiverse roofs are proposed to four buildings, a biodiverse roof is not proposed for Building B as this building will accommodate a roof top energy centre to serve the development. In total, 2,500 square metres of biodiverse roof would be provided. The proposal exceeds the policy target for UGF (achieving 0.41).

Planning history of the application site and nearby sites

46. Appendix 4 sets out in detail the full planning history for the site as well as details of relevant applications on adjoining or nearby sites.

Pre-application engagement and mid-application amendments

- 47. This application was submitted following detailed pre-application discussions both as part of the Outline proposal and then subsequently as part of the detailed reserved matters pre app process. The applicant has made various amendments to the scheme design over the course of time. Specific amendments for the supermarket include reducing the amount of car parking to be provided (Tesco would usually expect circa 700 spaces for a store of this size), an increase the extent of active frontage for this Zone to be 66% of the total perimeter (an increase from 50%) and amendments to enhance the pedestrian experience along RedriffRoad. In respect of the residential element detailed pre applications discussions influenced the design evolution in terms of massing, layout, detailed design and articulation of the blocks, standard of amenity in respect of flat layouts and landscaping proposals for the podium.
- 48. The proposal also evolved in response to feedback from the Design Review Panel, more details of which are provided in a later part of this report. During this iterative process, the Council issued a formal response letter. Although the letter was confidential at the time of issue, in accordance with the Council's commitment to ensuring all information relevant in the determination of a planning application is made publicly available, the response letter has been published on the Planning Register. The letter should be referred to if any further information is required about the pre-

application process.

49. During the assessment of this application it became necessary to amend the proposal, principally because of changes to fire safety guidance in respect of having two stair cases per core for escape purposes. The changes since the original submission are summarised below.

Residential Building A (Use Class C3 – social rented block)

- Building footprint reduced to be under 900 sqm GIA.
- A one-bedroom apartment has been removed at each level.
- A three-bedroom apartment has been reduced to a two-bedroom apartment on each level.
- A second fire escape stair has been introduced.
- Loss of 7 apartments in total (affordable tenure).
- Amended residential layouts.

Residential Building B (Use Class C3 – intermediate block)

- Building footprint reduced to be under 900 sqm GIA.
- Two one-bedroom apartments have been removed at each level.
- A second fire escape stair has been introduced.
- The street fenestration has been adjusted.
- Loss of 11 apartments in total (affordable tenure).
- Amended residential layouts.

Residential Building C (Use Class C3 – private block)

- A second stair has been introduced within the core.
- The building footprint has increased in length to accommodate this.
- Below podium plant rooms and amenity spaces have been redesigned.
- Gain of 1 apartment (private tenure).

Residential Building D (Use Class C3 – private block)

- Change of tenure from Intermediate to Private
- A redesign of the core to introduce a second stair.
- The building footprint has increased in width to accommodate this.
- Massing and fenestration adjusted.
- Car park lift removed.
- Loss of a ground floor retail unit.
- Gain of 1 apartment (private tenure).

Residential Building E (Use Class C3 – social rented block)

- All cores redesigned.
- Street fenestration adjusted.
- Loss of 20 apartments (affordable tenure).
- Amended residential layouts.
- Loss of ground floor retail unit.

- Ground floor plant rooms introduced along Redriff Road.
- Building height increased to accommodate lift overrun.

Retail superstore (Use Class A1) and Ancillary Retail (Use Class A1-A5)

- Minor amends to the Tesco store plan resulting in a slight reduction in floor area.
- Loss of two ground floor retail units below Buildings D and E resulting in the loss of area.
- Total loss of retail area at 250sqm GEA.

Public Realm / Podium Landscaping

- Minor changes to ground floor cycle parking
- Podium landscape area increased by 339 sqm, and design amended to reflect the changes to the building footprints at podium level.
- Increase in amount of communal amenity space by 367 sqm.
- Residential accessible car parking moved to the ground floor between Buildings C and E and into New Brunswick Street with a decrease from 11 to 6 spaces.

KEY ISSUES FOR CONSIDERATION

Summary of main issues

- 50. The main issues to be considered in respect of this application are:
 - Consultation responses from members of the public and local groups
 - Principle of the proposed development in terms of land use;
 - Conformity with Outline Planning Permission;
 - Environmental impact assessment;
 - Density;
 - Housing;
 - Quality of residential accommodation;
 - External amenity space and young people's play space;
 - Amenity impacts on nearby residential occupiers and surrounding area;
 - Design;
 - Public realm, landscaping and tress;
 - Green infrastructure, ecology and biodiversity;
 - Transport and highways
 - Environmental matters;
 - Energy and sustainability;
 - Digital connectivity infrastructure;
 - Planning obligations and Community Infrastructure Levies;
 - Community engagement and consultation responses and
 - Community impacts, equalities and human rights.

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

Legal context

- 52. 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 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires decision-makers determining planning applications 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.
- 53. 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.

Adopted planning policy

54. The statutory development plans for the borough comprise the London Plan 2021 and the Southwark Plan 2022. The National Planning Policy Framework 2021 is a material consideration but 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

Consultation responses from members of the public and local groups

- 55. Consultation with members of the public was conducted in August 2022 and then a further re-consultation in June 2023. Letters were sent to 299 local residents when the application was originally received, the application was advertised in the local press and numerous site notices were displayed.
- 56. The table below summarises the number of representations received:

Consultation responses: Summary table

No. of representations: 17

Of which:		
In objection: 14	Neutral: 2	In support: 1

57.

Objection Comments

- Development too high
- Development should be 3 storeys on RedriffRoad
- The proposal should be redesigned to move the taller blocks away from RedriffRoad
- Overdevelopment

Conflict with local plan

- Loss of light
- Loss of privacy
- Noise nuisance
- Disturbance during construction
- Subsidence due to the large basement

Officer Response

- The proposals accords with the height parameters approved at Outline stage as well as the quantum of development for this Zone.
- For the reasons
 demonstrated in this report
 the proposal is considered
 to successfully optimise
 development of the site. It
 will deliver a significant
 quantum of much needed
 housing including
 affordable housing as well
 as the retail store in a
 series of high quality
 buildings without causing
 harm to the amenity of
 existing residents.
- The proposal is in accordance with the Outline Planning Permission and development plan policies for reasons sets out in full in this report
- The impact of the development upon the amenity of existing residents in terms of loss of light and overshadowing was assessed at Outline

stage using a maximum building jelly mould. The detailed proposals sit comfortably within that jelly mould and as such any impact on light is in accordance with the impacts deemed to be acceptable at Outline stage.

- For the reasons discussed in this report the proposal is not considered to have an adverse impact on existing residents by way of loss of privacy or noise nuisance. This is largely due to the distance to be retained between the proposed development and the nearest existing neighbours on the southern side of RedriffRoad together with the sensitive design of the scheme and conditions to control noise.
- There will be some impacts of noise and disturbance during construction, albeit temporary. However, adverse impacts will be managed and minimised as much as possible through a Construction Management Plan (already secured as requirement in the s106 agreement).
- The Outline Permission allows for a full basement under Zone G.

Increase in traffic

- The proposal accords with the Outline Permission in terms of quantum of development, proposed land uses and car parking to be provided. The anticipated vehicle movements fall within the traffic modelling data undertaken at Outline stage. The proposed Tesco store is to be relocated from its current location at Canada Water but with a lower provision of parking. The residential element will be car free except for limited disabled parking and deliveries will be consolidated. As such it is not considered that the proposal would result in an unacceptable increase in traffic.
- It is recognised that the relocated store and car park will be accessed via RedriffRoad rather than Surrey Quays Road but this accords with the Outline Permission

Increase in pollution

- For the reasons set out in the relevant sections of this report the proposal is not considered to result in increased air or noise pollution.
- Inadequate public transport provision
- This site is located in a high PTAL area benefiting from Canada Water and Surrey Quays Stations in close proximity as well as good bus services. It is recognised that new

- RedriffRoad should be redesigned to accommodate a cycle lane
- The TfL bike hire scheme should be extended further.
- The vehicle entrance to the car park should move to Surrey Quays Road
- The supermarket needs a greater provision of mobility scooter parking, disabled spaces and taxi bays
- The car parking should not offer free parking as this will encourage car use – charges should apply

- development will place additional pressure on those services. However, significant contributions towards public transport improvements were secured as part of the OPP.
- There is the potential for RedriffRoad to incorporate a cycle lane in the future. With this in mind the proposals for Plot G were designed to take account of a future cycle lane forming part of the carriageway. The proposed access and egress points would not compromise the delivery of the cycle lane or cause harm in respect of the safety of cyclists
- The access to the car park accords with the approved Outline parameters – at Outline stage it was demonstrated that this is the most appropriate location for the access/egress to the car park. The RMA proposals have further demonstrated that the car park can be accessed safely and without causing unacceptable impacts on the highway network.
- A taxi drop off is provided in the basement car park, a significant quantum of disabled parking spaces are also proposed in the basement

- Inadequate infrastructure to support the scheme
- The proposal accords with the Outline Permission in terms of quantum of development and proposed land uses. At Outline stage a detailed assessment of the impact of the masterplan redevelopment on existing infrastructure (schools/doctors/communit y uses) was undertaken. The socio economic chapter of the ES demonstrated the likely impact on existing infrastructure and this helped to inform the level of mitigation deemed to be necessary to ensure that additional demand could be accommodated. A significant package of benefits has been secured in the s106 agreement for the OPP.
- Inadequate public consultation undertaken by the Developer
- As discussed in detail in this report British Land has engaged with local residents and businesses in an appropriate and proportionate way using a variety of methods and forums.
- General dislike of the proposal
- Trees along RedriffRoad should be retained and more is needed in respect of ecology
- Most of the trees along RedriffRoad will be retained and a significant number of new trees will be planted. The tree planting strategy on this Zone accords with the tree retention and planting

strategy approved for the masterplan site. Overall there will be a significant increase in tree planting at Canada Water.

- The proposed landscaping includes various ecological features as discussed in detail in this report.
- The cumulative impacts with other neighbouring developments needs to be taken into account
- The Environmental Statement considers the cumulative impact of the redevelopment of the masterplan site together with relevant neighbouring developments for a variety of matters (design/socio economic impact, transport, amenity impacts). Furthermore at the time of agreeing detailed Construction Management Plans it will be necessary to consider the cumulative impacts with any developments being constructed at the same time).
- There is already anti social behaviour in this area – this needs to be addressed
- This proposal has been designed to reduce anti social behaviour through a variety of passive measures such as activating street frontages at ground floor, providing passive surveillance from upper floors, good lighting, appropriate planting. In addition British Land will manage the site from a safety and security perspective.

- The loss of the cinema, bowling and bingo is not good for the area

 these facilities should be replaced
- Secure by Design Officers have endorsed the proposal.
- The loss of the existing
 uses is covered in detail in
 this report. The Outline
 Permission allows for the
 redevelopment of the
 leisure park and therefore
 it would not be reasonable
 to resist the current RMA
 on this basis. The
 applicant is required to
 seek re-provision of the
 cinema if an operator can
 be secured as discussed
 in detail later in this report.
- The podium garden should be public
- The podium garden is a communal amenity space for residents. It is required to serve the significant number of dwellings (including family dwellings) that will be provided by this development. Opening it to the public would create safety and security issues as there is no direct access from the street. However, there are a number of public amenity spaces being delivered by the masterplan redevelopment including a new public park located adjacent to this Zone, the dock edge and in the future a new town square.

Support comments

 Support the scheme but public access to the platform garden should be secured

Principle of the proposed development in terms of land use

Relevant policy designations

- 58. 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.
- 59. The site is located within AV.15 Rotherhithe Area Vision of the Southwark Plan 2022. This states that development in Rotherhithe should:
 - create a new destination around the Canada Water Dock that 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;
 - provide retail space 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 which 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;
 - deliver a range of flexible employment spaces, including premises suitable for smaller businesses; and
 - improve roads, pavements and cycleways, particularly the local environment around Albion Street and Lower Road.

- 60. The site lies within a wider area covered by Southwark Plan Site Allocation 81. The allocation states that development of the site must provide:
 - retail uses; and
 - a new health centre (Class E[e]) of approximately 2,000m2; and
 - new education places for 14-19 year olds (Class F.1[a]); and
 - new homes (Class C3); and
 - enhanced public realm and civic space; and
 - employment floorspace (Class E[g] and Class B); and
 - leisure uses.
- 61. It also states the development of the site may provide:
 - student accommodation (Sui Generis);
 - new visitor accommodation (Class C1);
 - extra care housing (Class C2); and
 - leisure, arts, culture or community uses.
- 62. In terms of design guidance the allocation states "The Canada Water vision is to transform Canada Water into a new 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".
- 63. Harmsworth Quays provides an opportunity to expand the town centre eastwards to incorporate uses and activities that will reinforce the town centre, create jobs and boost the local economy. Development on these sites will be expected to maximise the amount of employment space and its contribution to the regeneration of the town centre.
- 64. Site Allocation 81 should accommodate improved walking routes to Canada Water Station and to public open spaces, with redevelopment enhancing Canada Water Basin for people and wildlife. Redevelopment should provide links to existing cycle routes and proposed Cycle Super Highway.

OPP principle, current land uses and proposed losses

65. The approved Development Specification allows for the following range and quantum of uses within Zone G

Development Zone	Use Class	Zone B GEA SQ M	Zone C GEA SQ M	Zone D GEA SQ M	Zone E GEA SQ M	Zone F GEA SQ M	Zone G GEA SQ M	Zone H GEA SQ M	Zone J GEA SQ M	Zone L GEA SQ M	Zone M GEA SQ M	Zone N GEA SQ M	Zone P GEA SQ M	MAXIMUM GEA CAP BY USE (SO M)
Retail	A1-A5	9,000	2,800	32,700	6,600	3,700	21,700	5,300	3,000	800	400	500	150	86,650
Workspace	81	41,500	27,600	75,300	19,000	33,500	5,000	67,600	1,500	11,500	-	- 82	- 1	282,500
Hotel	C1	- 0		7,500	-		-	-	107.0	170		-	-	7,500
Assisted Living	C2	-	-	-	3,700		15,500	14,400	20,200	9,700	-	24	-	35,700
Residential	C3	27,300	23,000	34,700	13,600	57,700	44,200	41,200	57,700	27,600	4,500	-	-	331,500
Community Facilities	D1	4,600	-	4,600	2,900	33,500	5,000	-	4,000	4,000	700	-	150	45,650
Leisure/ Cultural	D2	-	-	20,000	7,500	7,500	-	25,000	-	-	-	-	-	51,500*
Night Club	Sui Generis		*	1,500	-			1,500	3.53				-	1,500
Student Accommodation	Sui Generis	27,300	23,000			31,200	30,000					-	-	50,300
Energy Centre	Sui Generis	2,000	2,000	•	•					•			- 1	2,000
Primary Sub- Station	Sui Generis		35		3,000	*	-	•		3,000			-	3,000
Multi-Storey Car Park	Sui Generis	(-	17,200	-	17,200	-	-		0.40	0.40	(2)	(e	-	17,200
Petrol Filling Station	Sui Generis	- 2	3,000	-	3,000	-	-		-			-	-	3,000
Transport Infrastructure (potential second entrance to SQ Station)	Sui Generis	500	-	-		÷	-	1.51	35.53	(ē)	(#8)	500	-	500
Flexible Events Space	Sui Generis	-		5,000			-						-	5,000
Parking and Plant	-	10,200	7,300	30,400	10,500	8,000	31,000**	18,400	13,700	3,400	400	250	200	133,750
Public Toilets	Sui Generis	1.7		*		*	*			•		-	-	500***
MAXIMUM GEA CAP PER ZONE (SQ M) (excluding public toilets, parking and plant)		76,000	48,900	159,800	36,600	89,900	65,900	82,500	60,700	29,800	5,200	750	150	
TOTAL MAXIMUM GEA CAP (SQ M)	656	200					_1							
(excluding public toilets, parking and plant)	030,	200												

- 66. The proposed quantum and range of uses sits comfortably within the approved Development Specification for the Zone G. Specifically;
 - Total proposed development area excluding parking and plant 56,504m2
 - 26,003m2 parking and plant
 - 12.406m2 retail
 - 44,098m2 GEA Class C3 residential area.
- 67. One of the primary objectives for Development Zone G is to relocate the superstore (which is proposed to be operated by Tesco using their 'Tesco Extra' format) maintaining employment and amenity within the local area. 532 town centre car parking space will be re-provided within the Development Zone G basement.
- 68. Decanting the store and the 'at grade' parking will release land to enable the new town centre development to proceed.
- 69. The principle of relocating the supermarket together with a significant amount of parking was established by the OPP. As shown in the image below a similar quantum of car parking will be re-provided but in a more compact form and within a basement thus reducing the impact upon public realm and

releasing land for alternative development which will enhance the town centre. Providing the parking within a basement and building residential development above the supermarket represents a sustainable and efficient use of the land available.



Image above: Figure above: Image above to show existing land uses in blue relocated to a more compact footprint in Plot G

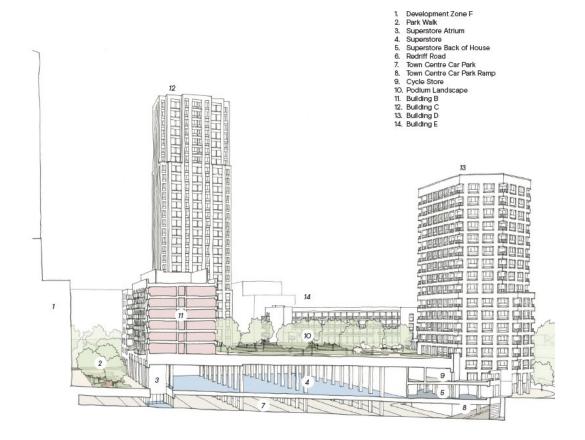


Image above: Perspective section showing the vertical arrangement of parking, retail unit, podium gardens and dwellings

Existing Land Uses

- 70. Zone G occupies a portion of the Surrey Quays Leisure Park currently comprising the existing Odeon, Frankie & Benny's, Pizza Hut and Hollywood Bowl as well as a large open car park. Frankie and Benny's has been closed for some time (a commercial decision for the company not connected to the redevelopment proposals).
- 71. Reserved Matters Approval has been granted for detailed development in Zone F (21/AP/4712) which would result in the loss of the Odeon Cinema and partial demolition of the building and part of the surface level car park. The redevelopment of Zone G would see the remainder of the retail park and all facilities on it demolished.
- 72. The OPP establishes the acceptability of the demolition of the Odeon cinema and bingo hall. However, the OPP s106 agreement contains an obligation that the cinema be re-provided. The applicant is required to deliver a cinema of a similar or reduced size to the existing, as the final design would respond to the needs of operators in the current market, recognising that many newer cinemas have fewer screens but larger seats and offer a wider food and drink component.
- 73. The cinema could be delivered within either Development Zone H, F, D or E (the approved RMA for Zones H and F do not include cinema provision so the two remaining Zones with allocations for leisure/cultural floorspace would be Zone D and E, both of which will be located at the heart of the new town centre where it would be appropriate to deliver a large quantum of commercial, cultural and leisure facilities). Due to the phasing of the works, the need to respond to market demand, and the flexibility allowed within the OPP for the applicant to bring forward Zones in any order, the continuity of cinema provision cannot be ensured, so there may be a period of some years between the existing cinema closing and a new permanent cinema being provided.
- 74. The s106 obligation requires the Developer to use all reasonable endeavours to secure a future cinema operator for a new premises before they demolish the existing Odeon. They are required to submit evidence of marketing and negotiations to the Council for scrutiny as part of this process. The obligation does allow for demolition of the existing cinema in the event that the Developer is unable to secure a new operator. It would not be reasonable to prevent the redevelopment progressing by preventing demolition of the existing cinema if the Developer is genuinely unable to secure a future operator.

- 75. The Developer has been proactively seeking to secure an operator but the evidence submitted to date demonstrates that this is not achievable at the present time. However, the Developer remains committed to securing the future provision of a cinema as part of the redevelopment and officers will robustly scrutinise this process as part of the s106 legal obligation.
- 76. Unfortunately, post-pandemic cinema operators are still in significant financial distress and have not recovered from a loss of audience to streaming services. The big operators are carrying significant debt and are seen as high risk and are not looking to expand. In the current economic climate we are likely to see the situation worsen. However, this matter will remain under review as the redevelopment of the town centre progresses.
- 77. In respect of the bingo hall the s106 obligates the Developer to give the existing occupier first refusal as a tenant should they choose to re-provide a bingo hall as part of the leisure offer within the masterplan.
- 78. Concerns regarding loss of the existing culture and leisure facilities have been duly considered. However, it would not be reasonable to refuse RMA for redevelopment of the existing leisure park as this has been approved in principle as part of the OPP. Furthermore RM approvals has been granted for Zone F which included redevelopment of the cinema site.
- 79. British Land are seeking to develop a successful, vibrant town centre with a range of uses and; successful leisure and cultural facilities will be key to the long term success of Canada Water as a place to live, work and enjoy. The OPP includes an allowance for cultural and leisure uses in Zones D, E, F and H of the Masterplan. It is anticipated that the redevelopment of Zone D which lies at the heart of the town centre will see the delivery of a significant quantum of cultural and leisure uses which would accord with the parameters approved at Outline stage. Furthermore it has now been confirmed that British Land are intending to redevelop part of the former Printworks building for a cultural and entertainment venue and an application is likely to be submitted for this by the end of 2023.
- 80. Whilst it is acknowledged that this application (together with the RMA previously approved for Plot F) would result in the loss of the existing cinema and bingo hall officers are satisfied that sufficient controls are in place to ensure that in the future Canada Water will benefit from an enhanced leisure offer as appropriate for a regenerated town centre.
- 81. As part of a meanwhile use a former restaurant unit within this part of the masterplan site was converted into low-cost workspace (Thrive) comprising meeting rooms, makerspace and a business support hub which sought to provide local residents with access to free professional business advice and mentoring, networking events and start-up training workshops. Planning permission was granted under reference 18/AP/1942 for this meanwhile use.

British Land were the applicant for the meanwhile use which forms part of their strategy for working with local communities to create employment opportunities. The temporary planning permission expired on 23rd August 2023 and 'Thrive' moved into a unit within the shopping centre, where it is currently operating.

82. This RMA complies with the quantum and range of land uses allowed by the OPP, and as the demolition of the cinema and bingo hall was also approved as part of the OPP it would not be reasonable or appropriate to resist the development set out in this RMA.

Retail

- 83. London Plan and Southwark Plan policies support Zone G being developed for a mix of residential, commercial and community uses together with a large format superstore and town centre car park This RMA proposes a number of small units in flexible commercial/community use (Classes A1-A4, B1 and D1 of the Use Classes Order as it existed when the OPP was granted permission).
- 84. The principle of new Class A1 floorspace is established by the OPP, which applies a maximum cap of 21,700 square metres (excluding parking and plant) to Zone G.
- 85. 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 have already been secured within the s106 legal agreement attached to the OPP to which this RMA will be bound.
- 86. For the reasons set out above the proposed commercial (Class A1-A5) uses accord with the OPP and raise no new land use issues.

Residential use

- 87. London Plan Policy H1 (Increasing Housing Supply) identifies that councils should optimise housing delivery on suitable brownfield sites, particularly within Opportunity Areas.
- 88. Southwark Plan Policy SP1 (Homes for All) sets out the council's intention to build more homes of every kind in Southwark and to use every tool at the council's disposal to increase the supply of all different kinds of homes.
- 89. The aforementioned London Plan and Southwark Plan policies support in principle the redevelopment of Zone G for residential development. Furthermore, the proposed use and amount of development is allowed for within the approved Development Specification of the OPP, which requires

the applicant to deliver a minimum of 2,000 residential units across the CWM. The provision of 384 new residential units within Zone G, which will contribute to meeting this target, is strongly supported by both planning policy and the requirements of the OPP.

90. Subsequent parts of this report address in detail the matters of density, housing quantum, tenure mix, dwelling mix, wheelchair housing and quality of accommodation.

Land use summary

91. As discussed above, the proposal to deliver a scheme comprising 384 residential units (including 134 affordable units) together with 12,406 Sqm GEA Retail is consistent with the approved OPP and would meet the requirements of the relevant policies.

Conformity with outline planning permission

92. The proposed development is in compliance with the approved OPP and would accord with the development specification limitations in terms of quantum of development and land use as shown in the table below.

Land Use	Permitted Allowance (GEA sqm)	Overall Development Zone G Proposals (GEA sqm)				
Residential	44,200	44,098				
Retail	21,700	12,406				
Assisted living	15,500	-				
Workspace	5,000	-				
Community Facilities	5,000	-				
Student Accommodation	30,000	-				
Parking and Plant	31,000	26,003				
Total (excluding Parking and	65,900	56,504				
Plant)						
Total (including Parking and Plant)	96,900	82,507				

93. The proposed development would contain a high provision of affordable housing, deliver new retail facilities, and improve permeability and access to

- public space through the provision of new landscaped spaces and pedestrian routes.
- 94. The tenure and unit size mix is also in accordance with the OPP (discussed in more detail in the housing section below).
- 95. There were some aspects of the detailed design for Plot G which did not comply with the approved parameter plans and design codes. These areas of non-compliance were regularised by way of a non-material amendment applications (22/AP/2441 and 23/AP/1454). The non-material amendment applications approved the following:-
 - Minor increase in height to Building E to accommodate the lift overrun
 - An update to the Proposed Basement Extents Parameter Plan (in relation to car park vent under sailing connected with Development Zone G);
 - An update to the Proposed Servicing and Access Parameter Plan;
 - An update to Design Guideline MP3.5 (in relation to the Redriff Road building line)
 - An update to Design Guideline MP6.5 (in relation to the New Brunswick Street facade height)
 - A minor tweak to the facade walls on the north-east and north-west elevations
 - Relocation of the Development Zone P within the Park to bring the Pavilion and Vent Structure closer to Plot G

The plans submitted under this RMA for Plot G reflect the amendments approved under 22/AP/2441 and 23/AP/1454.

Environmental impact assessment

- 96. 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.
- 97. The OPP was considered to be EIA development. An assessment of the likely significant environmental effects of the Canada Water Masterplan was reported in an Environmental Statement (ES) co-ordinated by Waterman Infrastructure & Environment Ltd which accompanied the Outline planning application, submitted in May 2018. This original ES (May 2018) has subsequently been the subject of two ES Addenda (October 2018 and June 2019) and these three documents together comprise the Canada Water Masterplan ES. At the time of determination of the OPP the relevant regulations were the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (the '2011 Regs').

- 98. Condition 7 of the OPP requires each application for reserved matters to contain the information set out in the Reserved Matters Compliance Statement Checklist which includes the requirement for an Environmental Statement (ES) Statement of Conformity (SoC). An Environmental Statement of Conformity (ES SoC) is a document that considers the details of the relevant RMA and explains the conformity of those details with the conclusions of the environmental impact assessments reported in the Canada Water Masterplan ES.
- 99. RMAs have been approved for Development Zone F, Development Plots H1 and H2 of Development Zone H, Development Zone L and Canada Water Dock as well as proposed roads and areas of public realm within the Masterplan boundary. ES SoS were submitted for each of the RMAs which include buildings. Each ES SoS forms part of the CWM ES.
- 100. Two Non Material Amendment (NMA) applications (Ref: 22/AP/2441 and 23/AP/1454) to the Planning Permission have been approved under section 96A of the Town and Country Planning Act 1990 (as amended). The amendments include minor changes to the basement extent, servicing and access arrangements, maximum heights and two of the Design Guidelines. An ES SoC was prepared and submitted alongside the NMAs, to assist with confirming the non-material nature of the changes sought. As the ES SoC did not contain any further environmental information they do not form part of the CWM ES.
- 101. The works proposed by this RMA comprise demolition of all existing buildings and structures on site (including restaurants, bowling, bingo and cinema). The new development comprises residential accommodation in five buildings (Class C3) above a retail superstore (Class A1) and town centre car park and ancillary flexible retail floorspace (Class A1-A5), together with disabled car parking, cycle parking, landscaping, public realm, plant and associated works.
- 102. Enabling works and demolition are intended to commence in 2023 with the new development within Development Zone G being targeted for completion in 2027.
- 103. The RMA details for Zone G have been reviewed against the Canada Water Masterplan ES by Waterman and technical specialists who contributed, who confirm that the details conform with the assessment of effects previously undertaken and the mitigation proposed remains proportionate and relevant. The review has identified that the RMA details would not alter the likely significant residual effects previously identified within the approved Canada Water Masterplan ES. However, additional details have been provided for socio economics, wind, air quality, solar glare and light pollution to inform this ES SoC. This additional assessment work, which is relevant to the RMA

- details for Development Zone G, is submitted as 'further environmental information' to supplement the existing CWM ES.
- 104. A review of the cumulative assessments presented in the CWM ES has also been undertaken, including in light of the recently approved Canada Water Dockside (AIRE) Ref 21/AP/2655 proposal.
- 105. Set out below is a summary of the topics that were included in the Canada Water Masterplan ES and which the applicant has addressed in their ES SoC, including where applicable an overview of the additional environmental information and an assessment of their findings.
- 106. An EIS SoC Addendum was submitted to assess any impact of the proposed amendments to the scheme required to address updated fire regulations.

Socio economics

- 107. The effects of the Zone G RMA proposal on employment creation, housing, population, healthcare and education facilities and additional spending would accord with the OPP ES, as the proposed development would not alter the scale or significance of the socio-economic effects as previously identified. The demand for amenity space and playspace arising from Development Zone G is met (and exceeded) across this Development Zone. This is therefore in conformity with the assessment of effects set out in the submitted CWM ES and therefore the scale and significance of the effects remains valid. Housing quality, including provision of outdoor and play space, is dealt with in detail in a later part of this report.
- 108. Development Zone G proposes delivery of 12,158 sqm (GIA) of retail floorspace including a replacement supermarket. It is assumed that existing employment accommodated by the supermarket would be re-provided and therefore the jobs accommodated here are not considered within this assessment. Beyond the supermarket, Development Zone G proposes delivery of 469 sqm (GIA) of Class A1-A5 floorspace which would deliver between 19 and 26 jobs. As outlined in the ES SoS, alongside the other plots designed in detail, this falls within the ranges set out in the approved CWM ES across all scenarios.

Transportation and access

- 109. With regard to the topic of transportation and access, it is considered that there would be no significant or material change to the traffic data, road traffic-related noise and vibration effects. This is because:
 - the total floorspace proposed by the Zone G RMA lies within the maximum floorspace parameters;

- the total parking proposed falls within the numbers permitted by the OPP
- the data used for the approved ES and Transport Assessment remains appropriate; and
- the RMA brings forward the transport related mitigation previously identified.

Noise and vibration

- 110. With respect to noise and vibration, the OPP ES identified that the emissions from traffic and plant for Zone G would be insignificant. The RMA proposal remains consistent with this. Conditions 84, 96 and 97 of the OPP decision notice provide further neighbour amenity protection with regard to noise and vibration.
- 111. Appendix C of the ES SoS presents details of a Car Park Vent Fan Noise Assessment which demonstrates that the noise levels from the car park fans can achieve planning noise limits and can comply with LBS requirements and agreed noise limits. As such all plant proposed for Development Zone G (and in respect of the car park fans which will be brought forward for further approval in the future) will be designed in line with LBS requirements and agreed noise limits. This approach was agreed as part of the OPP, secured by way of planning condition and was assessed within Chapter 9 (Noise and Vibration) of the CWM ES. The assessment of effects presented within the CWM ES remains valid.
- 112. An application for a RMA in respect of the Park, including the Park Pavilion and the vent for the car park, has been submitted and will be reported as a separate agenda item (23/AP/0233). That application includes an ES SoS relating specifically to impacts arising from the vent.

Air quality

- 113. In terms of air quality an all-electric system is proposed with Development Zone G utilising air source heat pumps and photovoltaics which would not generate emissions to air. A back-up generator would be installed for emergencies. As the back-up generator would only be tested for approximately 15 hours a year the impact on local air quality would not be significant. An assessment of the effects of the emergency generator in combination with other emergency generators across the CWM has been undertaken (Appendix D). With abatement and using statistical analysis to calculate the likelihood of exceedence of the 1-hour mean nitrogen dioxide objective, the cumulative effect of the emergency generators on local air quality is considered insignificant.
- 114. Appendix E presents a qualitative assessment in respect of the proposed Development Zone G basement car park ventilation. This explains that the

- proposed ventilation of the basement car park via a ventilation extract within the Park to the north of Development Zone G is unlikely to have a significant effect on the local air quality (as it is at least 35m away from Development Zones F, G and J (sensitive receptors) and at a height over 2m to ensure adequate dispersion.
- 115. As discussed above a separate RMA in respect of the Park, including the Park Pavilion and the vent for the car park has been submitted and the ES SoS for that application addresses air quality impacts arising from the vent.
- 116. Air source heat pumps, which would provide the base heating and cooling load for Development Zone G, do not produce any emissions to air. In accordance with the Air Quality Neutral Consultation draft1 Development Zone G is considered to meet the building emissions benchmarks.
- 117. It is noted that in isolation, Development Zone G would not be air quality neutral as it includes the basement Town Centre Car Park. The Town Centre Car Park would not be solely for the users of Development Zone G, but instead provide car parking for users across the CWM.

Ground conditions

- 118. In terms of ground conditions, the submitted ES SoC confirms that baseline data and technical reports remain unchanged since the approval of the OPP. The basement depth and extent of Development Zone G is within the parameters sought for approval as part of the Development Zone G NMA (which is the subject of its own ES SoC) and the detailed RMA proposals would not alter the ground conditions effects assessed in the approved CWM ES. Therefore, it is considered that there would be no change to the effects and/or any mitigation previously identified within the OPP ES.
- 119. Each cumulative scheme across the CW masterplan and adjacent AIRE site will operate under a CEMP, or similar; and a Site Waste Management Plan will be in place and adhered to. Therefore, it is assumed that industry good practice with regard to construction site management will be followed in the cumulative schemes, as is the case for Development Zone G. Cumulative effects would therefore be expected to remain as reported in the CWM ES.
- 120. Development Zone G is anticipated to have an overall negligible to minor beneficial impact on the assumption that mitigation measures and good working practices are adhered to. Adverse cumulative impacts with regards to ground conditions, hydrology and ground contamination are not expected. The potential for contamination on each cumulative site would be identified, and further action taken as necessary to ensure the sites are 'suitable for use' in accordance with Part IIA of the Environmental Protection Act. The resulting cumulative impact taking into account the Canada Water Dockside

(AIRE) scheme would remain unchanged from that previously reported in the CWM ES.

Water resources and flood risk

- 121. There have been no changes to baseline flood risk data since production of the approved FRA and surface water runoff would be restricted and attenuated for both the plots and public realm. Runoff from the plots provides an improvement in runoff rates over the approved strategy. Water storage provision within Development Zone G is based on consumption of 105 litres per person per day. Low flow, water efficient showers, taps and WCs would be provided, and each residential property will be separately metered.
- 122. In light of the above, it is considered that there will be no change to the water resources and flood risk effects or mitigation previously identified within the approved CWM ES.

Ecology

- 123. Ecology has been discussed in detail in the latter sections of this report. The ES SoC confirms that an updated ground-based Preliminary Roost Assessment (PRA) of the buildings and trees for bats and search for invasive plant species, was undertaken on 1st March 2023.
- 124. The habitat types recorded within Development Zone G are commonly found locally and nationally and are not assessed to be of geographical importance or ones receiving legal protection. Furthermore, the Site provides limited opportunities for protected and notable faunal species. As a result, there are considered to be no changes to the likely significant ecology effects previously identified. The mitigation previously identified within the approved CWM ES therefore remains valid.
- 125. The updated Bat Roost Assessment concluded that overall the baseline conditions of the Site are not considered to have significantly changed from those conditions recorded as part of the 'Extended' Phase 1 Habitat Survey undertaken in April 2017 which was used to inform the assessment of effects as part of the May 2018 ES or from the conditions recorded during the Extended' Phase 1 Habitat Survey undertaken in June 2021 which was used to inform the June 2022 ES SoC. The only change recorded was a missing roof tile noted on the Frankie and Benny's building which offers a potential access point and roosting feature for bats. The building was assessed as offering low potential to roosting bats. In line with best practice guidelines this building will be subject to a single evening emergence or dawn re-entry survey during the bat active season (May to September) to determine the presence / likely absence of roosting bats.

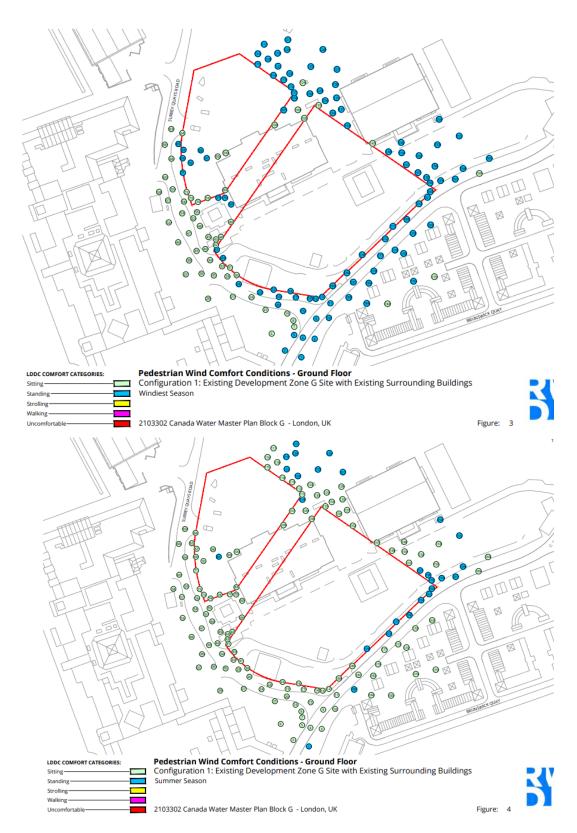
- 126. Although an additional emergence / re-entry survey will be required at the Frankie and Benny's building, the potential for roosting bats is not assessed to be significant and is not an Important Ecological Feature (IEF) for the following reasons:
 - The Frankie and Benny's building is of low bat roosting suitability only;
 - No roosting bats have been found during the emergence / re-entry surveys to date in areas within the wider CWM site; and
 - Should a bat roost be present, given the location of the Site it is likely
 to be of low conservation significance (i.e. it is likely to be a common
 urban species such as pipistrelles); numbers would be limited to a
 single or low number of bats; and the classification is likely to be a day
 roost rather than maternity roost.
- 127. Despite this, should a bat roost of conservation significance be recorded, a further assessment of bat roosts and the likely significant effects of the Development (demolition and construction and once operational) would be undertaken.
 - In light of the above, it is considered that there will likely be no significant change to the ecology effects or mitigation previously identified within the approved CWM ES and the June 2022 ES SoC.
- 128. The ecological features being incorporated into the RMA include provision of native species and species of benefit to biodiversity; enhanced green infrastructure; bird and bat boxes; and habitats for invertebrates.

Wind microclimate

129. The RMA details for Development Zone G would have a similar overall height and distribution of massing to that assessed in the Canada Water Masterplan ES and there would be no significant or material change to the wind flow patterns around the buildings or the volume of wind being displaced as a result. However, the RMA for Development Zone G provides detail relevant to determining the likely pedestrian uses within the Development including the introduction of pedestrian thoroughfares, entrance locations, ground level amenity spaces, podium amenity spaces and private balcony and terrace areas. The specifics of these pedestrian uses were not known when the assessment of the Outline Proposals, including Development Zone G, was undertaken, as presented in the CWM ES. As a result, in support of the RMA, a quantitative wind tunnel assessment of Development Zone G has been undertaken. Wind conditions at Development Zone G have been categorised using the Lawson Comfort Criteria and the predicted wind conditions compared against the intended pedestrian uses. This approach allows for the suitability of the proposals for the intended pedestrian uses to be assessed and where windier than suitable conditions identified, appropriate wind mitigation measures to be proposed.

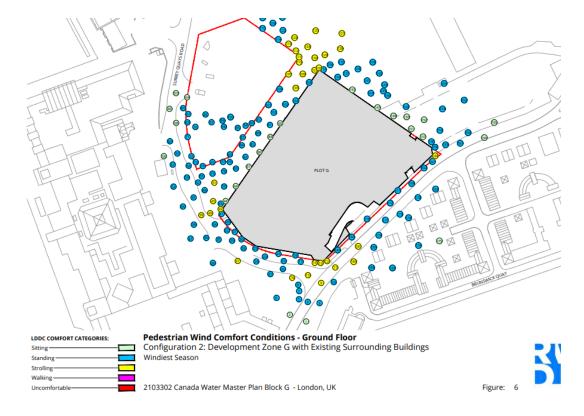
- 130. Wind conditions around Development Zone G have been assessed in eight configurations:
 - Configuration 1: Existing Development Zone G Site with Existing Surrounding Buildings;
 - Configuration 2: Development Zone G with Existing Surrounding Buildings;
 - Configuration 3: Development Zone G with Cumulative Surrounding Buildings (CWM Maximum Parameters for all other Development Zones) and Canada Water Sites C & E;
 - Configuration 4: Development Zone G with Existing Surrounding Buildings and Mitigation Measures;
 - Configuration 5: Development Zone G with Cumulative Surrounding Buildings (CWM Maximum Parameters for all other development zones) and Canada Water Sites C & E and Mitigation Measures;
 - Configuration 6: Development Zone G with Cumulative Surrounding Buildings (CWM Maximum Parameters for all other development zones) and Canada Water Dockside (AIRE);
 - Configuration 7: Development Zone G with Cumulative Surrounding Buildings (RMA details, including landscaping (as applied for) for Development Zones F, H, L and Dock Bridge) Canada Water Sites C & E; and
 - Configuration 8: Development Zone G with Cumulative Surrounding Buildings (RMA details, including landscaping (as applied for) for Development Zones F, H, L and Dock Bridge) and Canada Water Dockside (AIRE).

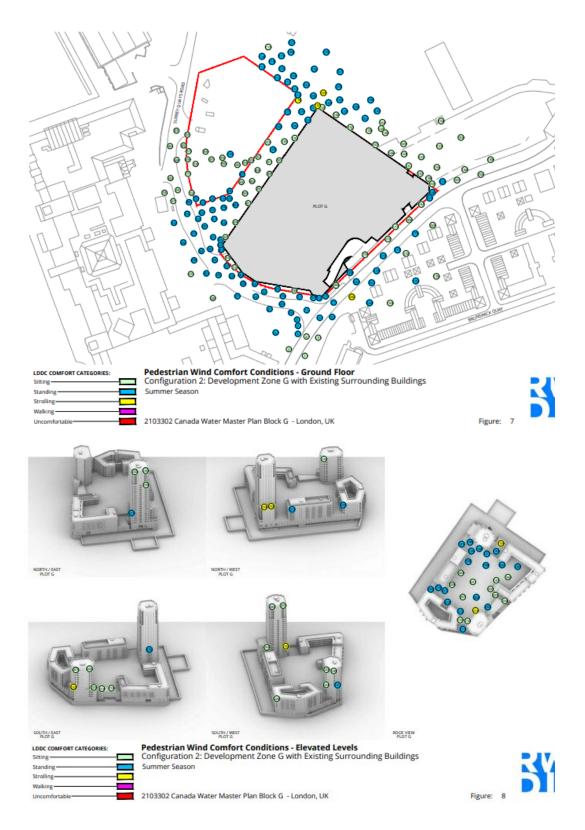
Configuration 1 is the baseline (existing) condition of the Site where wind conditions were found to be suitable for the intended uses and there are no locations with safety exceedances due to strong winds.



131. In Configuration 2, wind conditions would be windier than those presented in the CWM ES during the windiest season, due to the absence of the CWM Development Zones situated to the south-west and south of the Site which

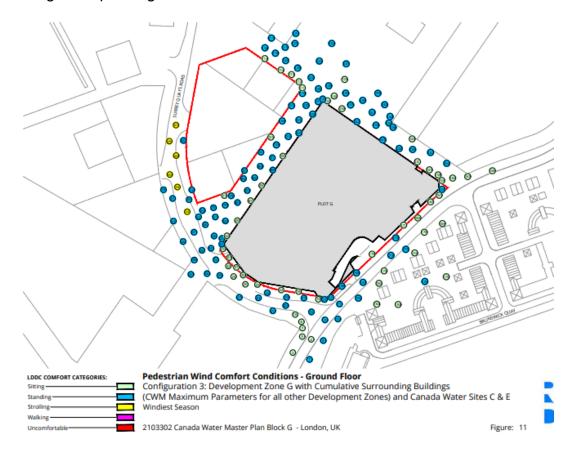
would offer substantial shelter to Development Zone G. Windier than suitable conditions around the Site and safety exceedances due to strong winds on some terraces would occur, necessitating mitigation. However, this scenario is extremely unlikely to exist in reality as RM approval has already been given for surrounding developments on Plot F and H and implementation of the wider Masterplan is progressing on site. In any event suitable conditions can be achieved for entrances, public realm (including at bus stops and crossings), on balconies and terraces subject to mitigation.





132. In Configuration 3, overall, the outcomes of the wind microclimate assessment of Development Zone G in the context of the CWM would remain as in the CWM ES, namely an insignificant effect. The introduction of the wider Canada Water Masterplan in Configuration 3 would result in calmer

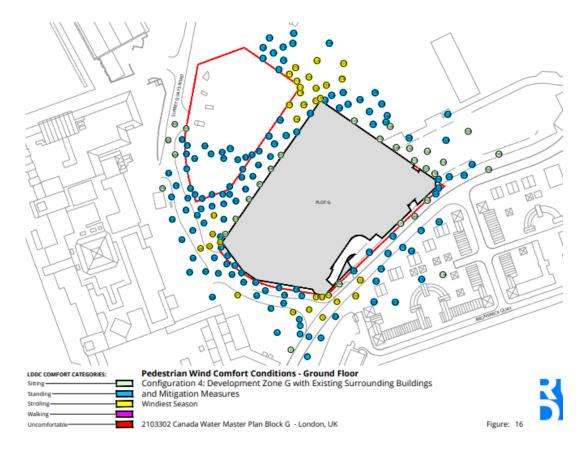
wind conditions around the Site. The only mitigation required would be for some seating areas on the podium. This can achieved through the detailed design and planting.





133. In Configuration 4, suitable conditions can be achieved for entrances, public realm (including at bus stops and crossings), on balconies and terraces

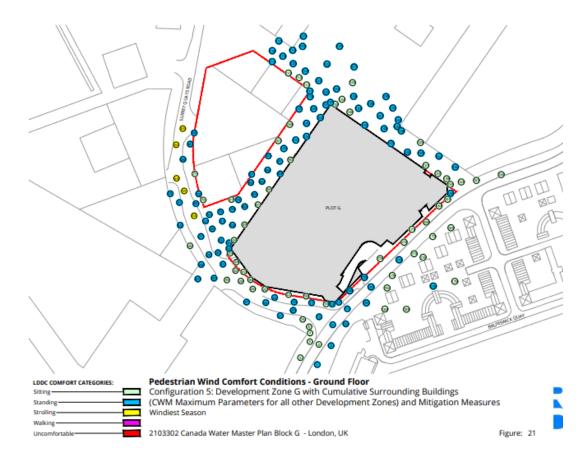
subject to mitigation. Such mitigation would only be necessary as a temporary solution whilst proposed surrounding buildings are built out.

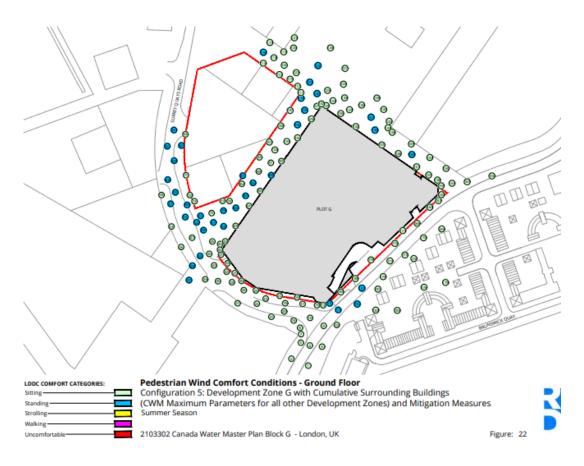




134. Due to the significant amount of shelter provided by the rest of the masterplan, wind conditions would be greatly improved to that with the

existing surrounding buildings. Therefore, it would be expected that the majority of the mitigation measures can be considered temporary, with the exceptions being around terrace level seating provisions. Nevertheless, the inclusion of these mitigation measures around Development Zone G in context of the cumulative surrounding buildings, as presented in Configuration 5, would result in suitable wind conditions around the Site, representing an insignificant effect.





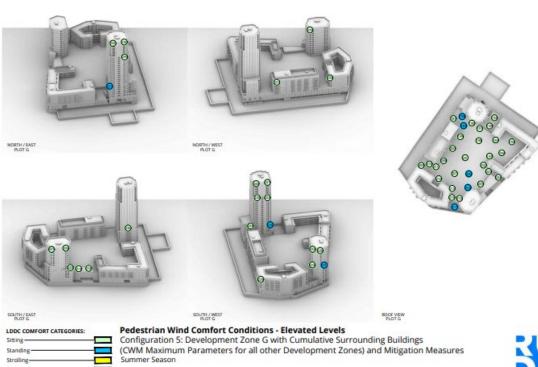


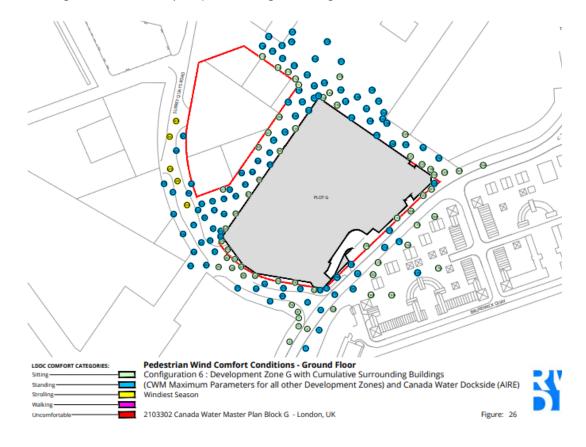
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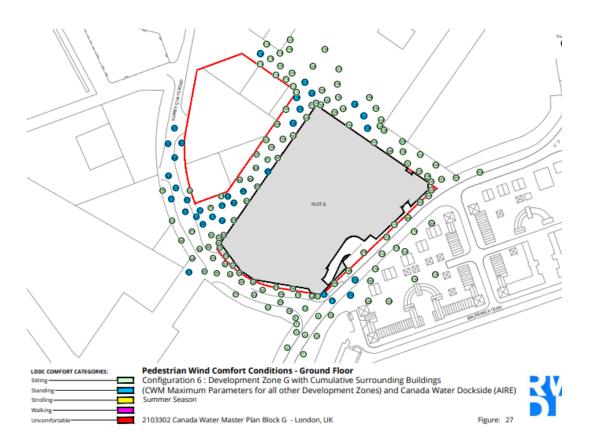
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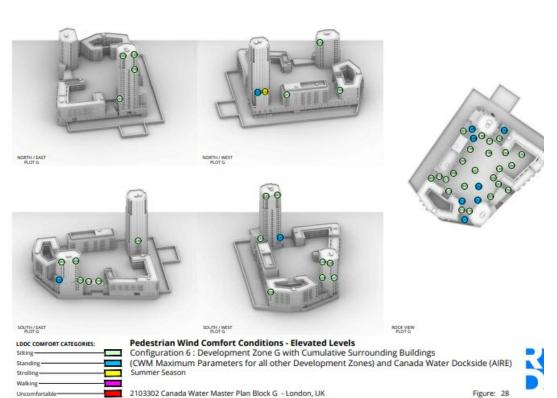
Walking-

135. The inclusion of the new Canada Water dockside (AIRE) scheme (Configuration 6), and the RMA details of the cumulative surroundings, including landscaping, (Configurations 7 and 8) would not materially alter the wind conditions around the Site compared to those with the cumulative surround in situ and the CWM

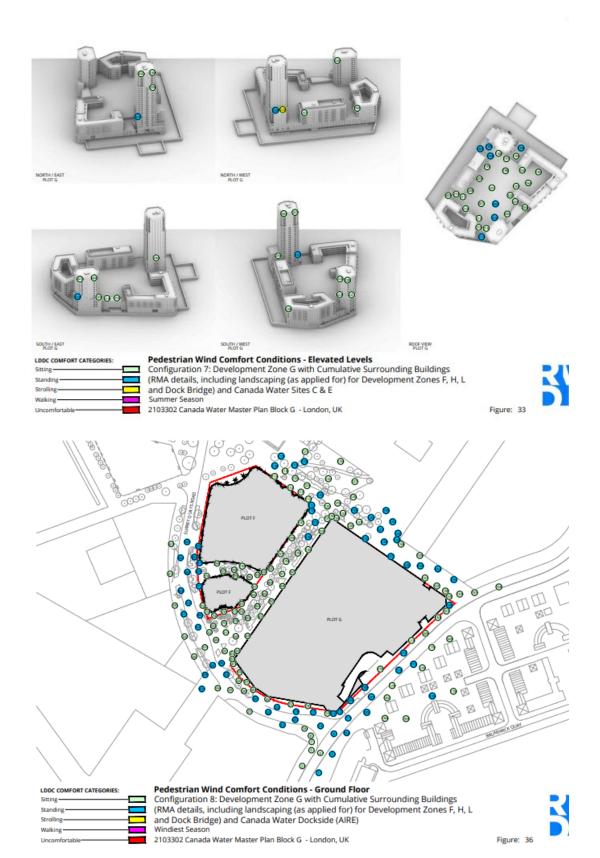
Maximum Parameters for all other Development Zones (Configuration 3). As such, there would be suitable wind conditions around the Site in Configurations 6 to 8), representing an insignificant effect.

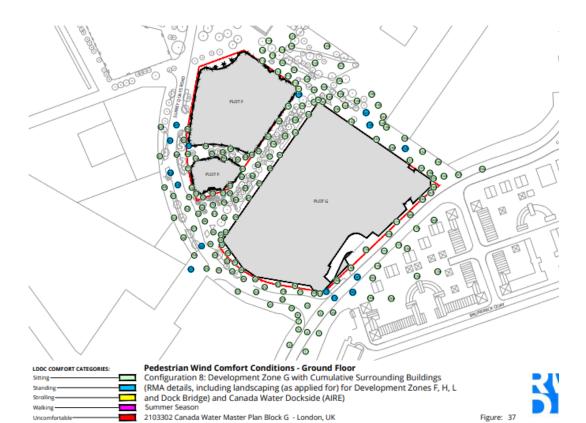


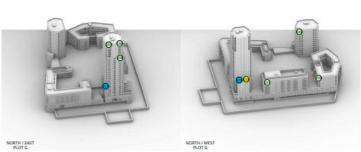


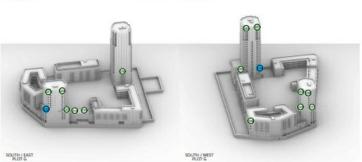












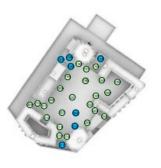


Figure: 37

PLOT G Pedestrian Wind Comfort Conditions - Elevated Levels
Configuration 8: Development Zone G with Cumulative Surrounding Buildings
(RMA details, including landscaping (as applied for) for Development Zones F, H, L
and Dock Bridge) and Canada Water Dockside (AIRE) LDDC COMFORT CATEGORIES: Sitting-Strolling Summer Season
2103302 Canada Water Master Plan Block G - London, UK Walking-Uncomfortabl

Figure: 38

- 136. The wind assessment demonstrates that localised mitigation measures would be required for windier than suitable seating amenity locations on the podium terrace of the Proposed Development in all configurations should these be located in areas suitable for standing use or windier during the summer season. Such mitigation has been designed into the scheme and there is already a condition attached to the OPP to ensure that wind mitigation measures are implemented.
- 137. There may be a requirement for temporary wind mitigation measures required until the surrounding buildings are built out. This can be achieved by Condition 77 attached to the OPP.
- 138. In all scenarios there would be no instances of safety issues arising from strong winds.
- 139. In summary, the assessment demonstrates that in all scenarios pedestrian comfort levels can be achieved within the public realm, at building entrances, on balconies and the podium terrace. Some mitigation will be required in terms of detailed proposals for landscaping.
- 140. Condition 77 of the OPP requires full details of wind mitigation measures to be detailed prior to above grade works.

Townscape, visual, built and buried heritage

- 141. The location, massing and scale of the proposed development for Zone G would accord with the approved Parameter Plans for the OPP (as amended by the NMAs) and therefore would not alter the townscape visual or built heritage effects assessed in the approved CWM ES. There would be no significant or material change to the townscape, visual and built heritage effects or mitigation previously identified within the approved CWM ES.
- 142. The basement depth and extent of Development Zone G is within the parameters sought for approval as part of the Zone G NMA (which is the subject of its own ES SoC) and the detailed RMA proposals would not alter the archaeology effects assessed in the approved CWM ES. As agreed at Outline stage, no-pre determination investigation works were deemed necessary. Recommended monitoring would comprise a programme of archaeological mitigation works and a programme of archaeological and geoarchaeological evaluation prior to any development beginning (excluding demolition). These requirements are secured by conditions attached to the OPP. In light of the above, it is considered that there will be no changes to the archaeology (buried heritage) effects or mitigations previously identified within the approved CWM ES.

143. There would be no significant change to the townscape, visual, built and buried heritage effects previously identified within the approved ES for the Canada Water Masterplan.

Daylight, sunlight, overshadowing, light pollution and solar glare

144. Daylight

At the time of granting OPP the impact on daylight, sunlight and overshadowing arising from the development on nearby receptors was assessed using the maximum building envelopes created by the Parameter Plans. On this basis the impact deemed to be acceptable was the 'worst case scenario' and any refinement of the development proposals within the maximum envelopes would have the same or a lesser impact.

145. The daylight consultant has reviewed the RMA details for Plot G. Comparison with the Maximum Parameters approved for the Canada Water Masterplan considered in the Daylight, Sunlight, Overshadowing, Light Pollution and Solar Glare Chapter of the Canada Water Masterplan ES shows that the changes to the Maximum Parameter envelope are very minor. As such, this will not affect the assessment of effects of Daylight, Sunlight and Overshadowing on neighbouring properties compared with the Canada Water Masterplan ES.

146. Light Pollution

The Outline Proposals were not assessed within the Light Pollution assessment of Chapter 16 of the CWM ES as details were not available at that stage. As the detailed design of Development Zone G does not include commercial spaces with generous amounts of glazing, an assessment of the potential for light intrusion at night not necessary. External lighting details do not form part of the RMA application and so this has not been considered and assessments of Upward Light Ratio UR and Building Luminance are not relevant. Should external lighting be designed at a later stage it should follow the advice contained within the relevant Institute of Lighting Professionals (ILP) guidance note on the reduction of obtrusive light. There are conditions attached to the OPP to control eternal lighting for public realm and buildings.

147. Solar Glare

In terms of solar glare, Chapter 16: of the CWM ES did not include the elements of the Development submitted in outline within the Solar Glare assessment as their façade details were not defined at that stage. However, the chapter assessed that the likely Solar Glare effects could range from negligible to major adverse. Residual effects for the Outline Proposals were not detailed in the chapter in the absence of sufficient design information. The assessment of the details now undertaken shows that the range of

effects conform to the likely effects identified within the CWM ES, with no significant effects at 11 of the locations, 10 viewpoints would experience a minor adverse effect, 1 a moderate adverse effect, and 3 viewpoints a major adverse effect. It should be noted that the assessed scenario represents a worst case condition where the CWM site is cleared, no surrounding Development Zones of the CWM are built out, no vegetation has been considered and no neighbouring consented cumulative schemes have been implemented (except for the student accommodation at Scape and Decathlon and Porters Edge). With the Maximum Parameters of the surrounding Development Zones of the CWM in place, the effects would be reduced.

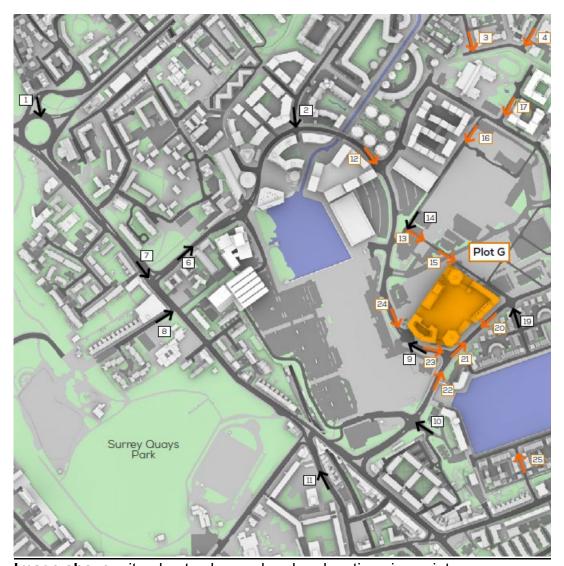


Image above: site plan to show solar glare location viewpoints

148. A major adverse effect has been identified at Location 12 (viewpoints A, B, C). At this road location, a road user is travelling south on Surrey Quays Road and three viewpoints have been assessed looking at different traffic lights. Instances of potential solar reflections would be visible beyond 18° of

the driver's line of sight. These would occur from 17:00 to 19:00 GMT between late March and late September. Potential instances of reflections would be visible within 20° of the driver's line of sight between 17:00 and 18:00 GMT from late February to late October. Although all potential instances of reflection described above are given off the majority of the façade, they would occur from small punched windows rather than large continuous areas of glazing, meaning they would only be visible for short periods of time and it is unlikely that the full solar disc would be reflected.

- 149. Overall, the effect from this location is considered Major Adverse (significant). Whilst this significance is based on the angles at which potential instances of reflections occur in relation to a driver's line of sight from 2 of the viewpoints, one viewpoint offers some mitigation as any instances of reflections visible would be peripherally located within the driver's field of view. In addition, this significance is also based on the assessed scenario, with Zone G built and the rest of the CWM Site cleared. Once the rest of the CWM is built, its massing will partially screen the potential instances of reflections visible from this viewpoint. When looking at the results with the CWM in place, notably Zone H and F, a much smaller portion of the façade would give off visible solar reflections. Reflections would remain visible between 10° to 25° of the driver's line of sight and would only occur for very short periods of time.
- 150. A major adverse effect has been identified at Location 18. At this road location, a road user is travelling west along Redriff Road. Potential instances of reflections would be visible within 10° of a driver's line of sight between 06:00 and 07:00 GMT from late February to late April and from late August to late October, and beyond 15° of a driver's line of sight between 10:00 and 11:00 GMT from late October to late February. The vast majority of reflections could be screened through the use of a car's sun visor.
- 151. Overall, owing to the location of potential instances of reflections within the driver's line of sight, the effect from this location is considered Major Adverse (significant). When looking at the results with the CWM in place, notably Zone J, some of the reflections described above would not be visible from this viewpoint. Potential instances of solar reflections would remain visible within 5° of a driver's line of sight and so the significance would remain Major Adverse in this configuration. However, only four windows are visible below the visor cut-off line therefore reflections would only occur for very short periods of time and the full solar disc is unlikely to be reflected, thus lowering the resulting intensity. Whilst instances of solar reflection can be expected from glazed elements, it should be noted that due to the punched nature of the windows, these would only be for very short periods of time, unlike a fully glazed façade which would continuously reflect the solar disc for longer periods of time. Additionally, potential reflections would only occur early in the morning when the windows are not shaded by the balconies.

- 152. A moderate adverse effect has been identified at Location 22. At this road location, a road user is travelling northeast along Redriff Road. Potential instances of reflections would be visible between 3° and 10° of a driver's line of sight between
 - 16:00 and 17:00 GMT from late January to late March and from late September to late November and before 05:00 GMT between late May and late July. Further potential instances of reflections would occur beyond 20° of a driver's line of sight from 07:00 to 18:00 GMT between late May and late July, from 11:00 to 13:00 GMT between late January and late March and between late September and late November, and from 14:00 to 16:00 GMT between late February and late April and between late August to late October.
- 153. Such reflections occur from punched windows rather than large areas of glazing and the great majority could be screened by deploying a car's sun visor. Overall, owing to the location of the potential residual reflections in relation to a driver's field of view, the effect from this location is considered Moderate Adverse (significant).
 However, the view of the windows is oblique and therefore reflections would only occur for extremely short periods of time and only a small fraction of the solar disc would be reflected, thus lowering the resulting intensity. Whilst instances of solar reflection can be expected from glazed elements, it should be noted that due to the punched nature of the windows, these would be extremely short in duration, unlike a fully glazed façade which would

continuously reflect the solar disc for longer periods of time.

- 154. A major adverse effect has been identified at Location 25. At this road location, a road user is travelling north along Greenland Quay. Potential instances of reflections would be visible within 20° of a driver's line of sight throughout the day between late January and late November. Such reflections would be given off punched windows rather than large areas of glazing and as such would be small in size and of short duration. The great majority of potential reflections could be screened through the use of a car's sun visor. Those occurring below the visor's cut-off line would partially be screened by the trees along Greenland Quay. In addition, owing to the distance of the viewpoint from Zone G, the intensity of such reflections is unlikely to result in glare.
- 155. Overall, owing to the location of potential instances of reflections within a driver's field of view, the effect from this location is considered Major Adverse (significant). It should be noted that this viewpoint is located on a secondary road, Zone G is located at a considerable distance and trees are present, which are not considered within the 3D model, that would partly reduce the visibility of the Development. All reflections occur from punched windows so would only be visible for short periods of time and it is unlikely that the full sun disc would be reflected, lowering the resulting intensity. The report

- illustrates how trees would partially screen the view of Zone G, particularly those potential reflections visible below the visor cut-off line.
- 156. The detailed solar glare assessment shows that the range of effects conform with the likely effects identified within the CWM ES. The assessed scenario represents a worst-case condition. With the Maximum Parameters of the surrounding Zones of the CWM in place, the effects would be reduced, notably with Zones L, H and J, constructed effects would be reduced to mainly negligible (17 viewpoints) with five viewpoints experiencing a minor adverse effect (not significant), one viewpoint experiencing a moderate adverse effect (significant) and two viewpoints (Locations 18 and 25) experiencing a major adverse (significant) effects.
- 157. The applicant has sought to minimise solar glare effects through the careful design of the buildings and material choice. Whilst there is some potential for glare to occur in isolated locations for short periods of time, this would be limited to certain times of the day and year (as discussed above). The potential for significant effects is recognised, however, on balance given the fact that any effects have been minimised through the design and taking account of the significant benefits of the scheme (delivery of housing including affordable housing, job creation and place making benefits) any limited harm that may arise is considered to be acceptable.

Cumulative effects

158. Given that no change is anticipated to the significance of environmental effects reported in the technical chapters of the CWM ES, there would be no change to the cumulative effects previously assessed.

Density

- 159. Neither the London Plan nor the Southwark Plan set prescriptive density ranges within which schemes must fall; instead, both encourage optimisation site of capacity through a design-led approach, involving an evaluation of the site's attributes, its surrounding context and its capacity for growth. This process must have regard to the need to make efficient use of land while ensuring a high standard of architectural design and residential accommodation is achieved.
- 160. The proposed massing sits within the heights and land use quanta established in the Parameter Plans. Furthermore, and as explained in the subsequent sections of this report, the scheme would:
 - deliver a policy compliant mix of dwelling sizes and tenures;
 - provide residential accommodation of an exemplary standard;
 - be of a high standard of architectural design; and

- cause no undue harm to the local environment or existing residents' amenity.
- 161. On account of the above, the scheme's density is considered acceptable and will make an efficient use of the site.

Housing

162. The development would provide 384 new homes. Of the total 250 of the homes would be for market sale and 134 of the homes would be affordable. The affordable dwellings would be split as 89 social rent units and 45 intermediate units.

Housing quantum

OPP context

- 163. Schedule 11 'Housing' of the OPP s106 requires a minimum of 2,000 residential units (Use Class C3) to be delivered across the CWM as a whole, but the Masterplan could deliver up to around 4,000 new homes based on the maximum GEA floorspace permitted. While the number of homes deliverable at Zone G is not capped by the OPP, Condition 5 of the decision notice limits the total residential floorspace to 44,200 square metres GEA.
- 164. Schedule 11 of the OPP s106 also obligates the developer to submit a Housing Delivery Plan with each RMA. With respect specifically to housing quantum matters, the Housing Delivery Plan is required to:
 - confirm the number of residential units to be provided as part of the RMA; and
 - outline how the number of homes proposed by the RMA will ensure the developer remains on course to ultimately provide at least 2,000 residential units across the CWM as a whole.

Assessment

165. The Housing Delivery Plan submitted by the applicant sets out that Zone G would deliver 384 homes. This equates to 44,098 square metres GEA of Class C3 floorspace, thus not exceeding the upper limit set by the OPP. The Housing Delivery Plan also explains that, with 912 residential units committed for delivery as part of the Phase 1 Zones (Zones A1 and K1) and approved RMAs (Zone L and Zone F), there are 1088 units still to be delivered to comply with the 2000 minimum number that ultimately needs to be delivered across CWM as a whole. The Delivery Plan demonstrates that the obligation to deliver a minimum of 2000 dwellings is on track, noting nearly 50% of this amount will have been delivered by these earlier

- development zones and Zone G will ensure a further delivery of 384 units (leaving a remainder of 704 to be delivered across Zones B,C,D,E, J and M which all allow for residential floorspace).
- 166. For the reasons given above, the quantum of housing proposed at Zone G complies with the thresholds established by the OPP.

Tenure mix

OPP context

- 167. In terms of tenure mix, Schedule 11 of the OPP s106 requires a minimum of 35% of the total habitable rooms across the entire CWM area to be provided as affordable housing, with a minimum of 25% to be social rented and 10% to be intermediate housing. This means that individual development zones are permitted to deliver more or less than 35% of habitable rooms as affordable housing.
- 168. Notwithstanding the degree of flexibility individual development zones are afforded, the OPP s106 requires that with every tranche of 500 homes constructed, at least 35% of the habitable rooms must be affordable in the 25:10 ratio of social rent to intermediate. These 500-home milestones ensure that delivery of the affordable housing remains broadly on track with delivery of the CWM housing as a whole. To this end, the Housing Delivery Plan that must accompany each RMA is required to explain how the proposed tenure mix will play its part in maintaining the level of CWM-wide affordable housing at 35% or more when the next 500-home milestone is reached.
- 169. With respect to the matters of affordable housing and tenure, the Housing Delivery Plan for each RMA must include the following:
 - the number of affordable housing units proposed;
 - the dwelling mix of the proposed affordable housing units;
 - the tenure mix of the proposed affordable housing units;
 - the intermediate housing product(s) to be provided;
 - an indicative programme for the delivery of the proposed affordable housing;
 - where known at the time of submission, details of the proposed Registered Provider;
 - the percentage of the total affordable habitable rooms in those parts of the CWM for which reserved matters have been approved to date, as well as the total affordable habitable rooms within the subject RMA;
 - outline how the number of affordable homes proposed by the RMA will ensure the developer remains on course to ultimately provide a compliant tenure mix at each of the 500-home milestones.

Assessment

170. The applicant's Housing Delivery Plan for the Zone G RMA confirms that a total of 384 homes would be delivered, of which 134 would be affordable, and that these would be spread across unit sizes ranging from 1-beds to 3-beds. The below table sets out the affordable housing offer relative to the open market provision, and how this would be split across the different unit sizes:

Dwelling distribution across all tenures				
Unit size	Open market	<u>Intermediate</u>	Social rent	<u>Total</u>
Studio	13 (5% of all OM)	0	0	13 (3% of total housing)
1-bed	102 (41% of all OM)	5 (11% of all SO)	31 (35% of all SR)	138 (36% of total housing)
2-bed	109 (44% of all OM)	17 (38% of all SO)	30 (34% of all SR)	156 (41%)
3-bed	26 (10% of all OM)	23 (51% of all SO)	28 (31% of all SR)	77 (20%)
All units	250 (65% of total)	45 (12% of total)	89 (23% of total)	384

- 171. With respect to the social rented housing, the Registered Provider for the scheme is yet to be confirmed.
- 172. The housing proposed at Zone G would deliver 1,207 habitable rooms, comprising 322 social rented habitable rooms, 183 intermediate habitable rooms, and 702 open market habitable rooms. The applicant's Housing Delivery Plan proposes that Zone G will be the fifth zone in CWM to be delivered, following Zones A1, K1, L and F.

The affordable housing delivered by the previously consented zones are:

Zone A1 – 25 hab rooms, constituting 4% of the total hab rooms (605) in the zone;

- Zone K1 258 hab rooms, constituting 100% of the total hab rooms (258) in the zone;
- Zone L 603 hab rooms, constituting 77% of the total hab rooms (787) in the zone;
- Zone F no affordable housing proposed
- 173. Upon completion of Zone G, and in combination with the housing targeted to have already been delivered at Zones A1, K1 and L, 35% of all habitable rooms across the CWM area would be in affordable tenures (with the remaining 65% being market habitable rooms). This level of housing and tenure split would meet the requirements of the OPP.
- 174. The below table sets out how Zone G fits into the wider anticipated sequencing of the CWM zones, and with them the attendant affordable housing.

Housing delivery based on anticipated sequencing of residential Zones					
	No. of homes in Zone	No. of hab rooms In Zone	No. of affordable hab rooms in Zone	Affordable hab rooms as a % of total in Zone	Afforda ble hab rooms as a % of running Masterp lan- wide total
Zone A1	186	605	25	4.1%	4.1% (of 605)
Zone K	79	258	258	100%	32.8% (of 863)
Zone L	237	787	603	76.6%	53.7% (of 1650)
The delivery of Zone L would bring the running total of homes to over 500, meaning the first milestone would be reached. As shown above, the 35% minimum would be achieved at this milestone, with 53.7% of habitable rooms in affordable tenures.					
Zone F	410	1161	0	0	31.5% (of 2811)

Zone G	384	1,206	504	42%	35%
					(of
					4,017)

The delivery of Zone G would bring the running total of homes to over 1000, meaning the second milestone would be reached. As shown above, the 35% minimum would be achieved at this milestone, with 35% of habitable rooms in affordable tenures (1296 dwellings/4,017 hab rooms).

175. Private and affordable tenures are integrated into the development on a tenure blind basis. Each of the five residential buildings contain a single tenure. The two deck access buildings (A & E) contain the social rent tenure homes, making up 27% of the HR provision. The central corridor building (B) will house the intermediate provision at 15%. The remaining 58% of the habitable rooms will be delivered as private homes located the taller buildings onsite (Buildings C and D). The Image above below identifies the different tenure locations.



Pink- Social rented Green – Intermediate Blue – Private

Image above: Tenure split across the site

Dwelling mix

OPP context

- 176. Annex 1 of the OPP decision notice requires the applicant to submit with each RMA details of the quantum, tenure mix, unit mix and location of the proposed housing at Zone G. As required by Annex 15 of the OPP s106, the dwelling mix must meet the following requirements:
 - a maximum of 10% of residential units to be studio flats, all of which are to be Market Sale tenure:
 - a minimum of 60% of residential units to have two or more bedrooms;
 - a minimum of 20% of residential units to have three, four or five bedrooms.
- 177. These dwelling mix requirements derive from the policy framework that applied at the time the OPP was approved, which included the Southwark Plan 2007 and the London Plan 2011. The OPP s106 does not place any requirements on the applicant with regard to achieving a particular habitable room distribution within each RMA.

Assessment

- 178. Zone G would provide a compliant dwelling mix, comprising:
 - no more than 10% of the residential units as studio flats (3%);
 - a minimum of 60% of the residential units with two or more bedrooms (61%); and
 - a minimum of 20% of the residential units with three, four or five bedrooms (20%).
- 179. It should also be recognised that, of the larger family (3--bedroom) dwellings within the development, the majority would be in affordable tenures. This effort to more closely tailor the range of unit sizes to specific local affordable housing demand responds positively to Part A.1 of London Plan Policy H10, despite the OPP s106 placing no obligations on the developer to do so, and as such should be seen a significant benefit of the scheme.
- 180. For the reasons give above, the dwelling mix proposed at Zone G complies with the thresholds established by the OPP.

Wheelchair housing

181. The OPP s106 agreement states that unless otherwise agreed by the Council, the proposed development must provide no less than 10% of the

residential units in each development zone to M4(3) 'wheelchair user' standards. The remaining residential units in each development zone must be built to M4(2) 'accessible and adaptable' standards. The OPP s106 states that any wheelchair units which are to be provided as affordable housing must meet a list of additional accessibility requirements (Schedule 14, Paragraph 1.3). The policies concerned with wheelchair housing within the Southwark Plan 2022 and the London Plan 2021 are not relevant to this RMA, as the terms secured within the OPP s106 take precedence.

- 182. This planning application proposes 39 M4(3) 'wheelchair user' dwellings. The homes are provided across all three tenures with appropriate split across unit sizes.
- 183. The remaining 90% of the proposed dwellings would comply with M4(2) 'accessible and adaptable' standards. All of these homes would be readily useable by wheelchair users at the point of completion and could be easily adapted to meet the needs of occupants.
- 184. The design and access statement details internal provisions under categories M4(2) and M4(3) in the proposed development, including details of minimum clear opening widths for entrance doors and balconies, corridor widths and accessible and adaptable bathroom provision, amongst other requirements. All residential units will be served by two passenger lifts, so wheelchair user dwellings would have access to a second lift in case one breaks down. The wheelchair layout plans confirm compliance with the additional standards for social rented units as required by the s106 obligation.
- 185. With step-free access achieved throughout each of the five buildings and all outdoor spaces, as well as a compliant mix of wheelchair homes, it is considered that Zone G would provide adequately for the needs of wheelchair users.
- 186. Provision of blue badge parking for disabled occupiers is discussed in a later part of this committee report entitled 'Transport and Highways'.

Quality of residential accommodation

187. Adopting a design-led approach, Policy D6 (Housing Quality and Standards) of the London Plan 2021 sets out the quantitative and qualitative requirements of new residential accommodation. Quantitative metrics include the minimum size of dwellings, rooms and outdoor spaces. Qualitatively, the policy seeks to maximise dual aspect and naturally-lit layouts, make tenures imperceptible from each other, and ensure robust maintenance and management strategies are in place.

188. Policy P15 (Residential Design) of the Southwark Plan 2022 advises that planning permission will be granted provided the proposal achieves a high standard of residential accommodation. The full range of local-level standards for internal accommodation are set out in the council's Residential Design Standards SPD.

Tenure integration

- 189. London Plan Policy D6 requires housing developments to maximise tenure integration in the interests of achieving mixed communities. It states that all affordable housing units should have the same external appearance as private housing, and that all entrances should be indistinguishable from each other. Policy SP2 (Southwark Together) of the Southwark Plan 2022 echoes these objectives, requiring residential schemes to achieve equitable design and avoid segregation of tenures.
- 190. Of the five Zone G blocks, it is proposed that Blocks A and E would contain entirely social rented units, Block B would contain intermediate and Blocks C and D would contain entirely open market units (as shown in the Image above at Paragraph 156 above).
- 191. The external appearance of all three buildings would be of a consistent standard, and all communal and individual entrances would be indistinguishable from each other, thus ensuring imperceptibility of tenure. In addition, the various outdoor communal and public landscaped spaces between the buildings would be accessible to all residents and would help to foster integration between residents irrespective of the tenure of their home.

Dwelling sizes, room sizes and provision of built-in storage

Building A

- 192. Located on the corner of Surrey Quays Road and Park Walk, Building A is a 5-storey deck access block arranged around a courtyard. This typology helps to ensure all homes benefit from being dual aspect, passively improving the internal environment of each apartment. A break in the building mass provides residents with views into the large communal garden. The building accommodates 52 social rent apartments designed to Part M4(2) standards, with a weighting towards larger family sized dwellings. The four external corners units are provided with large inset corner balconies, all other units have projecting balconies.
- 193. The depth of the block has been carefully considered to allow for well-proportioned apartment layouts. All L/K/D benefit from being dual aspect with a principal outlook to the exterior of the block. Natural light is provided to the bedrooms and both the living/dining space and the kitchen of all homes. Bedrooms are typically oriented away from the communal access deck,

improving levels of privacy and security. In the four instances where single bedrooms face the courtyard, the access deck is pulled away from the facade, creating separation between the bedroom windows and the deck.

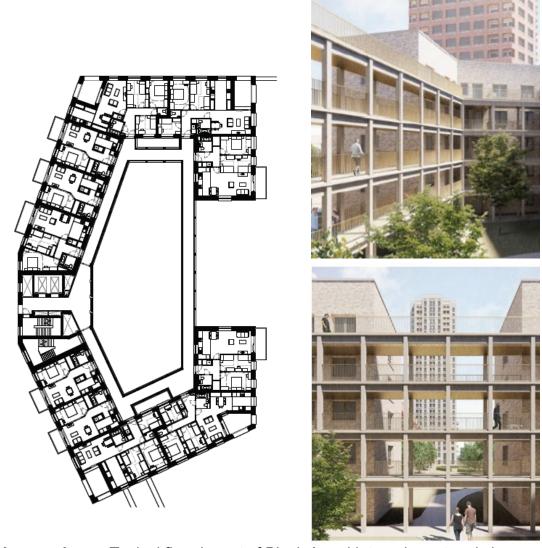


Image above: Typical floor layout of Block A and internal courtyard view

194. Flat layouts are of a good quality with compliant (and largely exceeded) space standards, floor to ceiling heights and storage space provided in accordance with the Residential Design Standards SPD.

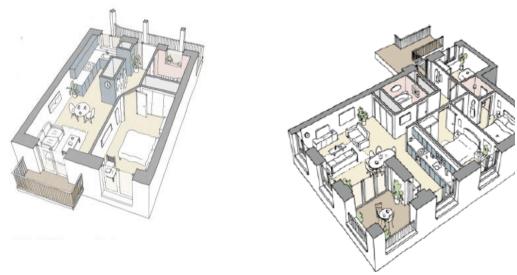
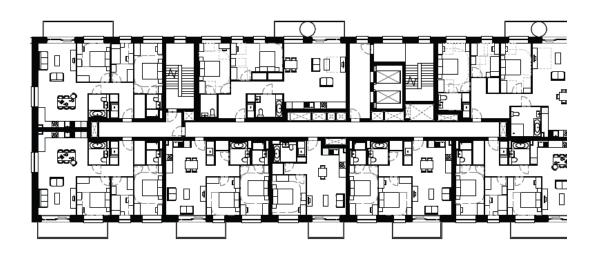


Image above: Axonometric layout 1b2p and 3b5p units

Building B

195. Building B is a 6-storey central corridor block containing 45 shared ownership homes. Four 3-bed units occupy the corners of the building, ensuring the larger homes are dual aspect. Another three units face the communal courtyard, whilst these are single aspect unit they will achieve excellent daylight levels and very good views over the verdant landscape. The final northwest facing units front onto the pedestrianised green link route, Park Walk. The northwest facing single aspect units will have a more compromised level of daylight due to the relationship with Plot F. however these units will benefit from well-proportioned, logical internal layouts and full width balconies measuring 10sqm. Twelve of the 45 homes are designed to Wheelchair Part M4(3) standards, all other units are designed to meet Part M4(2) standards.





Images above: Typical floor layout of Block B and view from the podium facing units

196. Flat layouts are of a good quality with compliant (and largely exceeded) space standards, floor to ceiling heights and storage space provided in accordance with the Residential Design Standards SPD.

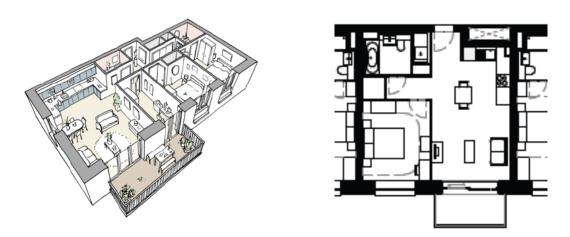


Image above: Axonometric of typical 3 bed unit and enlarged floorplan for the 1 bed unit

Building C

197. Occupying the prominent corner of Park Walk and New Brunswick Street, Building C is a 30-storey tower delivering 165 private sale apartments. There are three typical plan forms to the tower; a larger footprint at the base of the

tower holds the corner of Park Walk and New Brunswick Street providing accommodation for larger units designed to AD Part M4(3) standards; the form steps back (at level 07) from Park Walk in the main shaft of the tower to a symmetrical 7 unit per floor arrangement; on the final seven floors the building is carved away at the corners to a 4 unit plan, accommodating larger 3-bed penthouse apartments.

198. The orientation of apartments has been carefully considered to maximise the number of dual aspect homes. There are single aspect apartments located in in the central sections of the tower up to floor 20. These smaller units have been designed with well portioned internal layouts and good balconies that benefit from long views over the communal landscaped courtyard or the Park. Furthermore the units benefits from excellent levels of daylight as evdinced in the Daylight assessment.

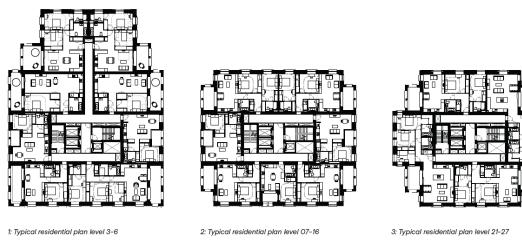


Image above: Typical floor layouts Building C

199. Flat layouts are of a good quality with compliant (and largely exceeded) space standards, floor to ceiling heights and storage space provided in accordance with the Residential Design Standards SPD. All units (including the studios) have access to inset balconies.

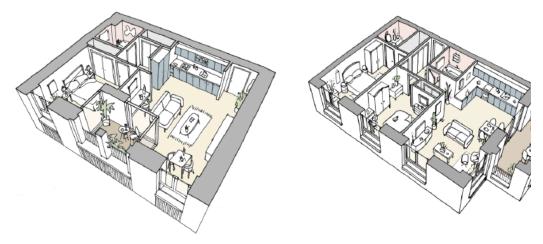


Image above: Axonometric of typical 1 bed unit and 2 bed unit

Building D

200. At 14 residential storeys (above the podium), Building D is located on the corner of Surrey Quays Road and Redriff Road. The building contains 84 private units with a weighting towards 1 and 2 bed units. Apartments have been arranged around the core to ensure almost all of the homes are dual aspect. Living rooms and level access inset balconies are typically located on the external corners of the plan, offering views out in two directions. There are no wheelchair units in this block.

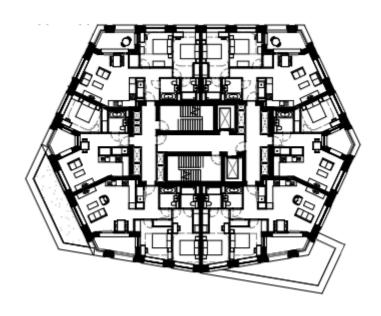


Image above: Typical Building D layout

201. Flat layouts are of a good quality with compliant (and largely exceeded) space standards, floor to ceiling heights and storage space provided in

accordance with the Residential Design Standards SPD. All units (including the studios) have access to inset balconies.





Image above: Axonometric of typical 1 bed unit and 2 bed unit

Building E

202. The final residential building is located on the corner of Redriff Road and New Brunswick Street. Building E will accommodate 38 social rent apartments located in a L-shaped deck access block that steps between three and four storeys above podium level. Designed to the same principles as Building A, all homes are dual aspect with well proportioned layouts. Every apartment has a dual aspect living room, providing natural light to both the kitchen and living/ dining area. Again, bedrooms are typically oriented away from the communal deck access. Where bedrooms are located on the deck facing side of the apartment, the deck is pulled away from the facade and voids introduced to improve the level of privacy and allow windows to be opened securely at night. Eight homes are designed to AD Part M4(3) standards, a mix of 1 bed, 2 bed and 3 bed units. All other homes are designed to AD Part M4(2) standards.

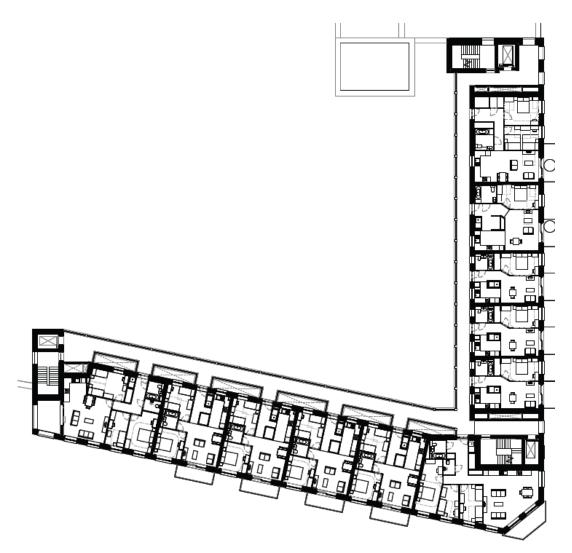


Image above: Typical Building E layout



Image above: View across access deck

- 203. Two cores provide access to the homes and access controlled doors limit the number of apartments per landing. A third core, located at the end of the deck, acts as a means of escape allowing more flexibility on the design of the façades and balustrades.
- 204. Flat layouts are of a good quality with compliant (and largely exceeded) space standards, floor to ceiling heights and storage space provided in accordance with the Residential Design Standards SPD.

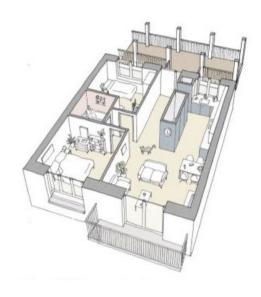


Image above: Axonometric of typical 2 bed

Internal noise and vibration levels

- 205. Conditions 84 and 96 of the OPP require all dwellings within CWM to be designed and built to be protected from excessive noise and night-time vibration.
- 206. The council's environmental protection team have recommended that a condition be attached to the RMA restricting the hours of use of the flexible Class A1-A4, B1 and D1 units within the development so that potentially noise-generating activities are restricted to outside night-time hours. A condition is recommended allowing all commercial uses (excluding Tesco) to operate 6am to 12pm. This accords with the hours approved on adjacent Zones.
- 207. The Council's Environmental Protection Team have also recommended restrictions on delivery hours to the flexible Class A1-A4, B1 and D1 units. Permitted delivery periods would be:
 - Mondays to Saturdays: 07:00 to 21:00 with a further restriction preventing deliveries during the morning school peak 08:00 - 09:00 and then the evening peak 17:00 - 18:00
 - Sundays and Bank Holidays: 09:00 to 18:00
- 208. This would reflect the recently RM approvals on adjacent Zones but for the reasons discussed in this report would exclude Tesco.
- 209. A further condition is needed relating to noise emanating from music venues and commercial premises within Zone G which are located close to dwellings; this will ensure that the occupiers of the dwellings do not experience excess noise —transmitted either vertically or horizontally— from adjacent sound sources. This is required because of the flexible nature of the commercial uses.
- 210. One final condition relating to the soundproofing performance of the internal fabric of the proposed residential units has been recommended by the Environmental Protection Team.
- 211. On account of all of the above, and subject to the recommended conditions being attached to the RMA decision notice, acceptable internal noise and vibration levels would be achieved for all the proposed dwellings within Zone G.

Aspect and outlook

- 212. Policy P15 requires residential development to be predominantly dual aspect and allow for natural cross ventilation. It states that single aspect dwellings will not be acceptable if they have three or more bedrooms, or are north facing or where the façade is exposed to high noise levels. Similarly, London Plan Policy D6 states that housing development should maximise the provision of dual aspect dwellings, balancing this against the need to optimise site capacity.
- 213. The development overall would deliver a high proportion of dual aspect units (288 units /75%). The social rented tenure blocks (Buildings A and E) have no single aspect units. Within Buildings B, C and D there are a total of 96 single aspect units, of these only the private units in Block C are north facing and those untis are affirded good levels of daylight. The single aspect northwest facing units (located in Block B) are two bedroom dwellings benefitting from generous and well organised internal layouts as well as 10 sqm balconies. All future occupiers of the single aspect units will enjoy a high standard of amenity. Overall for a development of this quantum and density the proposal performs well in terms of dual aspect.

Privacy and protection from overlooking

- 214. 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.
- 215. The residential buildings within this zone have been sited around the perimeter of the block separated by a large landscaped podium garden. At the furthest points Buildings B and E would be separated by over 74m across the podium and Blocks A and C by more than 85m.

The closest blocks are positioned with the following minimum distances between the facades:

- 11m pinch point between the internal facing facades of Block A this
 distance is acceptable across a communal courtyard where the facing
 windows are serving kitchens and only arises at two isolated locations
- 13m at the closest pinch point for Block E again this is acceptable at a limited pinch point
- 21m between Block A and Block B and 11m between Block B and Block C – this distance is acceptable across a communal area of landscaped open space

- 11m between Block D and Block A this distance is acceptable across a communal area of landscaped open space
- 216. Overall the distances to be provided across the podium between the new residential blocks are acceptable to ensure an appropriate level of privacy for future occupiers can be achieved.



Daylight, sunlight and overshadowing guidance

- 217. 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.
- 218. London Plan Policy D6 sets out the policy position regarding 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.
- 219. The Building Research Establishment (BRE) Guidance was updated in June 2022. This guidance provides advice, but also clearly states that it "is not mandatory and the guide should not be seen as an instrument of planning policy." The guidance also acknowledges in its introduction that "Although it gives numerical guidelines, these should be interpreted flexibly since natural lighting is only one of many factors in site layout. In special circumstances the developer or planning authority may wish to use different target values. For example, in an area with modern high-rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings.
- 220. The guidance covers four subjects: daylighting, views, sunlight access and glare. However, daylighting and sunlight access are the only criteria considered relevant for residential buildings. View out and Glare are mostly relevant in offices and schools, where occupants are more fixed to a certain location within a room. In residential habitable rooms, occupants tend to move more freely and therefore view out and glare are not assessed within residential buildings.
- 221. The BRE guidance sets out two methodologies for assessing the daylight quality within new developments:
 - The illuminance method;
 - The daylight factor method
- 222. Climate Based Daylight Modelling (CBDM) which is used to predict daylight illuminance using sun and sky conditions derived from standard meteorological data (often referred to as climate or weather data). This analytical method allows the prediction of absolute daylight illuminance based on the location and building orientation, in addition to the building's daylight systems (shading systems, for example). The guidance proposes target illuminances to exceed 50% of daylight hours across half the room. This is considered to be the most accurate approach when using climate data, however, it provides a very large amount of data for each assessed room, which then needs to be interrogated. One of the methodologies that can be used to interrogate this data is Spatial Daylight Autonomy (sDA).
- 223. The sDA assessment is designed to understand how often each point of the room's task area sees illuminance levels at or above a specific threshold. The guidance sets out a minimum illuminance level that should be exceeded over half the space for more than 50% of the daylight hours in the year. Within high density residential settings the following targets apply:
 - 100 lux for bedrooms
 - 150 lux for living rooms
 - 200 lux for living/kitchen/diners, kitchens, and studios.

- 224. The third method is the daylight factor which is the illuminance at a point on the reference plane in a space, divided by the illuminance on an unobstructed horizontal surface outdoors. The CIE standard overcast sky is used, and the ratio is usually expressed as a percentage." This method of assessments considers an overcast sky, and therefore the orientation and geographic location of buildings is not relevant. In order to account for different climatic conditions, the guidance sets equivalent daylight factor targets (D) for various locations in Europe. The median daylight factor (MDF) should meet or exceed the target daylight factor relative to a given illuminance for more than half of daylight hours, over 50% of the reference plane.
- 225. In terms of sunlight the guidance states "In general, a dwelling or non-domestic building which has a particular requirement for sunlight, will appear reasonably sunlit provided that:
 - At least one main window faces within 90 degrees of due south, and
 - a habitable room, preferably a main living room, can receive a total of at least 1.5 hours of sunlight on 21 March.

Daylight within the proposed dwellings

- 226. As part of each RMA application, it is necessary to assess the daylight/sunlight impact for occupiers of the proposed buildings. This assessment could not be made at OPP stage due to the flexibility of land uses proposed for each plot and because all matters were reserved.
- 227. For the commercial units within the Zone G proposal, it is not necessary to carry out a technical assessment of the daylight levels that will be achieved. It is clear from the submitted plans that all of the commercial spaces with access to windows will benefit from adequate levels of natural light.
- 228. A daylight and sunlight report based on the Building Research Establishment (BRE) Guidance 2022 has been submitted by the applicant, which considers daylight to the proposed dwellings using spatial Daylight Autonomy (sDA) and sunlight exposure. The assessment was updated by way of an Addendum to take account of the amendments to the proposal as well as the approved RM proposal for the adjacent Plot F development on the CW Masterplan.
- 229. The proposed development contains 1110 habitable rooms requiring testing. The results of the assessment are summarised below.
- 230. In relation to daylight, the overall performance of the scheme is good and 892 (80%) of the 1110 rooms assessed will achieve the levels of sDA recommended within the guidance. This figure considers the higher recommendation of 200 lux for large combined living/kitchen/dining rooms

(L/K/Ds) but it would increase to 941 (85%) should 150 lux (suggested for living rooms) be considered acceptable as is common in urban high-density developments. In the few areas with lower levels of daylight, the scheme has responded by amending the layouts to ensure the daylight is focussed on the most valuable areas (such as living areas over kitchen areas or bedrooms), increasing window sizes where possible and looking to optimise the balcony placement.

231. The overall target achieved has been broken down for each building in the table below.

Building	Recommended illuminance levels achieved
A – 176 rooms assessed	143 (81%)
B – 153 rooms assessed	119 (78%)
C – 414 rooms assessed	380 (92%)
D – 234 rooms assessed	229 (98%)
E – 133 rooms assessed	64 (48%)

- 232. Of the rooms that do not satisfy the BRE guidance, the vast majority are affected by oversailing balconies or in respect of Buildings A and E, deck access which reduces direct light to the rooms. Given the amenity value that arises from the provision of generously sized balconies it is considered that the adverse impact of this in daylight terms are acceptable.
- 233. Within Building A and E the non-complaint rooms are mainly bedrooms or kitchen areas sited adjacent to the deck access at the rear of each unit. This is considered to be an acceptable impact when balanced against the benefits of providing dual aspect units served by deck access whereby the main living areas benefit from good levels of daylight and sunlight at the front of the property.
- 234. The non-complaint rooms Block B that would not meet BRE targets is due to the relationship with the adjacent Plot F development (recently granted RM permission). This relationship was considered and deemed to be acceptable in principle at the time of granting OPP which allows for each Zone to be developed to a maximum parameter envelope. This maximum parameter has been respected for both Plots F and G and as such it would not be reasonable to revisit that principle as part of the RMA. It is however necessary for the applicant to demonstrate that through the detailed design all opportunities for daylight have been maximised and a high standard of amenity can be achieved. The single aspect units that face onto Plot F exceed minimum unit sizes, benefit from a good layout and have been provided with generous balconies (10 sqm) which is a positive benefit for future occupiers. Whilst the level of daylight is lower in these units the flats would still afford a high level of amenity for future occupiers.

- 235. The non compliant rooms in Building C and D would fall below guidance due to the impact of projecting balconies. The provision of well sized, useable balconies is extremely important for ensuring a good standard of amenity for the occupiers of flats. The applicant has sought to position balconies in the best location for each unit taking into account the layout of the unit it serves as well as the impact of daylight.it is considered that the provision of balconies outweighs the harm caused in terms of daylight to a limited number of rooms.
- 236. Overall, the development provides a good standard of natural daylight for a high density urban development.

Internal sunlight within the proposed dwellings

- 237. The daylight and sunlight report submitted by the applicant has also assessed the proposed dwellings for internal sunlight.
- 238. Relevant windows within the 384 dwellings were assessed for sunlight (windows facing within 90 degrees of due south). The results show 75% (289) would meet or exceed BRE's recommendation, seeing at least one and a half hours of sunlight on the equinox.

Building	Recommended sunlight levels achieved
A - 52 dwellings assessed	39 (75%)
B – 45 dwellings assessed	33 (73%)
C – 165 dwellings assessed	115 (70%)
D – 85 dwellings assessed	80 (94%)
E – 38 dwellings assessed	22 (58%)

- 239. The vast majority of these units achieve the recommended sunlight exposure within the main living space, which is considered preferable by the BRE. Given the high density nature of this development, this should be considered a good result.
- 240. Where lower levels than recommended are seen, this is often a result of the room orientation or being positioned behind a balcony which naturally serves to shade the window behind or below.
- 241. Balconies provide private amenity space for the enjoyment of future occupants; however, they also act as shading devices and inherently restrict sunlight availability to the rooms set below them, especially high-angle sunlight typical of the summer months. During this period, occupants will be

- able to enjoy greater levels of direct sunlight by making use of their balconies.
- 242. Where rooms would experience lower sunlight levels than recommended by the BRE, this occurs generally on the lowest storeys and is a function of the obstruction caused by balconies and surrounding buildings.
- 243. Overall, and taking into account the above considerations, the sunlight levels are acceptable and the design of Zone G strikes a balance between the provision of private amenity and sunlight access.

Overshadowing of communal external amenity areas

- 244. The updated BRE guide states "It is recommended that for it to appear adequately sunlit throughout the year, at least half of a garden or amenity area should receive at least two hours of sunlight on 21 March. If as a result of new development an existing garden or amenity area does not meet the above, and the area that can receive two hours of sun on 21 March is less than 0.80 times its former value, then the loss of sunlight is likely to be noticeable. If a detailed calculation cannot be carried out, it is recommended that the centre of the area should receive at least two hours of sunlight on 21 March.
- 245. The applicant's daylight and sunlight report has assessed the impact of the proposed development in terms of overshadowing on the podium. The results show that the podium would comfortably exceed BRE standards with 78% of the space receiving at least 2 hours of sunlight which would provide a high quality of amenity for all residents.

Conclusion on quality of residential accommodation

- 246. The proposal would deliver 384 new homes benefitting from a high standard of amenity in terms of size, layout, outlook, privacy and amenity space.
- 247. All of the proposed buildings would be of a consistent standard of design, with individual and communal entrances indistinguishable from each other in terms of quality of external design and fit-out, thus ensuring imperceptibility of tenure.
- 248. The proposed accommodation is generally considered to be of a very good standard.

External amenity space and young people's play space

Private and communal external amenity space

- 249. All new residential development must provide an adequate amount of useable external amenity space, which can take the form of private gardens, balconies, terraces and/or roof gardens. Annex 17 of the OPP s106 stipulates the required amenity space standards, which are closely aligned to the minimum requirements of the Council's Residential Design Standards SPD.
- 250. The following requirements apply to all flats:
 - where a flat contains three or more bedrooms, a minimum of 10 square metres of private amenity space must be provided; and
 - where a flat contains two or fewer bedrooms, at least 10 square metres
 of private amenity space should be provided, but where this is not
 possible any shortfall can be added to the communal space.
- 251. The OPP s106 sets out that, when calculating the cumulative private amenity space shortfall across a development zone, any individual private amenity spaces of 3 square metres or smaller must be treated as zero (thus representing a shortfall of 10 square metres in the case of flats).
- 252. Fifty square metres of communal amenity space must be provided as an absolute minimum per building within a development. Where it is proposed to use communal amenity space to offset any private amenity space shortfalls, the shortfalls must be additional to the baseline 50 square metres.
- 253. The 384 homes proposed as part of Development Zone G creates demand for 3,840 sqm of private amenity space and 250 sqm of communal amenity space (50 sqm of communal amenity space per building). All three bed units are provided with 10sqm of private amenity. A shortfall of 905 sqm in private amenity space is identified across remaining residential units to be met in the communal amenity space. Therefore the total amount of communal space required for this development is 1,155 sqm. A large podium garden will provide a total of 6,563 sqm of communal amenity space which is significantly greater than the minimum amount required. Playspace areas have not been included in the amenity space calculations.

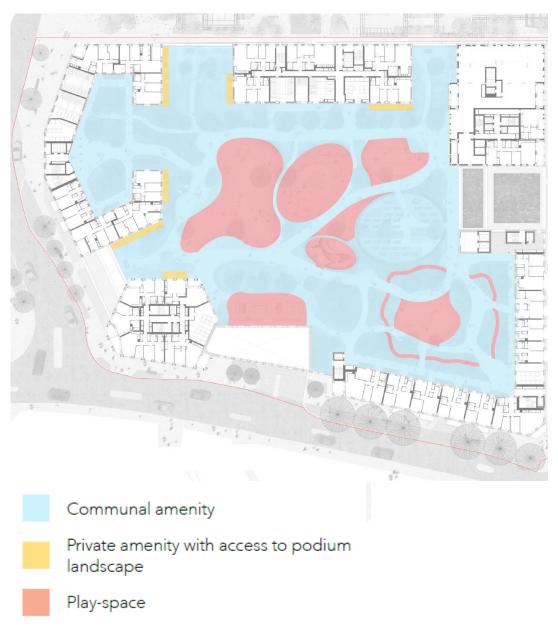


Image above: Podium amentiy strategy

254. Planning conditions and obligations attached to the OPP require details to be submitted, of the landscaping, treatment and enclosures of the communal amenity spaces, and for the facilities to be delivered prior to occupation of any of the dwellings. The developer is also obligated to submit and receive the Council's approval of an Outdoor Amenity Space Management Plan prior to occupation of any of the homes within Zone G; this will ensure an appropriate long-term management and maintenance scheme is in place.

Young people's play space

255. The site wide Children's Play Space Strategy approved as part of the OPP requires each Development Zone to incorporate playable space sized in

- accordance with the expected child population of the development. The OPP established the methodology for determining the child yield, and this is detailed in Annex 24 of the s106.
- 256. Applying the methodology from Annex 24, the total children's play space requirement for the proposed Zone G development is 1,218 square metres. The table below shows how this breaks down across the age groups for each of the three blocks, and how the application proposes to meet the requirements. This development would deliver a surplus of 721 sqm of playspace with the uplift being provided across all age groups. This is a significant positive benefit of the scheme and would provide excellent opportunities for children for play and interaction close to their homes.

Play and Amenity Areas	Required sqm	Provided sqm
0-4 years	597	720
5-10 years	348	912
11-18 years	273	307
Total	1,218	1939

- 257. The London Plan 2021 recommends that under-5s play space be at least 100 square metres in size and promotes the incorporation of incidental play space to make public realm more playable.
- 258. The application responds to this policy requirement positively by proposing that the playspace within the podium is spread across different areas intertwined with seating and communal amenity space. The podium is not accessible to the public but it is proposed to include play trails and facilities for the general public throughout the public realm within the wider masterplan site. For example, within the adjacent Park and Park Walk.



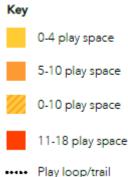


Image above to show location of different play areas

259. The OPP contains a planning condition requiring further details in relation to the play spaces, including equipment and treatment, and for the facilities to be delivered prior to occupation of any of the dwellings. No additional conditions as part of the RMA are recommended.

Amenity impacts on nearby residential occupiers and surrounding area

260. The importance of protecting neighbouring amenity is set out in 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 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.

Daylight and sunlight

- 266. Relevant policy and guidance with regards to assessing daylight, sunlight and overshadowing impacts has been set in earlier section of this committee report in relation to the standard of amenity for proposed dwellings. The same guidance applies to assessing impact on existing properties and open spaces.
- 267. The OPP included a full assessment of daylight and sunlight impacts on neighbouring buildings based on a maximum 3D envelope for each zone modelled on the Parameter Plans. This analysis took account of known development on neighbouring sites, and the relationship with other parts of the masterplan. By assessing the maximum parameters, this represented a 'worst case scenario' in terms of impact; this impact would either remain the same or improve as each building was developed in detail. The assessment was undertaken in accordance with industry standard guidance drafted by the Building Research Establishment (BRE).
- 268. The OPP modelled Zone G's maximum envelope as per the Image above below, where the height was capped across the plot in zones (shown shaded below).



Image above: Extract frrom maximum height paramater plan approved at Outline Stage

269. At the time of granting the OPP, the impact of this envelope on neighbours was deemed to be acceptable. This included an assessment of the impact upon the housing to the south of the site (on the opposite side of Redrift Road). It also considered the relationship between Zone G and neighbouring CWM development Zones J and F.

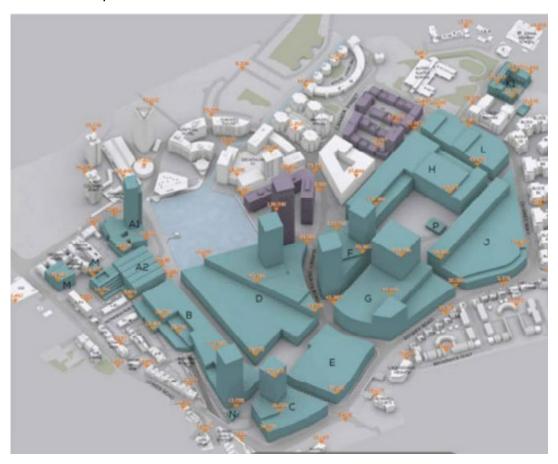


Image above: OPP maximum building envelop modelled for daylight/sunlight impacts on adjacent properties.

270. It would only be reasonable to reassess the daylight and sunlight impacts as part of the RMA in the event of a significant change in baseline conditions or a significant change to the worst case scenario tested at outline stage. Neither of those scenarios are triggered for this RMA. As such, it is not necessary or appropriate to re-visit that analysis as part of this application. Whilst a minor and isolated increase in height has taken place to accommodate lift overruns on Building E this would not have any noticeable impact on daylight/sunlight given the very limited change to overall height and the distance to be retained between Block E and the nearest residential neighbours.

Overshadowing

271. As with the above analysis, the OPP assessed sunlight impacts arising from the Masterplan development on the basis of the maximum 3D envelope. The analysis included the potential impact on the new park. It is not necessary or appropriate to re-visit this as part of the RMA for Plot G. However, the RMA for the park includes evidence to demonstrate that sufficient conditions will be achieved within the park.

Privacy

- 272. As discussed above 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.
- 273. The relationship between each of the new blocks and existing and planned future neighbours is acceptable in terms of overlooking and loss of privacy. The distances to be retained all exceed the Councils guidance for minimum distances across a highway (12m). Specifically;
 - A minimum of 17m will be retained between the application site and the nearest residential curtilage across RedriffRoad (with a greater distance between the actual buildings);
 - A minimum of 23m across Surrey Quays Road
 - A minimum of 20m across Park Walk but this distance reduces to 18m between the balconies on Building B and the façade of Plot F (at the closest point)
 - A minimum of 18m across New Brunswick Street

Outlook and sense of enclosure

- 274. The closest existing residential properties to Zone G are those within Brunswick Quay located on the opposite side of RedriffRoad (minimum distance of 17m between Zone G and residential curtilage of Brunswick Quay).
- 275. The outlook for those existing properties will clearly change significantly as a result of the masterplan redevelopment. Occupiers of those dwellings currently look onto a low rise retail/leisure park and in the future as the masterplan is built out, they will look onto a series of modern, mid and high rise buildings. Whilst there will be a significant change to their outlook, at

OPP stage it was concluded that none of the rooms within the properties on the opposite side of RedriffRoad facing towards the site would experience an unacceptable loss of outlook as a result of Zone G being built-out to its maximum parameters. Indeed subject to high quality execution of the detailed design the proposal will make a positive contribution to the townscape and views of this part of the town centre.

276. In respect of sense of enclosure, the height of the buildings proposed by Zone G RMA sit within the maximum parameters (save for a minor increase in height to accommodate a lift shaft in one location). It would not be reasonable as part of this RMA to re-consider the impact of the development on adjacent properties as this has already been considered and deemed to be acceptable as part of the OPP. At OPP stage it was determined that there would be no significant harm to the amenity of properties on the opposite side of RedriffRoad and there is nothing within the RMA to contradict or conflict with that decision.

Noise and vibration

Plant noise

- 277. Plant would be located at rooftop level as well as within the basement car park.
- 278. Conditions attached to the OPP require that the rated sound level from any plant, together with any associated ducting to be provided, shall not exceed the background sound level (LA90 15min) at the nearest noise sensitive premises and the specific plant sound level shall be 10 dB(A) or more below the representative background sound level in that location, with the background, rating and specific sound levels to be calculated fully in accordance with the methodology of BS 4142:20141.
- 279. The condition is considered sufficient to ensure that the proposed plant will not have an unacceptably adverse impact on existing neighbouring residents or the future occupiers of Zone G or any other nearby development zone.

Public noise nuisance

280. This particular plot has a large footprint and will accommodate a high density of residential accommodation as well as the supermarket and other commercial uses. Given the scale of the retail to be provided, the proposed operating hours and the servicing requirements for a retail store of this scale there is potential for noise and disturbance to occur from the servicing activity and general comings and goings to the store. There is also the potential for noise associated with use of smaller commercial units and the outdoor external seating areas connected to the commercial units along Park Walk.

- 281. This site forms part of an urban town centre comprising a mix of land uses (which are indeed essential for any successful town centre to thrive). Within a town centre a certain level of noise and activity is to be expected and residents choosing to live in a town centre with the convenience that such a location has to offer cannot expect the same limits on noise and activity associated with more suburban environments.
 - Notwithstanding that, all reasonable measures have been taken to limit any harm that might arise in terms of noise and disturbance. Specifically the following measures are proposed by way of conditions:-
 - Soundproofing measures for the new building to protect noise transmission between commercial and residential uses as well as noise escaping from the commercial uses;
 - Conditions to control noise levels associated with any amplified music from the commercial units;
 - Controlled hours of operation for the commercial units (excluding the supermarket). The allowed hours are 6am until midnight which is appropriate for this town centre location and reflects the hours allowed on the adjacent Zones (F and H);
 - Restrictions on the use of external seating areas to protect the amenity of residents living within the dwellings proposed for Zones F and G (external seating allowed until 10pm) which reflects the permission for Zone F;
 - Controlled hours for servicing the commercial units (excluding the supermarket) – the hours specified reflect the allowed hours for Zones F, H and L.
- 282. Whilst it is appropriate to restrict opening hours for the smaller commercial units in line with the other adjacent plots (Plot F and H), the supermarket will operate on unrestricted hours. The circumstances for this particular plot are significantly different to other plots throughout the Masterplan site due to the OPP which allows for relocation of the existing Tesco superstore. The existing store operates without any planning restrictions in terms of opening hours and with a condition restricting servicing and deliveries (allowed 7am 11pm). This is an important material planning consideration.
- 283. It would not be possible for the Masterplan to proceed without the relocation of the existing store. The relocation unlocks the land required to deliver the remainder of the Masterplan. From a commercial perspective the operator would not agree to relocate to a store with tighter trading or servicing restrictions than they currently benefit from in their long-established existing location.
- 284. In terms of operating hours having regard to the current unrestricted operating hours it would not be reasonable or appropriate to introduce a restriction for the supermarket as this time.

- 285. It is acknowledged that from a functional/operational perspective a retail store of this size and capacity will generate the need for a high level of servicing which could not reasonably be accommodated within the servicing hours that have been applied to the other development zones. Furthermore it would not be reasonable to seek to introduce restrictions on the existing retailer which currently operates from this site without such planning restrictions in place. The circumstances surrounding the unrestricted operation of the existing supermarket and the fact that OPP has been granted for its relocation, thereby accepting the principle of a large format supermarket in this location, should be given significant weight in the determination of this application. Specifically with regards to how reasonable it would be to seek to restrict hours of operation or servicing as part of the RMA.
- 286. Despite the unrestricted hours for the supermarket it is not considered that an unacceptable level of harm would arise to existing residents (the closest being at Brunswick Quays) given the fact that the site is separated from those properties by a road, the access into the supermarket will front onto Surrey Quays Road away from those residents and all servicing will take place in an enclosed service yard (discussed further in the highways section below).
- 287. The residents most likely to be affected by the unrestricted operation of the supermarket would be the future residents in Zones F and G. Those residents will be aware that they are moving into a mixed use, urban location in close proximity to a large supermarket where some level of noise and disturbance is to be anticipated. However, as discussed the design of the building with internal service yards and measures taken to control soundproofing will minimise any adverse impact.
- 288. The Councils EPT have raised concerns with regards to the unrestricted operation of the supermarket but the position with regards to the existing supermarket are understood. They have recommended various soundproofing conditions as discussed above.

Transport noise impacts

- 289. As the proposals are in conformity with the floor space areas and uses approved for Zone G under the OPP, there will be no significant or material change to the traffic data or road traffic related noise and vibration effects identified within the approved Canada Water Masterplan ES.
- 290. As discussed in the transport section below there will be the potential for noise and disturbance from servicing of the supermarket. However, for the reasons set out it is not considered appropriate or reasonable to limit the servicing and operation hours for Tesco beyond its existing onsite operation.

Odour

291. A condition is attached to the OPP requiring the submission of extraction and ventilation details for any restaurant uses within the development or any other users where hot food preparation is to take place. As such, the OPP provides all necessary protections for future Zone G residents against odour disturbance.

Design

- 292. The CWM is conceived as a trio of Character Areas, each defined by a set of principles intended to create a distinctive sense of place with particular townscape qualities. These Character Areas are the 'Town Centre', the 'Central Cluster' and the 'Park Neighbourhood'. Within each of these, the streets and spaces define and shape a series of Development Zones. The design principles for the Character Areas and the Development Zones were established by the Parameter Plans and Design Guidelines approved as part of the OPP.
- 293. Development Zone G forms part of the 'Central Cluster' the commercial heart of the Masterplan. An important pivot point, the Central Cluster constitutes the transition between the Town Centre and the Park Neighbourhood. The CWM Design Guidelines state that it will be:"...suitable for the location of a superstore and tall residential buildings, surrounded by complementary land uses. Workspace, retail, leisure and community uses will complete the neighbourhood and contribute to the vitality of the Central Cluster". The Central Cluster accommodates part of the cluster of Tall Buildings of the Masterplan. Brought together into groups, these buildings form a coherent composition creating an identity for the area from afar, and setting a transition to the lower neighbouring context.



Image above: Excerpt from the Design Guidelines, showing the general location of different building typologies across the masterplan.

- 294. The Parameter Plans effectively established an overall block structure and a maximum 3D building envelope within which the eventual development at each Development Zone would sit. These impose certain restrictions and expectations on the detailed proposal for Zone G, as follows:
 - Maximum building heights comprising 105m AOD for the tallest tower, 65m AOD for the second tower, 45m AOD for the central mass, 30.5m in the southeast corner and 30m on the southern edge;
 - Maximum footprint of approximately 120 metres x 147 metres;
 - Prohibition of any vehicular routes into the zone except from the New Brunswick Street and RedriffRoad
 - Servicing restricted on along Park Walk
 - Extent of full basement
 - Retail use secured on the Surrey Quays Road/Park Walk junction

Site layout, access and public realm

- 295. Development Zone G is defined by four routes and contributes to the street character of each. Each frontage also addresses a separate character area.
 - Park Walk is proposed verdant pedestrian street running through the new Masterplan connecting Russia Dock Woodland with the public transport hub at Surrey Quays Station. Here Development Zone G faces Development Zone F which sits within the 'Commercial Cluster'.
 - New Brunswick Street is a vehicular street with pedestrian priority and controlled vehicular access connecting Canada Water Station through to Greenland Dock. Here Development Zone G addresses the 'Park Neighbourhood'.
 - Surrey Quays Road is existing and will provide bus and motor vehicle access through the masterplan. The character will be transformed from suburban highway to urban street. Development Zone G faces the 'Town Centre' character area here.
 - Redriff Road provides vehicular access to the Rotherhithe Peninsular. It
 is laid out for car use with verges and roundabouts at its junctions.
 Development Zone G faces onto existing three and four storey houses
 and apartments which are set back from the foot way.
- 296. The proposed layout of Zone G has been largely driven by the size and physical constraints of the supermarket and the Parameter Plan restrictions in terms of locations for vehicle entrance points, servicing and active frontages. The Image below shows the proposed ground floor layout.



Image above: Proposed ground floor layout

- 297. Redriff Road is the main vehicular route around the Rotherhithe Peninsula and will be the most direct approach to the site from Lower Road. The entrance and exit to the basement town centre car park has been located on this primary route to help minimise the impact of vehicles on the surrounding streets. The superstore will manage their own servicing and deliveries via a dedicated service yard accessed from Redriff Road and exiting onto New Brunswick Street. An internal residential servicing yard has been located on the one-way section of New Brunswick Street where access will be controlled. This yard will provide an internal space for the management of deliveries to the five residential buildings and for weekly waste collections.
- 298. The blocks have parcel lockers within the lobbies for post and smaller deliveries. In order to keep service charges to a minimum only Block C would have an onsite concierge/manager. The facilities management team would oversee the general servicing and maintenance of the lobbies as well as overseeing larger deliveries to the residential service bay.
- 299. In summary, the proposed layout is considered to be well resolved, with a high proportion of active frontages provided along the Surrey Quays Road and Park Walk elevations and activation on all four corners. The New Brunswick Street and Redriff Road elevations accommodate access and egress points to internal parking areas and loading bays as well as necessary back of house plant and facilities. Whilst this does present some

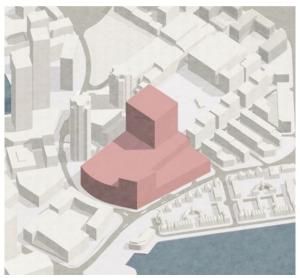
- challenges in terms of lack of active frontage and fragmented facades these are necessary elements of the building which have been sited in the most appropriate locations.
- 300. The applicant has demonstrated that the number of vehicular access/egress points has been restricted to those required for safe and successful operation of the superstore and residential uses above. Through detailed design elements such as chamfering of corners, and careful articulation of the ground floor facades, together with high quality landscaping of the public realm it is considered that the experience for pedestrians using New Brunswick Street and RedriffRoad will be safe and pleasant. It will be necessary for the applicant to ensure high quality execution of the design, there are appropriate design conditions attached to the OPP to ensure that the planning authority maintain a good level of control in this regard.
- 301. The site layout is logical, responds well to the context in terms of building location and public realm provision, and is in accordance with the approved Parameter Plans and relevant parts of the Design Code.

Height, scale and massing

- 302. London Plan Policy D9 relates to tall buildings. The policy sets out a list of criteria against which to assess the impact of a proposed tall building namely locational, visual, functional, environmental and cumulative. London Plan Policy D4 requires all proposals exceeding 30 metres in height to have undergone at least one design review or demonstrate that they have undergone a local borough process of design scrutiny. All of the residential blocks in Zone G trigger the tall buildings policy.
- 303. The principle of tall buildings in this specific location has been established by the OPP. The image below shows an excerpt of the approved parameter plan in respect of height restrictions for Zone G (as amended by the s96a applications).



304. **Image above:** Approved parameter plan identifying maximum building heights and tall building locations



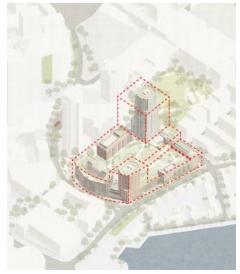


Image above: Visual representation of height and massing allowed for this Zone by the OPP parameter plans and Zone G proposal within maximum height parameters (shown by the dotted red line)

- 305. With the principle of tall buildings established for this Zone what remains to be determined, as part of this RMA, is the detailed design approach and quality.
- 306. The massing is devised as five individual buildings linked together at the lower levels creating a podium and forming a singular urban block. The podium houses the large volume of the superstore sales floor which requires a minimum clear height of 7.2m. This volume is only apparent on the main frontage of the superstore along Park Walk and at the junction of Surrey Quays Road. This central space is wrapped on all other frontages with uses that are smaller in scale, whether that be superstore ancillary spaces, independent retail or residential entrances. Above the 10m podium the five residential buildings become more distinct in their form. Breaks between the individual forms adds variety to the streetscape and provides passers-by with glimpses of the verdant courtyard above.
- 307. Supporting the design principles of the Masterplan, Buildings A and B contribute to the consistent urban datum of 8-10 storeys along Surrey Quays Road and Park Walk. Building E will be the lowest building onsite at part6/part 7 storeys reflecting the drop in scale on the periphery of the masterplan site. Buildings C and D are the tallest towers, both located at a point of landmark significance within the masterplan with C forming a backdrop to the new public park and framing the start of Park Walk (alongside the tall buildings approved in Plot F). Building D is further located at a prominent position within the masterplan, marking the key junction of Surrey Quays Road and Redriff Road. The majority of the height for both

- Building C and D is concentrated on opposite corners of Plot G, further establishing the landmark significance. The shoulders of both Buildings C and D also pick up on this datum, helping hold the corner of the plot and mediating between the taller volumes above.
- 308. The scale of buildings along Redriff Road aim to respond to both the urban transformation of the street and the scale of the existing buildings on the southern side of the street. Working within the approved parameters, the massing varies in height from 3 storeys (above podium) through to 17 storeys (above podium) at the key junction of Surrey Quays Road where the public realm opens up to the bascule bridge
- 309. Any tall building development must have regard to the impact on the wider London skyline and act as a way to identify important places in the borough and local area. There is sufficient separation between both Building C and D and the tall buildings do not merge, allowing both structures to be clearly visible and independently read.
- 310. Within the wider masterplan, Building C and to a lesser extent, D, form a clear tall building cluster with those of Plot F (F1 and F2) whilst also remaining distinct and allowing all four buildings to appear well defined. Building C especially relates to building F2 as together they create the new Park Walk and set the enclosure for the park, as per the requirement of the OPP Design Guide. Both buildings C and F2 further emerge from lower podium blocks which address the park, establishing a visual relationship between the two.
- 311. Combined with the future tall building in Plot D, the cluster will form a coherent composition and create a new identity for Canada Water. The tall building cluster also sets the transition from the town centre to the lower heights of the Park neigbourhood and context beyond the masterplan area. Buildings C and D will most prominently be seen in views from the south as the tall buildings at Plot F are more dominant in views from the north. The tall buildings will still be seen from long distances, however, and help to establish this new character for the area.
- 312. Both Building C and D feature smaller nib buildings which are more in line with the shoulder heights of the other Plot G buildings. The step down in height ensures the tall buildings are more proportionate and integrate more successfully with the wider Plot G site. The surrounding public realm and townscape also benefits from a more human scale as the building heights reduce and are more aligned. The lower height of D also ensures the building responds sensitively to the existing three to four storey residential buildings on Redriff Road, further aided by Building E being the lowest of the group.
- 313. At seven to nine storeys, the overall shoulder height of the development responds sensitively to the surrounding townscape and maintains a city

scale. The slight variations between the lower buildings help to distinguish the blocks as separate entities whilst retaining a well proportioned development.

314. Whilst the overall block is undeniably large, it is clear that design choices have been successfully employed to mitigate the impact of any excessive scale and the constraints of the masterplan.

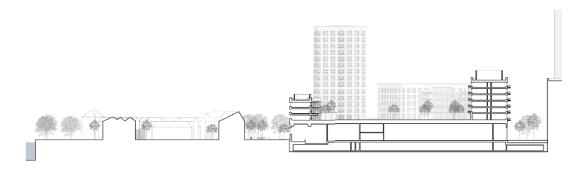


Image above: Section through Plot G to show existing dwellings in RedriffRoad on the left, proposed Block E, the podium garden and then proposed Block B with Block D and A in the background



Image above: Proposed Park Walk Elevation showing Block C, Block B and Block A with Block D in the background

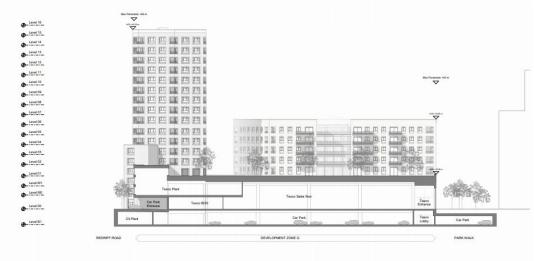


Image above: section through Plot G to show proposed Block E with the tower (Block D behind) and the podium garden with Block A behind

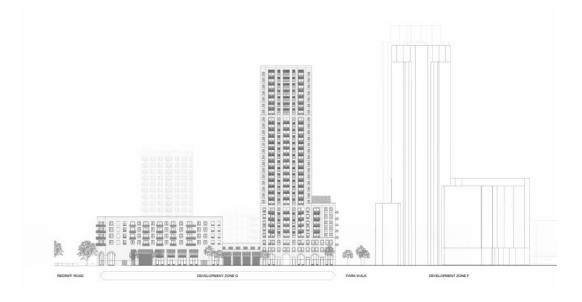


Image above: Elevation fronting New Brunswick Street Plot G to show proposed Block E with Block C and the adjacent Zone F in outline

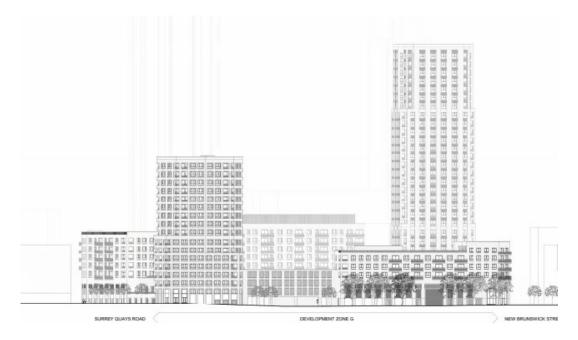


Image above: Elevation fronting RedriffRoad showing all proposed buildings

315. In summary, the massing would optimise the quantum of development while respecting the height and footprint parameters of the OPP. The tallest elements have been located on the corners of the development zone as a marker to important nodal points. The massing has been carefully modulated through the use of recesses and projections in the footprints, as well as a variety of balconies/decks and set-back upper storeys. The result is a set of five well-related buildings possessing a strong urban character and a comfortable relationship to their surroundings.

Architectural design and materials

- 316. The overall approach to Zone G is to create series of buildings with individual architectural style and appearance above podium level that come together to form a single composition. A consistent approach to the base and shoulder height on Buildings A, B and E will be used to create a unified response to the group.
- 317. All buildings will be constructed of brick using a variety of colours and tones to add visual interest. It is anticipated that Building B will have the same or a very slightly different red brick to Building D, making a relationship between these two buildings across the podium garden in the same way that buildings A and E have different tones of buff brick. The strategy of linking the diagonally opposite buildings in this way helpfully limits the palette to give cohesion but also means that the colours alternate as you move around the urban block along the street. The chosen material pallet is robust and will ensure a high quality design and longevity to the development.



Image above: Massing and primary brick colour together with brick swatches for each building

Building A

- 318. Building A is an five-storey (above podium 8 storeys in total) courtyard block at the corner of Surrey Quays Road and Park Walk. The Surrey Quays Road elevation bulges out to follow the curve of the street, creating three facets and a distinctive symmetrical appearance. The block also accommodates the entrance to the superstore which is proposed to be operated by Tesco using their 'Tesco Extra' format, as well as its café and an assortment of back-of-house functions.
- 319. The street façades are clearly articulated as having upper and lower parts, according to this separation of residential and commercial functions. The residential levels have an ordered fenestration with two widths of nearly full-height windows, as well as large sliding doors to projecting balconies. The four corners of the building are accented by large inset balconies, which soften its edges somewhat. The lower floors comprise large openings to the superstore, the rhythm of which is regular, not conforming to the setting out of residential windows above. The base of the building appears relatively tall compared to the building's overall height which is appropriate for its function and context.
- 320. The entirety of the base of Building A has a consistent architectural language. Tall, regular bays are accentuated by recessed reveals in a contrasting white brick that denotes the superstore shopfront. Through the use of detailed design features such as lintels, decorative fluted brickwork and a change of materials for the plinth the facades have an interesting visual appearance and sense of richness and quality.
- 321. The courtyard-facing 'inner' elevations have less tall windows to provide privacy, except where lightwells are made by spacing the access decks away

from the facades. The appearance is dominated by the access decks themselves, which have reconstituted stone edging and columns to give weight and complement the stone balconies, sills and coping to the 'outer' facades. The balustrades here are a variant of the balcony balustrades and the soffits are proposed as having a coloured aluminium panel to conceal services.

322. The building will comprise a pale material palette of buff bricks, sandy grey reconstituted stone and white glazed brick, along with metalwork in a dull gold. The low degree of tonal contrast between the materials has the effect of playing down the separation of the base from the whole.

323.







Image above: Bay study Building A and Courtyard view

Building B

- 324. Building B is a simple rectangular residential building with a central common corridor, accessed via a core from Park Walk. All apartments have large projecting balconies that project beyond the facade allowing long views along the street or over the podium garden. The building has generously sized windows, this time of a slightly more horizontal proportion, with reconstituted stone sills and brick-clad lintels. These, combined with full-brick reveals, give the façades a heavy masonry appearance appropriate to the scale of this nine-storey building.
- 325. The shopfront openings continue in the same vein as Building A, with recessed white glazed brick reveals and decorative fluted brickwork panels. The exception to this is at the residential entrance to the block, where there is a narrower glazed opening and canopy to identify the entrance more clearly along Park Walk. Likewise the entrance to the basement car park in the adjacent bay has a unique treatment with the fluted brickwork coming down to the lower lintel height. In both instances the white glazed brick does not come up above the height of the plinth, to emphasise that these are not superstore functions.
- 326. The 'gaps' between Building B and the adjacent buildings, A and C, have the same shopfront bays but are intended to read as linking elements. Here, the

facades steps back subtly and the brick colour changes to a neutral dark grey, to distinguish it as secondary. This dark grey is used around the scheme to denote the podium itself, revealing itself in the spaces between buildings.

327. The material palette is the same as that to Building A, apart from a change from buff to red brick. This is primarily to provide contrast with the neighbouring blocks and a richness of colour between buildings A and C, both of which are quite pale and muted.



Image above: Building B Park Walk elevation





Image above: Building B residential entrance and bay study

Building C

- 328. Building C is a 30 storey landmark building situated in a key location at the end of Park Walk overlooking the Park. The massing has a monolithic quality with texture and colour subtly layered over the massing to give the building a vertical emphasis. This is followed through in the fineness of the fenestration detailing.
- 329. The tower is ordered in four sections vertically (base, shoulder, tower, crown) and the relative proportion of these has been carefully considered. The base contains a double-height entrance lobby and commercial or hospitality spaces, as well as various resident's amenity and ancillary uses.
- 330. The residential apartments begin at podium level the plan extends toward park walk to form an articulated shoulder six levels above podium. Above this datum the central-core plan has typically seven homes per level. This reduces to four family homes at the final seven levels where the plan steps in again to create a distinctive silhouette.
- 331. The base of the tower comprises large arch openings at ground level with residential proportioned windows above. The base has the same white glazed brick treatment as used along Park Walk. Above the base there are 5 floors which create the shoulder before the building reduces to a more slender tower.
- 332. Above the shoulder datum the tower plan has a symmetry which leads to differentiation between the elevations addressing the park and garden compared to the 'party wall' elevations looking over neighbouring buildings. The distinction between elevation types is intentionally subtle as the a tower will be read in the round. The park facade is more open containing inset balconies; the side facade is more solid, creating a pleasing contrast when viewed obliquely. A further richness is created through subtle architectural features and use of materials.
- 333. The crown employs similar palette of details to the body of the building below. The use of inset balconies, architectural details and subtle change of materials brings a lightness and distinctive finish to the top of the tower.
- 334. Building C is proposed as having a varied grey brick blended with green, charcoal and white accents. The main brick is enhanced by the darker, richer selection of semi-glazed bricks to the recessed spandrels and use of grey reconstituted stone and gold metalwork.

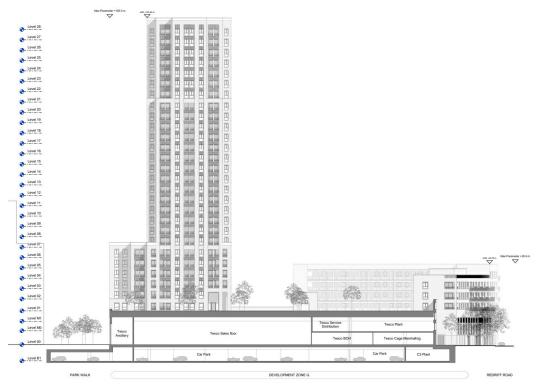


Image above: Section through Tesco and car park showing Building C (max height 105m) with Building E in the background (max height 30.5m)



Image above: Building C top of tower and bay study

Building D

- 335. Building D is the second tallest building within Zone G. The form of Building D is striking and so the treatment of elevations has been kept intentionally calm. The two tall buildings within Development Zone G have a reciprocal relationship. They are different in form and colour but share a common material language. Building C has a vertical emphasis whilst Building D gently expresses horizontal bands of brickwork that accentuates the faceted plan form. The openings, windows and inset balconies have a similar treatment. Recessed and darker coloured brick reveals exaggerate the size of openings Reconstituted stone cills in a pale warm pink are set higher relative to the floor, to reinforce the horizontal format. Brick soffits emphasise the thickness of the façade albeit that the linings to balconies are finished in render of a lighter colour. The blue grey brick that forms the slender spandrel beneath the windows is used to define base of the building which then links to the other buildings along Redriff Road. The parapets to the shoulder and the projecting corner are finished with a reconstituted stone coping, while the top of the building also has a deep frieze in the same material, such that the uppermost band of brickwork is of the same thickness as the bands below.
- 336. Building D has a textured pink / red brick as similar to Building B with the same white coloured mortar. A secondary blue / grey brick, tonally similar to the red, makes a tide mark around the base and provides balance to the richness of the red. A third warm brown brick is used at window reveals, accentuating their horizontal proportion and adding colour and depth to the modelling.



Image above: Building D street view and bay study

Building E

- 337. Building E is a deck access apartment building in a dark buff brick, with dual-aspect homes facing both street and garden. The roof line steps from seven to six residential storeys midway along Redriff Road to comply with CWM height parameters. There is a distinct separation between the upper residential levels and the three-story podium base which contains service spaces for the new superstore. The design in intended to maximise active frontage and create attractive robust facades that accommodate the necessary service entrances and openings whilst maintaining the mature tree canopy that lines Redriff Road.
- 338. Building E has most in common with Building A both in layout and language. The large windows have a more vertical proportion and private amenity space is accommodated by stepped projecting balconies that also give a Juliet balcony to half of each unit's large living room window, to maximise daylighting and views. The projecting balconies are arranged uniformly in neat sets on each of the two street elevations. The acute angle of the corner informed by the meeting of Redriff Road and New Brunswick Street is chamfered and has a unique tapered balcony.
- 339. The base is formed by large arched openings to retail premises and resident's entrances which active the external corners of Building E. The arches echo those found in the neighbouring Brunswick Quays development

and at the base of Building C further along new Brunswick Street. The base elevation is organised using the same architectural language as Building A. To Redriff Road there is a rhythm of alcoves with large decorative ventilation grilles serving the internal service yard, giving order and weight the building and providing an elegant backdrop to the mature plane trees that line Redriff Road.

340. The materials pallet comprises brick, reconstituted stone and metalwork elements. The main brick here is a dark buff colour, it's grey-brown tone responding to existing buildings along Redriff Road. The richly textured brick is underlined at the base of the building by the same dark grey that forms a continuous plinth along Redriff Road. All reconstituted stone elements are a warm sandy grey colour and metalwork is a dull khaki-gold.



Image above: Building E residential entrance and bay study

341. The following images show how the development will look from various vantage points around the site



Image above: Aerial view of Zone G looking across the Park



Image above: View of Zone G looking from Greenland Dock



Image above: View of Zone G looking down Park Walk from Surrey Quays Road



Image above: View of Zone G looking down Park Walk at night



Figure (above): View looking down New Brunswick Street



Image above: Surrey Quays Road and RedriffRoad junction



Image above: Redriff Road and New Brunswick Street junction

- 342. The design of the overall development is underpinned by strong architectural references and responds sensitively to the local context of Canada Water and wider masterplan. There is a clear hierarchy to the scheme with the tall buildings being the most articulated and embellished whilst the lower buildings have a simpler detailing. This approach provides a welcomed contrast between the tall buildings, which need to be of landmark significance, and the rest of the scheme which needs to reflect the scale and style expected of a town centre development.
- 343. The choice of brick for the main construction of the buildings is supported as this is sympathetic to the materiality of the surrounding area and is appropriate for a town centre context. Brick is further considered to be compliant with the OPP Design Guidance which required materials to have an enduring quality and natural finishes.
- 344. Brick has been used successfully in the scheme to elevate the overall design quality of Plot G. The colour palette is cohesive and complementary, achieving the design intention to create distinguished entities which cumulatively represent a related family of buildings. The exact bricks to be used will be approved via a material sample condition and in person inspection to ensure a high level of design quality can be achieved. The bricks will need to display a sufficient variation in tone with a richness to the reds and warmth coming out in the greys.

- 345. The remaining palette of materials, notably the reconstituted stone cills and gold metalwork, are considered to be robust and capable of delivering the high quality finishes expected of a development at this scale.
- 346. The applicants have requested the option to retain flexibility with the material selection in regards to the use of reconstituted stone and be able to use precast concrete if necessary instead. This is considered acceptable as the PCC material will provide a similar level of design quality as the reconstituted stone.

Design summary

- 347. The overall development of Plot G is constrained by the re-provision of the Tesco Superstore which to a large extent dictated the scale and layout of the block as well as the buildings sitting above the podium which need to respond to the structural constraints of the floors below. The design intention was to deliver five distinct buildings around the shared podium which could relate to each other whilst also mitigating the impact of the large scale of block and lack of permeability. This intention has been well executed and the overall design of the development is very successful. A new city block has been formed which clearly conveys a family of buildings which all strongly meet the ground, limiting the impact of the large podium. There is a variety in each street elevation and the transition between each building has been successfully managed. The different buildings provide a visual interest to the long elevations, avoiding any monotony whilst retaining design features and detailing which coherently unifies the group. The development will make a positive contribution to this part of the Canada Water townscape.
- 348. The podium garden has been well designed to provide a variety of external amenity spaces for future residents. This large soft landscaped space is a significant positive benefit of the scheme.
- 349. The scale of development and building heights have been the focus of a number of the objections to this RMA, with respondents commenting that the heights are overbearing and inappropriate. The heights are within the agreed height parameters of the OPP (save for a minor increase in height on Building E which is necessary to accommodate fire escape requirements). The position of these buildings was carefully tested in the townscape views undertaken at OPP stage, and they neither appeared overly dominant nor harmed important aspects of the local character. An updated townscape assessment forms part of this RMA (discussed further below). The assessment demonstrates that through their detailed design the buildings will make a positive contribution to the townscape.

- 350. In terms of architectural treatment, the proposed detailed design and material pallet is supported. Sample materials and mock panels to ensure high quality execution are required by a condition attached to the OPP.
- 351. For the reasons given above, it is considered that an acceptable quality of design would be achieved.

Heritage considerations and impact on protected views

- 352. 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.
- 353. 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). 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.
- 354. London Plan Policy HC1 and Southwark Plan Policies P19, P20 and P21 echo the requirements of the NPPF in respect of heritage assets, requiring all development to conserve or enhance the significance and the settings of all heritage assets and avoid causing harm.
- 355. The site does not include any listed buildings and is not in a conservation area. There are a number of heritage assets nearby, as detailed in the introductory sections of this report. 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 Mary's 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 from which the Canada Water development will be visible.

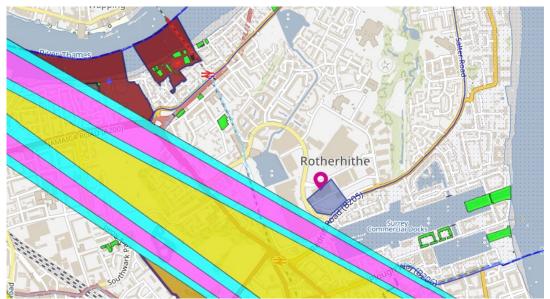


Image above: Map showing the relationship of the site (hatched in blue) to heritage assets and protected views. In green are listed buildings. The areas in pink, blue and yellow represent LVMF View 5.A.2.and conservation areas are in brown

- 356. The heritage impact of the redevelopment of the Canada Water Masterplan site was robustly considered as part of the OPP and based on a maximum building envelope for each plot the principle of erecting a series of buildings within identified locations was deemed to be acceptable from a heritage perspective at the time of granting the OPP. The RMA proposes a building envelope no bigger than that modelled at OPP stage. Therefore, and with no significant changes to the baseline conditions in the interim, no new considerations in respect of impact on heritage assets are raised.
- 357. Due to the scale and massing of the proposed tall buildings (notably Building C) they will be visible from various viewpoints within the area, as well as in longer views. The application is accompanied by a viewpoint study which identifies the visual impact of the proposed development. It consists of a series of accurately prepared photomontage or Accurate Visual Representations (AVR) which are designed to show the visibility and appearance of the proposed development from a range of publicly accessible locations around the site. The views are a refined selection of updated views previously agreed as part of the Townscape, Built Heritage and Visual Impact Assessment (TVBHIA), which formed a chapter of the original CWM ES. The TVBHIA included over 50 views both protected and sensitive which demonstrate the OPP maximum masterplan presence in the round. The views examined in detail how the maximum parameters would appear from several vantage points both in the context of protected views and panoramas as well as incidental and important local views.

- 358. During the determination of the OPP careful consideration was given to the impact of the proposed tall buildings on London View Management Framework views especially from Greenwich Park towards Grade I listed St Paul's Cathedral. As a consequence the taller buildings, including those within Zone G, are arranged to step away from the protected Vista. The updated view within the RMA viewpoint study 1 LVMF 5A.2 Greenwich Park: the General Wolfe statue demonstrates that the Zone G buildings will step away from the protected Vista and avoids tall buildings rising sharply along the edges of the protected vista.
- 359. Another important view is View 6 London Bridge: downstream Point B. The updated view demonstrates that Building C will be marginally visible through the frame however it will be mostly shielded by the tall buildings at Zone F. The difference in height allows the visible section of Building C to be easily distinguished whilst remaining as part of a clear cluster. The OPP confirmed that any harm arising due to the cluster of tall buildings is limited to this northern end of London Bridge and is of the lowest order of less than substantial because it does not interrupt the bridge and stays within the frame of the towers and galleries. As Zone G buildings comply with the approved Maximum Parameters this continues to be the case.
- 360. The Views Assessment provides a series of local views from locations such as Southwark Park, Stave Hill, Russia Dock Woodland and Greenland Dock. The Zone G tall buildings would be visible from each of these views, but would always be read as part of a distinct Central Cluster of tall buildings as permitted by the OPP.

Plot P

Colour code for showing different Plots
within the Viewpoint Study.

Plot A1

Plot A2

Plot B

Plot C

Plot D

Plot E

Plot F

Plot G

Plot H

Plot J

Plot K

Plot N



Image above: lvmf 5a.2 | Greenwich Park: the General Wolfe statue - northeast of the statue



Image above: view 6 - London Bridge: downstream | point b - close to the City Of London Bank



Image above: View from Southwark Park



Image above: View from Greenland Dock

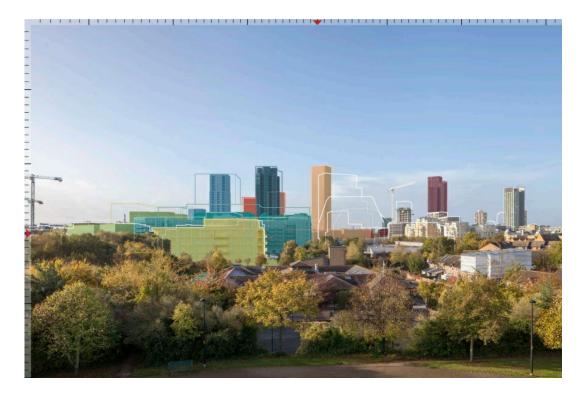


Image above: View from Stave Hill

Design Review Panel

361. The proposed development was considered by the Council's Design Review Panel at the pre-application stage on 12 April 2022. Their full comments are attached as Appendix 4 but in summary the panel generally supported the direction of travel and welcomed the involvement of the architects on this scheme. They acknowledged that this plot in the Masterplan presented a number of complex issues coupled with a challenging brief from the retailer.

The Panel suggested the applicant look at the following elements:

- Greater articulation between the blocks
- Enhanced activation on RedriffRoad frontage
- Consider zoning of space on the large podium
- Maintenance of the podium
- Explore opportunities for 'dwell' along the residential deck access corridors
- Can single aspect north facing units in Block B be resolved
- The podium level parking area for DDA spaces raises significant concerns
- Concern over ventilation into the park
- Could architectural detailing on the lower bocks be improved

Officer comment: The proposal further evolved after the DRP session (and post submission of the formal application). Amendments have been made to the footprints of the blocks giving greater separation between Blocks A and B. The detailed design in terms of the architectural treatment and landscaping of the podium evolved and enhanced. Finally the podium level parking area was removed from the proposals.

The basement car park for Plot G extends underneath the proposed new park. The ventilation strategy requires a vent to be provided within the park. The detailed design of this has been negotiated and is proposed as part of the separate RMA for the park (23/AP/0233). The proposed solution is considered to be a well-designed, sensitive and appropriate response for this necessary piece of infrastructure.

Inclusive access

- 362. Policy D5 of the London Plan expects development proposals to achieve the highest standards of accessible and inclusive design, requiring applications to be supported by an inclusive design statement within the Design and Access Statement.
- 363. The applicant's inclusive design statement sets out the various inclusive access measures. These include:
 - accessible links to local pedestrian routes and public transport;
 - step-free access to all parts of the buildings, including balconies;
 - 90% of dwellings designed to meet Building Regulation M4(2) and 10% of the dwellings designed to meet Building Regulation M4(3);
 - Within the M4(3) dwellings all affordable units have been designed to meet the Councils additional requirements for fitted out wheelchair units (as defined in the s106 agreement);
 - access to a second lift for all residents of wheelchair accessible homes;
 - provision of six accessible car parking spaces;
 - provision of accessible cycle parking spaces for residents, staff and visitors:
 - seats and resting places provided within the public realm at interval distances of no greater than 50 metres;
 - all street furniture, paving and landscape features positioned so as not to create barriers or hazards for people with impaired vision;
 - suitable non-slip, even, level walking surfaces (cobbled surface to have smooth routes); and
 - tonal contrast between any structure that might protrude into the public area (such as columns) and the background against which it is seen.

364. The proposal is ambitious in its inclusive design principles creating a convenient and welcoming set of buildings and spaces that can be entered, used and exited safely, easily and with dignity for all.

Designing-out crime

- 365. 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.
- 366. Six residential lobbies are distributed around the ground floor perimeter, providing access to the five buildings above. Each entrance lobby will be provided with fob controlled access, leading to fob controlled vertical circulation in the form of lifts and a stair core. Buildings A, C and D are served by a single core. Block B has a single core with a secondary escape core to the podium and E has two entrance cores at street level with an additional means of escape to the podium. In buildings A, B and E, the number of homes per landing is managed through the inclusion of access controlled doors. All five buildings are provided direct access to the shared podium landscape. Residents will only be able to gain access to their respective core. The courtyard offers a variety of spaces for relaxation and play in a safe and controlled environment. The layout of the proposed scheme has been designed in consideration of 'Secured by Design' principles. All residential homes are located above street level, with generous balconies and large windows overlooking the public realm and podium garden, creating natural surveillance. Regular residential entrances, commercial frontages and car park entrances further promote an active street scape, improving the safety around the entirety of the ground floor.
- 367. SBD principles have been incorporated into the design of the proposed buildings. The development will be required to achieve SBD accreditation. Compliance has been secured by way of conditions attached to the OPP.

Public realm, landscaping and trees

368. London Plan Policy G7 and Southwark Plan Policy P61 recognise the importance of retaining and planting new trees wherever possible within new developments. London Plan 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.

Public realm and landscaping

369. The CWM will deliver a series of key public spaces (the park, the dock and the town square) linked by high quality streets and pedestrianised routes. The delivery of the masterplan will see a significant uplift in the quantum and quality of public realm across the town centre. The areas of public realm to be delivered as part of the early phase of the Masterplan are shown the Image above below.



Image above: Public realm to be delivered at an early stage of the redevelopment

370. This RMA will deliver enhancements to the public realm by way of the surrounding street networks on two sides of the building (Surrey Quays and RedriffRoad). The adjacent pedestrianised green link to the north side of the Zone (Park Walk) will be delivered as a separate RMA which has been granted RMA under reference 22/AP/2580. The public realm of New Brunswick Street has been approved as part of a separate RMA (21/AP/4616). The new Park is also subject to a separate RMA (23/AP/0233), that application is also on the agenda to be considered by Planning Committee. To assist with understanding the full context of the public realm around Zone G the following images from the RMAs for The Park, NBS and Park Walk are included below.



Image above: Park Walk layout with Plot F to the north and Plot G to the south – the space comprises a central landscaped route with shared pedestrian and cycle routes on either side





Image above: CGIs to show public realm to be delivered in Park Walk

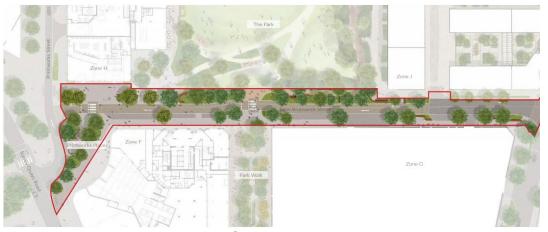


Image above: New Brunswick Street layout showing the relationship with Plots F, G and the new Park



Image above: public realm to be delivered in the Park

371. For Surrey Quays Road (which forms part of the Plot G RMA) generous footways will be provided together with seating, planting and visitor cycle parking facilities. This street is also required to accommodate bus stops and loading pads. Soft landscape will be maximised for amenity and SUDs purposes.







Image above: public realm to be delivered in Surrey Quays Road

372. Redriff Road is an existing street that connects to the wider peninsula. The details submitted as part of the Plot G RMA show that six mature trees will be retained, while new tree planting will help strengthen the tree lined character of the existing street. Soft landscape will be maximised, seating and cycle parking will also be provided in this street.





Image above: public realm to be delivered in Surry Quays Road

373. There is a large podium garden proposed (0.8ha/70m x 115m) above the superstore. This podium is comparable in size to Canada Water Dock or Covent Garden. In addition to the courtyard gardens are proposed for Buildings A and E. The podium is a high quality response to the amenity spaces requirements that arise from the number of dwellings proposed within Zone G. Future residents of this plot will also benefit from publically accessible spaces to be delivered in close proximity (Park Walk. The Park and The Dock).



Application boundary

- Play area
- 2 Communal space and shed
- Outdoor gym
- Table tennis and teen play
- 5 Play loop
- Access to podium from private terraces
- Seating
- 8 Outdoor lounge deck
- Play mound
- 10 Running loop
- Mezzanine terrace

Image above: podium layout

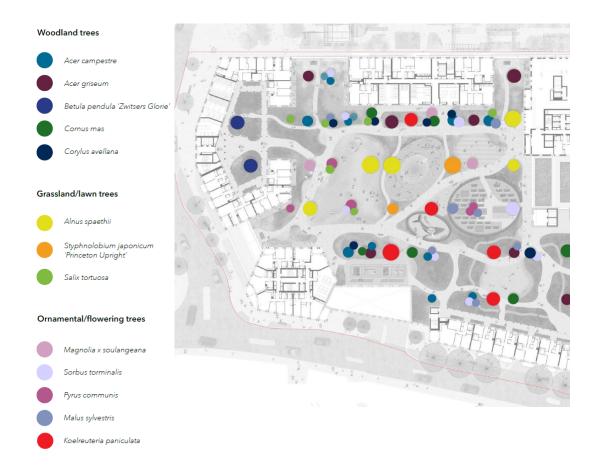
374. As a result of the public consultation process a concern has been raised with regards to the lack of public access to the podium garden. Whist this concern is noted the podium is not intended to be a public amenity space. It is

required to serve the needs of a significant number of new residents within Zone G including a high proportion of families. There is no access to the podium from street level, access is provided via the residential lobbies or directly from the podium level dwellings. Making the podium available to the general public would give rise to a number of security and management issues. Whilst those issues are not insurmountable it is considered a reasonable and appropriate response to make the podium available as communal space for residents of Zone G only. This is considered appropriate given that the podium would not form part of a route through the masterplan, it is disconnected from other public realm areas due to its elevated level and the masterplan will deliver a number of high quality publically accessible amenity areas. It should also be noted that there would be no public funding for the maintenance and upkeep of this area.

- 375. The proposals as depicted at this RMA stage for the various areas of public realm are in accordance with the key principles set out in the site wide Public Realm Design Guidelines underpinning the design for the public realm approved pursuant to the OPP.
- 376. Condition 74 of the OPP requires details of the intended maintenance regime for all areas of landscaping and a detailed Maintenance Plan will be submitted as part of the condition discharge process. The condition also requires detailed planting specifications for all landscaping. The final proposed planting species along with details of lighting, seating, surfacing and service plans will be secured at that stage.

Trees

- 377. There are presently 36 trees or groups of trees on the Zone G site
- 378. The redevelopment of this site would see the removal of 33 trees or groups of trees. 30 of these were identified at OPP stage for removal, it is necessary to remove 3 additional trees along RedriffRoad. The application proposes the retention of 6 of the existing trees on Redriffand Surrey Quays Road together with 9 new trees to be planted in Redriffand Surrey Quays Road. It is proposed to plant 70 new trees on the podium. The removal and proposed tree planting has bene agreed with the Urban Forrester.
- 379. With regard to the proposed tree planting at Zone G, indicative details of the proposed tree species have been provided as part of the RMA and as shown in the image below.



- 380. In summary, the tree strategy for the site is considered to be in compliance with the Indicative Tree Planting Plan secured as Annex 27 of the OPP s106 agreement. Condition 57 of the OPP requires an Arboricultural Method Statement to be submitted for each development plot, setting out how the construction works will be carried out without causing damage to the crown or the root system of the retained trees.
- 381. The OPP fully considered the impact of the redevelopment on all existing trees and secured appropriate re-provision of trees throughout the town centre as well as requiring tree protection measures where any were identified for retention. The OPP s106 agreement includes an obligation to retain 49 trees or groups of trees across the Masterplan site as well as a tree planting strategy to ensure that 658 new trees (with a canopy cover of 39,433 square metres) are planted across the Masterplan site

Green infrastructure, ecology and biodiversity

<u>Urban greening</u>

382. Policy G5 of the London Plan 2021 states that urban greening should be a fundamental element of site and building design. It requires major developments that are predominantly residential to achieve an Urban

- Greening Factor (UGF) score of 0.4 and those that are predominantly commercial to achieve a score of 0.3
- 383. The OPP was not subject to a UGF Assessment as it predated the formal adoption of the London Plan 2021 and Southwark Plan 2022. Nevertheless, at the time of granting the OPP significant enhancements were secured in respect of landscaping, habitat and ecology enhancements, and tree planting. Through the approved Parameter Plans, Design Codes, conditions and obligations attached to the OPP the redevelopment of the town centre as a whole will bring significant benefits in respect of urban greening.
- 384. With extensive natural cover surface, the Zone G RMA would achieve an urban greening factor of 0.41 (combined podium and surrounding public realm score). This would be achieved through a combination of:
 - proposed tree planting on the podium
 - species rich planting
 - permeable paving
 - rain gardens
 - intensive and extensive biodiverse roofs
 - tree planting at ground level
 - pockets of soft landscape at ground level
- 385. A two-part condition will be imposed to ensure the development is built-out to achieve the policy complaint 0.4 UGF score.

Ecology and biodiversity

- 386. Mandatory biodiversity net gain requirements will be introduced in November 2023 as part of the Environment Act 2021. Although Reserved Matters will not be required to fulfil mandatory BNG if the Outline Permission was approved prior to November 2023.
- 387. Notwithstanding the mandatory requirements 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.

- 388. The OPP predated adoption of the 2021 London Plan and Southwark Plan 2022 nevertheless the impact of the development upon ecology and biodiversity was robustly considered as part of the OPP (within the Environmental Statement) when the principle of the development was established. Appropriate ecological surveys were submitted and those surveys have subsequently been updated by way of additional bat surveys.
- 389. The Masterplan redevelopment will significantly enhance provision of public open space and opportunities for habitat creation throughout the town centre.
- 390. The Zone G RMA proposes a substantial landscaped podium garden as well as bio diverse roofs. Proposed features include trees, hedging and planting and opportunities for biodiversity and habitat creation have been maximised with the inclusion of log piles, bird and bat boxes. Opportunities have also been seized at pavement level to integrate soft landscape within each of the footways. Furthermore the development maximises the provision biodiverse roofs. The impact of the proposal upon ecology and biodiversity has been fully considered and opportunities to maximise ecological enhancements have been maximised.
- 391. There are already conditions attached to the OPP in respect of soft landscaping, green/brown/biodiverse roofs and walls, biodiversity, habitat and ecology features, precautionary bat surveys and ecologically sensitive lighting. Finally, Schedule 3 of the s106 to which this RMA will be bound includes an obligation for the applicant to submit a site wide ecology management plan and a financial obligation was secured towards toward the cost of monitoring the ecological works proposed to Canada Water Dock, The Park and other habitat and ecological enhancements to be delivered across the Masterplan site.

Transport and highways

392. The OPP was subject to robust scrutiny of the transport impacts that may arise from the wholescale redevelopment of the Masterplan site. This application was accompanied by a Framework Travel Plan and a Delivery, Servicing and Refuse Management Plan specific to the proposed uses for this plot.

Site layout

393. The application site occupies a substantial plot bound by pedestrian and vehicular routes on all four sides. Park Walk located to the north is primarily a pedestrian route with access for emergency vehicles only. Surrey Quays Road, Redriff Road and New Brunswick Street are all vehicular routes. Lobbies and entrances are located at ground floor for the residential accommodation along Park Walk, Surrey Quays Road, Redriff Road and

New Brunswick Street. The supermarket store entrance is located on Park Walk and the town centre car park (below the supermarket) is located on Redriff Road. The supermarket service yard is accessed from Redriff Road, and the egress is onto New Brunswick Street. The residential service yard will be accessed via New Brunswick Street. A further two on-street layby loading bays are proposed, with one situated on Surrey Quays Road and one on New Brunswick Street.



Image above: Proposed layout showing key service areas and vehicular entry/exit points

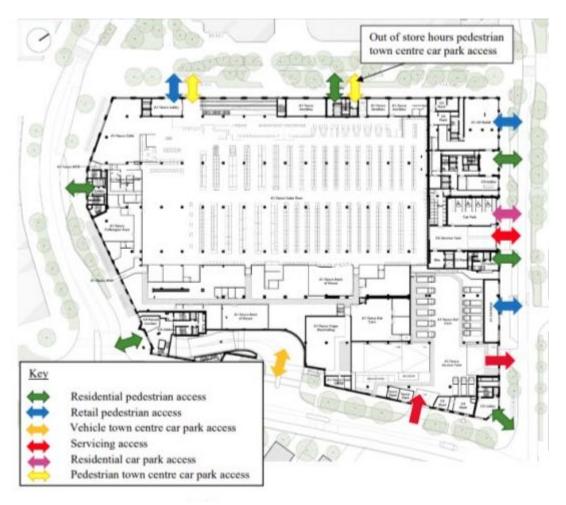


Image above: Proposed layout showing key entry/exit points

- 394. The proposal has been designed to accommodate vehicle movements associated with servicing and deliveries, car parking for the town centre and supermarket and residential parking for mobility impaired motorists, and access for emergency vehicles whilst seeking to prioritise safe, legible and generous footways for pedestrians together with cycle routes.
- 395. Redriff Road and Surrey Quays Road are existing busy streets that will accommodate higher volumes of traffic as well as buses. New Brunswick Street is a new road which has been designed as a quiet street. Whilst it will provide vehicular access into Plots F and G access will be controlled via bollards and onsite management to ensure that it is not used as a cut through for the town centre. Printworks Street (to the north of Plot G has been designed as a one way street in the Canada Water Masterplan but the Council has an aspiration for this to be a two way street now that adjacent landowners are coming forward with development proposals.

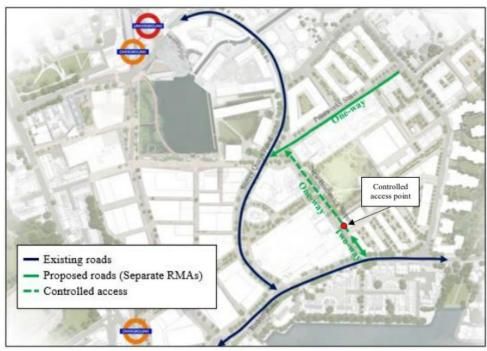


Image above: Local road network (existing and future)

396. In terms of pedestrian and cycle movements, as part of the wider CWM, further public cycle and pedestrian-only routes are proposed along Park Walk, Middle Cut, Higher Cut, Town Square and The Park. The routes will link to key transport hubs such as Surrey Quays station and Canada Water station, as well as local bus stops. Overall, when compared to the existing site layout, which is largely dominated by surface level parking the proposal will result in a much improved layout for pedestrians and cyclists. Whilst there are essential operational requirements in terms of servicing and car parking the impact of this has been limited to the existing vehicular routes on the perimeter of the site (Surrey Quays and Redriff Road).



Image above: Indicative local cycle improvements

401 The site layout is logical from a transport perspective and has been designed to accommodate the functional requirements whilst maximising opportunities for walking and cycling.

Trip generation and impact on the highway

- 402. The trip generation impact of the development was assessed at Outline Planning Stage. The proposed land uses and quantum of development accord with the assumptions made at the time of assessing the acceptability of the outline proposals. Updated forecast development trips have been provided with this submission. The forecast suggests a total of 1,703 trips during the morning peak (of which 582 would be by car) and 3,200 during the evening peak (of which 1,158 would be by car). The overall level of trip generation is considered to be acceptable in accordance with the OPP and can be accommodated on the network subject to the mitigation secured for highway improvements and sustainable transport modes.
- 403. At outline stage, permission was granted for access into to the basement car park from Redriff Road, locations of crossover and single access junction were also agreed. As part of this RMA a further analysis of the proposed site access and adjacent junction of Surrey Quays Road/Redriff Road has been undertaken to confirm that the proposed access junction operation remains

acceptable in highway capacity and safety terms. As a result of the analysis minor revisions to the junction layout have been incorporated into the design. The proposed layout has been agreed by the Councils Transport and Highways Officers.

- 404. As part of the OPP significant contributions were secured towards improvements to public transport to mitigate the potential impact. Specifically;
 - Surrey Quays Station contribution
 - Canada Water Station contribution
 - Bus contribution
 - Bus infrastructure improvements
 - Highways works
 - Signage and Legible London strategy
 - Cycle hire expansion and membership
- 405. The trip generation impact arising from this RMA and the proposed highway interventions and designs accord with the assumptions made at OPP stage. The additional trip generation impact has been addressed by the mitigation already secured in the S106 agreement.

Servicing and deliveries

- 406. London Plan Policy T7 deals with servicing and delivery arrangements during construction and end use. The policy requires provision of adequate space for servicing, storage and deliveries to be made off-street, with onstreet loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans, proportionate in scope to the scale of the development, should be submitted.
- 407. The OPP includes an approved site-wide Delivery and Servicing Management Plan, which forms Annex 19 to the s106 (to which this RMA will be bound). An updated Delivery and Service Management Plan (DSMP) for Zone G has been produced in line with the framework and principles set out in the approved site-wide Delivery and Servicing Management Plan. A further addendum was submitted as a result of the amended designs to address fire requirements. This plan covers the planning stage and a further DSMP will be submitted prior to occupation as required by Schedule 16 of the s106 agreement.
- 408. The strategy submitted with this RMA sets out the following key principles:
 - Servicing vehicles are to use bays within the development plot, with minimal reversing from the street where possible

- Some smaller vehicle servicing on street (e.g. for small and/or isolated retail units with poor access to central loading areas, supermarket home deliveries, couriers)
- A delivery booking system should be used and retail deliveries retimed to avoid periods of peak demand and specifically avoid 9am-10am and 5pm to 6pm on weekdays
- Specific solutions required for residential waste collection and furniture removals requiring proximity to cores and waste presentation points
- Delivery and servicing trip rates agreed for each land use:
 - o 0.52 vehicle trips per 100 m2 GIA per day for non-food retail uses
 - 2.20 vehicle trips per 100 m2 GIA per day for café/restaurant uses and
 - o 0.1 vehicle trips per 100 m2 GIA per day for residential uses.
- Residential waste is to be stored in 1,100 litre Eurobins and collected by London Borough of Southwark (LBS) contractors once a week
- Where the distance between the residential waste room and the waste presentation point is more than 10m, the Facilities Management (FM) team will manage the waste collections and rotate any full and empty containers
- Retail waste will be collected daily and waste storage space will be provided for two days' worth of waste storage.
- 409. A masterplan management strategy will be developed by the BL property management team to ensure that there is a consistent approach to the site management and the achievement of the above delivery and servicing objectives. The consolidated approach to waste management, delivery scheduling booking systems and management of suppliers will be managed centrally by the estate management team and will ensure that there is a holistic view of the whole development.
- 410. The table below sets out the number of antipcated service and delivery trips for the development <u>excluding</u> the deliveries for the supermarket but including the home delivery vehicles.

Residential and Commercial Delivery and Servicing Trips					
Land Use	GIA (m²)	Trip Rate	Vehicles per day	Peak Hour Trips	Peak Hour
Supermarket (A1) (excluding plant)	11,758	-	-	8	11:00 to 12:00
Ancillary Retail (A1)	200	0.52	1	1	
Restaurants & Café (A3)	200	2.20	5	1	
Residential (C3)	38,909	0.10	39	4	
Total	51,067	-	45	14	

- 411. Development Zone G proposals include a residential internal service yard containing two loading bays, and two external laybys located on New Brunswick Street (as submitted in RMA 21/AP/4616) and Surrey Quays Road that can accommodate one large and one small vehicle, or three small vehicles. The mix of internal and external delivery and servicing locations has been chosen to ensure deliveries can be made efficiently to each residential unit and the smaller commercial units without the need for drivers to move deliveries over very long distances and to minimise the risk of drivers stopping on the street and not in a designated delivery location.
- 412. It is intended that most quick/short servicing trips for the residential and smaller commercial units (such as food deliveries/small parcels) will take place from the external laybys. For more significant residential service trips (such as removals or furniture delivery) the residential service yard will be used. This will be managed by way of a booking system with onsite facilities management.
- 413. In respect of the supermarket use all servicing will take place within the internal dedicated service yard accessed from RedriffRoad (egress via new Brunswick Street). The yard can accommodate two articulated lorries and a fleet of 15 Home Delivery delivery vans.
- 414. Tesco have 15 deliveries per day on average and 45 outbound and 45 inbound Home Delivery movements per day. The peak hour demand for the supermarket is 8 trips. The following loading bays are proposed
 - 2 No. 16.5m loading bays in the supermarket service yard;
 - 3 No. 7m loading bays sized to accommodate a Luton Box Van in the supermarket service yard;
 - 12 No. 7m loading bays sized to accommodate a Luton Box Van in the supermarket dot com zone.
- 415. The service yard will be accessible for 22 hours a day, with the majority of deliveries to the internal service area scheduled from 9am to 5pm. Delivery vehicles will be able to pull into the service yard from New Brunswick Street where they will reverse from the road into the service yard into their allocated loading bay. The dockmaster will assist with indicating the correct bay to the driver and co-ordinating the delivery receipt process. Reversing into the service yard has been deemed suitable at this site as access to New Brunswick Street will be controlled by an access control system further South on the street, meaning general traffic flows will be minimised.
- 416. While the OPP sets maximum servicing hours across the Masterplan area (22 hours per day with peak hours of 9-10 am and 5-6pm excluded on weekdays), if appropriate these hours are to be narrowed (through the use of a planning condition) on a zone-by-zone basis as each RMA comes forward. The servicing restrictions placed on each Zone will reflect: the

location of the plot; the form and function of the occupier; any relevant history; and the impacts to residential amenity. As such, it has been appropriate to restrict servicing and delivery vehicles on other plots within the masterplan (generally restricted 6am-9pm) the servicing restrictions imposed on recently granted RMAs (Zones H, F and L) will not set a precedent for restrictions on other RMAs which will be assessed on their merits.

- 417. The circumstances for this particular plot are significantly different to other plots throughout the Masterplan site due to the OPP which allows for relocation of the existing Tesco superstore. As discussed in earlier sections of this report, the existing store operates without any planning restrictions in terms of opening hours or servicing and deliveries. This is an important material planning consideration.
- 418. It would not be possible for the Masterplan to proceed without the relocation of the existing store. The relocation unlocks the land required to deliver the remainder of the Masterplan. From a commercial perspective the operator would not agree to relocate to a store with tighter trading or servicing restrictions than they currently benefit from in their long-established existing location.
- 419. It is acknowledged that from a functional/operational perspective a retail store of this size and capacity will generate the need for a high level of servicing which could not reasonably be accommodated within the servicing hours that have been applied to the other development zones. Furthermore it would not be reasonable to seek to introduce restrictions on the existing retailer which currently operates from this site without such planning restrictions in place.
- 420. The applicant is seeking permission for servicing to take place over the full 22 hour period specifically for the supermarket. Through the Service Management Plan the applicant has committed to steps to reduce the potential for noise and disturbance to arise from the servicing activity. When scheduling deliveries outside of normal business hours, suppliers and their delivery agents will be expected to conform to TfL's Code of Practice for Quieter Deliveries. The FM team will work with occupiers, service partners and suppliers to minimise the impact from delivery and servicing activity on residents. This may include measures such as advising on driver behaviour when on the estate and the suitable routes that should be followed in different vehicles. It would be appropriate to place restrictions to prevent any queuing of vehicles on the local highway network. In order to achieve this Tesco will be required to manage arrival and departure times from the internal loading bay. With such restrictions in place it is considered that the supermarket servicing and delivery strategy could function without causing significant harm to amenity. These controls can be secured through the obligations within Schedule 16 of the s106 agreement.

- 421. However, the same level of servicing is not considered to be necessary or appropriate for the smaller commercial units on this plot. The smaller units will be serviced via onstreet loading bays rather than internal service yard. Consequently restrictions should be put in place via the recommended conditions.
- 422. Schedule 16, Part 2 of the s106 agreement secured as part of the OPP (to which this RMA will be bound) requires submission of a DSMP prior to occupation of the development (by which times exact occupiers will be known). As such, the final DSMP for Zone G will be subject to future approval but it will be required to confirm the maximum servicing/delivery vehicles per day and will be required to adhere to the aforementioned servicing hours.

Refuse storage arrangements and waste minimisation

- 423. The Framework Delivery and Servicing Management Plan approved as part of the OPP sets out the requirements for waste storage and management and the design of the development complies with these requirements. Each of the blocks would have dedicated communal refuse facilities, in appropriate locations convenient for the residential occupiers. There would be one onsite holding area located within an internal residential service yard accessed from New Brunswick Street. Facilities Management would transport bins from the individual blocks to the central storage area and would also present the bins within 10m drag distance on collection day. The central storage area is large enough to accommodate the capacity required for refuse, recycling and food waste. On collection day the collection vehicles would enter the service yard and load up before driving back out onto New Brunswick Street.
- 424. Space will be provided for bulky waste, sized as above, (such as redundant white goods or furniture) at podium level. Bulky waste will be collected from the apartments and placed directly in the store by the FM team. This will be transferred to the service area for collection by LBS. In accordance with the requirements set out in the Southwark Council Waste Management Guidance Notesfor Residential Developments (Feb 2014), waste bins will be collected once a week for collection. Each waste stream is collected separately by the local authority directly from the service yard waste store. Collections for bulky waste will be arranged as frequently as required.
- 425. Whilst it is recognised that refuse vehicles entering the internal service yard would need to reverse beyond the recommended 15m set out in council's guidance, technical tracking diagrams have been provided to show that the vehicles can enter and exit in a safe way. The council's Highways Team have not raised an objection to the proposal. Once the vehicles are inside the service yard the doors can be closed limiting any disruption and noise to local residents or pedestrians using New Brunswick Street. The council's Waste

- Team accept the proposed arrangement in this instance despite the reversing distance required to enter the service yard.
- 426. The superstore will manage their own waste generation and storage within their service yard accessed off of Redriff Road and exiting onto New Brunswick Street. Waste from the retail units on New Brunswick Street will be stored within each spaces demise and collected from the laybys on New Brunswick Street.
- 427. The proposed storage and collection arrangements for the various different uses have been assessed and deemed acceptable by the council's Waste Management Team and Transport Policy Team. A final Waste Management Plan specific to Zone G will be required in order to discharge Condition 87 of the OPP.

Car parking

- 428. Policy T6 of the London Plan requires developments in locations with existing and future high public transport accessibility to be car-free, save for adequate parking for disabled people. Specific requirements for different uses are set out in Policy T6.1 through to Policy T6.4, while Policy T6.5 deals with non-residential disabled persons parking.
- 429. Southwark Plan Policy P54 (Car Parking) echoes the London Plan 2021, promoting car-free development in zones with good public transport accessibility. For residential development, it requires car club contributions in order to encourage 'car-lite' lifestyles. Policy P55 supports the provision of accessible car parking spaces up to a maximum of 1 space per wheelchair accessible unit.

Residential car parking

- 430. In accordance with the approved Development Specification, Zone G would be car-free with the exception of six Blue Badge parking spaces. Four spaces will be provided internally (adjacent to the residential service yard) and two spaces will be provided on New Brunswick Street. This provision amounts to 1.5% of the total number of dwellings and 15% of the total number of wheelchair dwellings. Given the highly accessible location of this site in terms of bus services and proximity to Canada Water and Surrey Quays Station together with the fact that future occupiers will benefit from the convenience of a large format Tesco store within the immediate vicinity as well as other town centre uses within close proximity this is considered to be acceptable provision in this instance.
- 431. Furthermore the masterplan site is largely flat in terms of its topography and each RMA coming forward will deliver high quality, DDA compliant footpaths and accesses into buildings as well as accessible areas of public realm. One

of the key aims of the masterplan will be to provide a high quality, accessible, convenient mixed use town centre reducing the need for future occupiers to rely on the use of a car. With this in mind it is not anticipated that future occupiers of the wheelchair units will be adversely affected by the limited car parking provisions.

432. Tracking diagrams have been provided to show that the DDA spaces can be accessed safely.

Commercial/community car parking

- 433. The OPP includes provision of 1000 public town centre parking spaces to be provided across Zones G and E with 532 spaces to be provided within Zone G. This RMA proposes a basement car park to serve the superstore and wider town centre. the car park will accommodate 532 spaces comprising:
 - Regular bays: 479 (including 6 click and collect spaces)
 - Enlarged bays: 53 (including 33 blue badge bays and 20 parent and child bays)

The quantum of car parking for Zone G accords with the details agreed as part of the OPP.

- 434. Documents submitted with this application confirm that 20% of parking spaces will be fitted with EV charging at the outset. The remaining 80% of spaces have 'passive' provision. This is in accordance with Schedule 16 of the s106, as well as London Plan Policy T6.1 (C).
- 435. Taxi access is proposed in a bay in the basement car park, immediately adjacent to the travellators to the food store. The design is able to accommodate four taxi parking spaces, as required by a supermarket which is proposed to be operated by Tesco using their 'Tesco Extra' format, which is considered sufficient to meet expected demand.

Car club

436. The OPP s106 agreement includes an obligation to provide five car club spaces across the CWM to enable occupiers of residential units of each development plot to rent a car through an approved Car Club Scheme. This includes an obligation to promote the Car Club Scheme including provision of one year's free membership (membership fee only) from the date of first occupation of any residential unit for the first and subsequent occupier within a 12-month period of first occupation.

Cycle parking

- 437. The approved Development Specification, which pre-dates the adoption of the London Plan 2021 and Southwark Plan 2022, sets the minimum cycle parking standards for the subsequent RMAs. For residential units the Development Specification requires:
 - 1 space per studio or 1 person 1 bedroom dwelling;
 - 1.5 spaces per 2 person 1 bedroom dwelling;
 - 2 spaces per all other dwellings.
- 438. This generates a requirement for 686 spaces for the residential element of the scheme. The plans submitted show a total of 703 residential spaces (692 long stay and 11 short stay) with an appropriate provision of oversized, Sheffield and stacker stands.
- 439. Long stay residential cycle storage is located in secure rooms local to each residential core. The cycle stores are positioned at mezzanine level and podium. The mezzanine stores are accessed by lifts that are sized to accommodate both residents and cycles, including accessible cycles.
- 440. For short-stay parking, the first 5-40 dwellings require 2 spaces, and thereafter 1 space is required for every 40 units. Thus generating a need for 11 visitor spaces for this development. This provision will be met within the public realm located close to residential entrances.
- 441. For the commercial element there is a requirement to provide 73 long stay spaces for staff. It is proposed to provide 76 superstore staff long stay cycle spaces located at mezzanine level adjacent to Surrey Quays Road and within the basement. Security is a primary concern of Tesco and minimising points of access to the store is central to their strategy. For this reason, all staff enter through an entrance on Surrey Quays Road. There is a dedicated lift and stair core to the cycle storage located adjacent to the customer cafe.
- 442. For the commercial visitor spaces there is a requirement to provide 118 spaces. The plans submitted show locations for 121 spaces within the public realm located close to the store entrance.
- 443. In summary, the details submitted with the application indicate the short stay facilities would be in a fit-for-purpose format and well-distributed, while all long stay cycle parking would be secure, covered, practically arranged and well-located in relation to the residential cores and entrances to the commercial units. The total provision of cycle spaces complies with the standards set by the Development Specification.

Travel plan

- 444. The OPP includes an approved Framework Site-Wide Travel Plan, which forms Annex 20 of the s106. This sets the principles for the site as a whole and provides the governing framework within which Travel Plans for individual plots will be prepared. In accordance with Annex 1 of the OPP, a Travel Plan is required to accompany the submission of RMAs. Consequently, a plot specific travel plan has been submitted. This Travel Plan covers the planning phase of the development and the proposed land uses on Development Zone G. It will assist in developing the full Travel Plan, which will be prepared by the estate management team prior to occupation. The plan sets out the measures that will be taken to maximum sustainable modes of transport for staff and visitors.
- 445. The Travel Plan aims to reduce overall car mode share by 5% over 5 years; increase overall walk mode share by 2% over 5 years; and increase overall cycle mode share by 3% over 5 years.
- 446. Through delivery of the CWM the number of streets and routes for pedestrians in the local area will increase, thereby increasing the permeability of the local area and reducing walking distances to existing and future public transport services. Retail amenities will also be provided on-site with further amenities provided in adjacent plots in due course (subject to separate RMAs), with other town centre uses to the west of Surrey Quays Road, all of which will be easily accessible on foot.
- 447. Development Zone G benefits from good cycle connections and integration with cycle routes in the surrounding area.
- 448. Development Zone G is well located in relation to public transport, with Canada Water and Surrey Quays rail stations within walking distance (c.7-8 minute walk) and bus services on Surrey Quays Road, which are suitable for wheelchair users including routes 47, 188, 381 and C10.
- 449. The existing public transport connections together with planned enhancements, proximity to local facilities, proposals to enhance walking and cycling routes, provision of high quality cycle parking facilities and restrictions on car ownership for residents means that future occupiers and visitors to Plot G will be able to maximise use of sustainable transport modes thus reducing reliance on the car.
- 450. The Travel Plan prepared by Arup outlines measures and initiatives proposed by the applicant to support residents and commercial occupiers to make sustainable travel choices. These include:-
 - The provision of free TfL Cycle Hire Scheme membership for occupiers for the first three years,

- Promotion of schemes such as 'Cycle to Work' and 'Ride London'
- The provision of a travel information pack for every residential unit
- Car club membership for residential occupiers
- 451. The Travel Plan outlines that commercial occupiers will also be provided with an employee information pack which outline measures to encourage active and sustainable transport choices as well as high quality cycle parking and shower facilities.

Improving access to cycle hire options

452. In accordance with Schedule 19 of the OPP s106, land will be safeguarded across the masterplan for the provision of cycle hire docking stations for the TfL Cycle Hire scheme.

Legible London signage

453. The development would benefit from Legible London signs and existing sign map refresh, as secured in the OPP s106.

Highways Works

- 454. There are various highways works sought on the public highway as part of this Development as follows:
 - Provision of 12m long loading bay on Surrey Quays Road adjacent to Development Zone G;
 - New signalised town centre car park access junction off Redriff Road;
 - New vehicle crossover on Redriff Road providing access into the supermarket service yard;
 - Further alterations to the Surrey Quays Road junction with Redriff Road following the Outline Planning Permission, to include advanced cycle stop lines and pedestrian crossing facilities;
 - Relocation of Surrey Quays Leisure Park (Stop G) bus stop on Surrey Quays Road; and
 - Relocation of proposed pedestrian crossing on Surrey Quays Road.

The following highways works will be delivered as part of the Park Walk and Park Walk Place RMA and NBS RMA (already approved).

- Two uncontrolled pedestrian crossings, including cycle crossing points on New Brunswick Street adjacent to Development Zone F;
- Provision of three 12m long loading bays on New Brunswick Street, one adjacent to Development Zone F and two adjacent to Development Zone G:
- Provision of three accessible car parking spaces on New Brunswick

- Street adjacent to Development Zone F;
- Provision of cycle lane on New Brunswick Street;
- New priority junction on Printworks Street with New Brunswick Street;
- New priority junction on Redriff Road with New Brunswick Street;
- New vehicle crossover on New Brunswick Street providing egress for the supermarket service yard within Development Zone G;
- New vehicle crossover on New Brunswick Street providing access to the residential service yard within Development Zone G; and
- New vehicle crossover on New Brunswick Street providing access to the residential accessible car park within Development Zone G.

For works sought on the public highway, the Applicant will enter into a highways agreement with LBS/ this is already controlled in the S106 Agreement.

Healthy Streets

- 455. 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 masterplan 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 town centre. In particular, the vehicle and walking routes proposed across the masterplan site are arranged in accordance with the following hierarchy:
 - the primary routes are Lower Road (and the gyratory) and Redriff Road and these will carry the majority of traffic accessing the masterplan development as well as through traffic from the wider area;
 - as a secondary route, Surrey Quays Road will carry the majority of traffic associated with the development and local bus services. The realigned Deal Porters Way (to be known as the High Street) is also classified as a secondary route and will provide a bus route through the centre of the masterplan development;
 - the remaining tertiary routes will carry lower volumes of traffic and will provide a local access and servicing function; and
 - a comprehensive network of pedestrian and cycle routes will be provided that will enable the masterplan development to promote the Healthy Streets philosophy by providing high quality car free alternative walking and cycling routes.
 - an indicative bus infrastructure plan has been agreed with TfL and the council for the CWM area. The plan contains:
 - up to three new bus stops, proposed to be provided along, Quebec Way, Surrey Quays Road and Deal Porters Way and new bus standing facilities in Printworks Street and a bus driver facility located in the Printworks Building;

- the retention of existing bus stops along the A200 Lower Road, Surrey Quays Road and Redriff Road; and
- the relocation of existing bus stops along Surrey Quays Road and Deal Porters Way.
- 456. The residential component of the application is car free save for 6 DDA spaces, thus promoting walking, cycling and use of public transport. A significant quantum of parking is proposed for the commercial element but this was approved at Outline stage and is necessary for the successful operation of the town centre. 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 around the site as well as within the surrounding network of streets. The scheme has been designed to minimise air and noise pollution as much as possible.

Transport summary

457. Overall the transport and traffic related implications have been fully considered. The council's Highways, Transport and Waste Management Teams are satisfied with the proposal. The scheme minimises vehicle movements for the residential element by prioritising use of public transport, walking and cycling. For the commercial element there will be significant number of vehicles trips associated with customers using the town centre car park and servicing and deliveries. However, this is in line with the OPP and servicing activity will be minimised by way of a detailed DSMP. As such, the detailed proposals for Zone G align with the policies promoting sustainable travel and would complement the extensive range of mitigation, including improvements to public transport infrastructure and local streets, already secured as part of the OPP.

Environmental matters

Construction management

- 458. The construction related impacts of this development were considered as part of the ES submitted with the OPP. Schedule 23 of the s106 (to which this RMA will be bound) secures the provision of detailed CEMPs for each development plot.
- 459. 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.

Fire safety

- 460. Policy D12 of the London Plan 2021 expects all development proposals to achieve the highest standards of fire safety and to this end requires applications to be supported by an independent Fire Strategy, produced by a third party suitably qualified assessor. This application is also referable to the Health and Safety Executive (Fire Risk Unit) as a Gateway One development. A relevant building in the context of planning gateway one is defined as a building containing two or more dwellings or educational accommodation and has a height of at least 18 m or has seven or more storeys.
- 461. Since this application was originally submitted, in December 2022 the Government has published a public consultation recommending a second stair over 30 m for

buildings and therefore it is not a change to regulation or guidance at this point in time but in the first round of consultation on the application the HSE raised significant concerns with regards to the design of stair cores and access to communal areas. As a result of those concerns the proposal was amended in the following ways:-

- Reduction in the floor areas of Buildings A and B to below 900 m2.
- The second stair core in Block E was relocated to address comments regarding firefighter access to the podium and the overall floor area was reduced
- Building A, C and D have been provided with two escape stairs.
- The alternative stair within Building B now terminates at Ground Level.
- Enhancement in the category of the sprinkler system protection in commercial areas
- 462. In July 2023 the Government announced that a second stair would be required for buildings over 18m in height. The proposals for Plot G meet this requirement.
- 463. A Fire Statement was submitted with the application and then updated by way of an Addendum to reflect the amended designs. The statement confirms provision of firefighting shafts (lifts and stairs), location of fire command centres, west riser inlets and evacuation lifts as illustrated in the images below.

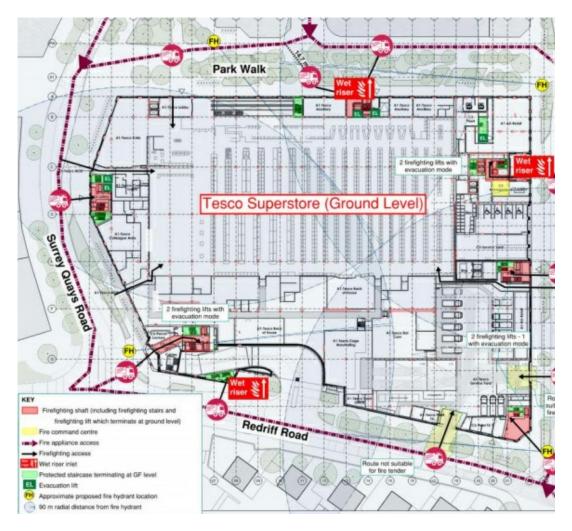


Image above: Ground floor firefighting access



Image above: Basement firefighting access

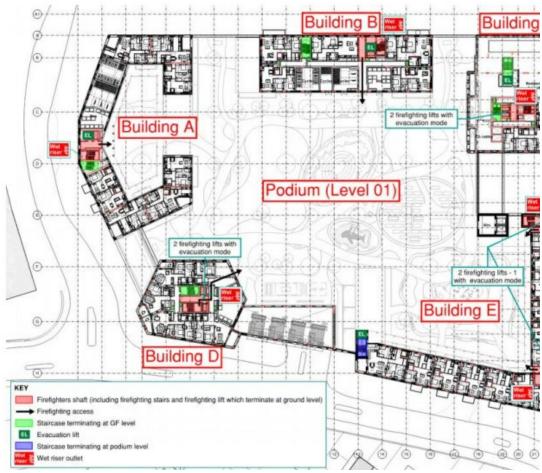


Image above: Residential floors firefighting access

- 464. For the residential element, a 'stay put' evacuation strategy is proposed, whereby residents that are not directly affected will be encouraged to remain in their apartments during a fire event until the Fire and Rescue Service undertake evacuation. However, residents will be free to evacuate themselves. Fire fighting and evacuation lifts will be provided. Some of the measures proposed across the Zone G blocks include smoke detection and alarm systems, sprinkler protection, compartmentation, dedicated evacuation lifts, fire service access lifts and a mix of natural and mechanical ventilation systems within the core/circulation areas The ground floor retail unit and basement car park have also been covered by the Fire strategy.
- 465. The HSE were re-consulted and have confirmed that they are satisfied with the proposal as redesigned.
- 466. The Fire Strategy was produced by a suitably-qualified fire risk assessor.
- 467. A condition is recommended to ensure the construction and in-use operation of the building are carried out in accordance with the Fire Strategy.

Flood risk, resilience and safety

- 468. 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 as part of the OPP detailing how the site wide Masterplan development has been designed to address flood risk and SUDs proposals. This confirmed that, through the implementation of the site-wide sustainable drainage strategy, the risk of flooding would not be increased elsewhere. The site benefits from the strategic flood defences along the Thames, but in the unlikely event that these defences were breached, some isolated pockets of the site that are lower lying could be susceptible to fluvial flooding. These are located within Zones M and E, but not Zone G, the subject of this RMA.
- 469. There have been no changes to baseline flood risk data since production of the FRA approved under the OPP. Surface water runoff would be restricted and attenuated for both Zone G and the public realm. Consequently, it is considered that there will be no change to the flood risk effects or mitigation previously identified within the approved CWM ES.

Sustainable urban drainage

- 470. To control the rate of discharge of surface water runoff, a drainage strategy was developed for the Masterplan and approved as part of the OPP. This committed to using sustainable drainage (SuDS) methods across the Masterplan area, including tree pit storage, rain gardens, swales, oversized pipes, below ground geocellular tanks and living roofs. The indicative details given in the Zone G RMA documentation suggest a number of these features would be incorporated, including, rain gardens, and 2,500 sgm of living roofs.
- 471. Condition 63 of the OPP requires that, prior to the commencement of each Development Zone, a detailed surface water drainage strategy specific to that zone shall be submitted to the Council for approval in consultation with Thames Water and the Environmental Agency. The submission for Zone G will identify the range of sustainable drainage measures to be implemented, and will be verified by the Council's Flood Risk Management Team prior to the commencement of works. As required by the condition, the Zone G strategy will be expected to demonstrate a reduction in surface water greenfield rates for storm events up to a 1% annual exceedance probability plus climate change allowance.

Land contamination

472. A desk top ground investigation assessment report was submitted at OPP stage and appropriate conditions requiring further intrusive surveys, remediation and verification were attached to the OPP.

Light pollution

- 473. The Canada Water Masterplan ES did not assess light pollution from the outline proposals because sufficient information was not available at that time. As mentioned in an earlier part of the report, it is considered unlikely that the Zone G RMA has the potential for significant light pollution effects.
- 474. In the interests of residential amenity, residential buildings are not typically fitted with external lighting above ground floor level, and the application drawings do not suggest any high level lighting is proposed on the facades of any of the blocks. Lighting will be provided on the podium comprising tree down lighters, bollard lighting and feature lighting to building entrances, As such, no concerns are raised with regard to potential light pollution and light nuisance at this RMA stage. Condition 89 of the OPP requires details to be submitted for all external lighting on buildings and within the public realm.

Agent of change

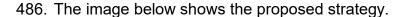
- 475. London Plan Policy D13 requires all developments to consider 'agent of change' principles to ensure that where new developments are proposed close to noise-generating uses, they are designed in a more sensitive way to protect the new occupiers, such as residents and businesses from noise and other impacts. This is relevant to the Zone G RMA because it proposes residential uses above a substantial retail store There are also planned commercial uses within the immediate vicinity of the site at Zones F and H.
- 476. The potential impacts arising from the wholesale mixed use redevelopment of the town centre were duly considered and deemed to be acceptable at the time of granting OPP. Several mitigation measures have been incorporated into the conditions attached to the OPP to ensure that a variety of uses can exist side by side without giving rise to unacceptable impacts.
- 477. For this particular plot residents living above the supermarket may be affected by activities associated with the supermarket but these would be limited to it's access by customers. Deliveries would take placed within an enclosed space so noise from them and other operational activities of the supermarket would be mitigated by the building fabric; in effect soundproofed.
- 478. To conclude, it is considered that the OPP and this RMA has been designed to ensure that the technical considerations such as adequate servicing, ventilation, mitigation of noise and vibration have been robustly considered and secured so that the development is attractive and usable by the intended future occupiers in accordance with Policy D13.

Energy and sustainability

- 479. 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.
- 480. London Plan Policy SI2 'Minimising Greenhouse Gas Emissions' requires all major development to be net zero carbon with a minimum on-site reduction of 35% against the Part L 2013 baseline for both residential and non-residential uses. Southwark Plan Policy P70 'Energy' requires major residential development to be net zero carbon with a 100% on-site reduction against the Part L 2013 baseline. Major non-residential development must also be net zero carbon, but with a minimum on-site reduction of at least 40% against the Part L 2013 baseline. As Policy P70 'Energy' is more recently adopted than London Plan Policy SI2, the onsite carbon emission reductions required by P70 is the up-to-date policy for major development within the borough
- 481. Where a development cannot reduce its operational carbon emissions to zero, any residual carbon emissions must be offset to meet the net zero target. For mixed use major development, residual operational carbon emissions must be offset for both residential and non-residential uses. Offsetting is achieved by way of a financial contribution towards the 'Green Buildings Fund', Southwark's Carbon Offset Fund, for the total residual emissions of the development
- 482. Part L Building Regulations 'Conservation of Heat and Power' have now been updated from Part L 2013 to Part L 2021. This update results in the baseline performance of new development improving by ~27% for non-residential development. In practice, this means to meet this regulation that buildings must now be built to use less energy and heat that results in less carbon emissions being emitted through their operation. New development must achieve further carbon emission reduction over a higher Part L baseline, to meet planning policy compliance with London Plan Policy SI2 'Minimising Greenhouse Gas Emissions' and Southwark Plan Policy P70 'Energy'
- 483. This application was submitted in July 2022, and it will however need to be built to meet Part L 2021. Hence the provision of the Part L 2013 and Part L 2021 modelling calculations to demonstrate the actual projected carbon emission reduction against the updated Building Regs.
- 484. The applications subject of this report were accompanied by an Energy and Sustainability Plan as well as Whole Life Carbon Assessment and Circular

Economy Statement to address current policy requirements (discussed further below).

- 485. A site wide approach to energy and carbon emission reductions was approved as part of the OPP. Schedule 18 of the OPP s106 agreement (to which this RMA will be bound) sets out the necessary obligations for each RMA. The following obligations have been secured:
 - submission of a masterplan-wide Energy Review to identify the most appropriate energy solution for the development including an evaluation of the opportunity to connect to a District Heat Network (DHN) or an External Heat Network (EHN) - to be submitted upon implementation of a plot that would create more than 100,000 GEA of floor space or each whole multiple of 100,000 sqm;
 - each RMA to include an Energy and Sustainability Plan which must address up-to-date development plan policies, demonstrate how policy targets will be met, be consistent with the approved site wide strategy and demonstrate future proofing for a DHN or EHN;
 - necessary carbon offset contributions for each RMA must be calculated according to current adopted calculations (at the time of determination of the RMA) and are payable upon implementation of that RMA; and
 - five year monitoring reports to be submitted post construction.



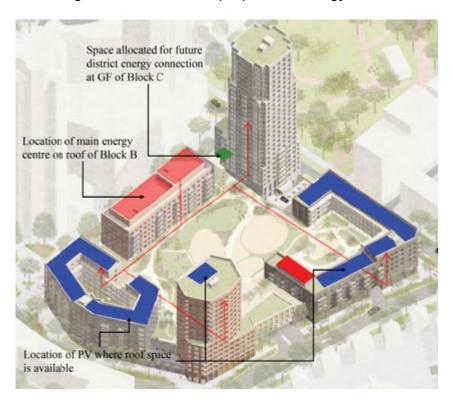


Image above: showing location of key energy reduction features

Energy and carbon emission reduction

- 487. GLA carbon emissions spreadsheets have been submitted using both the Part L 2013 and 2021 baselines. This level of detail has been submitted to demonstrate the impact of the updated Part L baseline conditions.
- 488. The information submitted demonstrates that the baseline regulated carbon emissions are significantly lower under the 2021 regulations (so greater reductions are being achieved at the outset) and whilst the carbon emission savings achieved above the baseline is lower in percentage terms (using the 2021 baseline), this is as a result in the change to methodology and requirements as part of the baseline conditions and does not mean there has been a reduction in the design or performance of the buildings. For example Air Source Heat Pumps (which provide the total heating demand for this plot) are now part of the baseline calculations for the non-residential components of the development. The information submitted demonstrates that the development would meet the requirements of the OPP policy requirements using the 2013 baseline.
- 489. The residential elements would achieve a building energy performance of 68% carbon emission reduction over 2013 Part L of the Building Regulations. The commercial elements would achieve a building energy performance of 47% carbon emission reduction over 2013 Part L of the Building Regulations. The site wide savings would be 59%. This exceeds the 40% requirement of the Southwark Plan and 35% of the new London Plan for non-residential uses and the carbon offset payment would be made to achieve net zero for both residential and non-residential elements.
- 490. When assessed against 2021 Part L the residential elements will achieve a building energy performance of 66% carbon emission reduction over Part L of the Building Regulations. The commercial elements will achieve a building energy performance of 1% carbon emission reduction over Part L of the Building Regulations. The main reasons for this are because the new methodology incorporates an Air Source Heat Pump into the baseline requirements and because of the way the modelling for the notional building is designed, it is harder to achieve 'be lean' savings and easier to deliver 'be green' savings. It is not possible to achieve savings under 'be clean' until it becomes possible to connect to a District Heat Network. Furthermore the Tesco store has low energy use (mainly lighting) as it operates a very efficient heat recovery and ventilation system. Specifically, waste heat generated from the fridges and freezers in the supermarket will be used to heat the supermarket during the winter.
- 491. The applicant's Energy and Sustainability Plan details how the London Plan hierarchy has been followed in an attempt to achieve the carbon reduction

targets. A combination of 'Be Lean', 'Be Green' and 'Be Seen' (but no 'Clean') measures have been employed, details of which follow below.

Be Lean

- 492. In terms of meeting the 'Be Lean' tier of the hierarchy, a range of passive and active measures are proposed. The measures include:
 - Optimised façade design to manage daylight alongside shading and overheating
 - Maximising natural ventilation in all residential units
 - Increased insulation
 - Smart sensors for energy usage
 - Energy efficient lighting, cooling and heating systems in both the commercial and residential elements
 - Waste heat generated from the fridges and freezers in the supermarket will be used to heat the supermarket during the winter
- 493. Mechanical ventilation is proposed for the commercial units and basement car park. The basement is mechanically ventilated to control the internal air quality and provide smoke clearance in the event of a fire. Fresh air is drawn into the car park via the ramp and at grade vents located on Surrey Quays Road. Impulse fans assist air movement across the basement, directing air towards extract fans located on the opposing wall under New Brunswick Street.
- 494. Using the 2013 baseline the reduction in carbon emissions achieved through these 'demand reduction' measures will reach 35% against Part L 2013 for Be Lean for the residential element, and 33% against Part L 2013 for Be Lean for the commercial thereby meeting the policy target. As discussed above due to the change in methodology using the 2021 baseline the 'be lean' savings fall short of policy requirements (-11% for residential and -5% for non-residential).

Be Clean

- 495. As no immediate connection to a district heating network or on-site CHP system is proposed, no carbon savings are reported from the 'Be Clean' stage of the energy hierarchy. Plot G is future proofed for connection to the district heat network, in line with the Decentralised Energy hierarchy set out in policy P70 Energy.
- 496. Although connection to a district heating network cannot be proposed because one does not exist in the vicinity at present, there are plans to extend the existing South East London Combined Heat and Power (SELCHP) network northwards towards Canada Water, and as such connection in the future is not unrealistic. Connecting the Zone G

development into any such future network is secured by a planning obligation attached to the OPP. The Energy and Sustainability Plan accompanying this RMA outlines in an acceptable level of detail how internal areas within each of the Zone G buildings would be converted to district heat network including plant rooms to enable connection.

Be Green

- 497. With respect to the 'Be Green' tier of the hierarchy, the applicant has proposed the following technologies:
 - All electric heating and hot water system
 - Air source heat pumps for each of the buildings providing the space heating and hot water demands of the development (supplemented by electrical heating for periods of peak demand); and
 - Rooftop mounted photovoltaic array for electricity generation, with roof coverage optimised, Space for PVs is limited due to the need for the roofs to accommodate ASHP, plant and access areas.
- 498. Using the 2013 baseline for the residential element the Be Green measures would result in 33% carbon reductions and for the commercial element 14% reduction. Using the 2021 baseline this increases to 77% for the residential element and reduces to 5% for the commercial element.

Be Seen

- 499. Introduced as part of the London Plan 2021, 'Be Seen' is the newest addition to the GLA's energy hierarchy. It requires developments to predict, monitor, verify and improve their energy performance during end-use operation. All applications should conduct a detailed calculation of unregulated carbon emissions as part of the compliance with the 'Be Seen' policy and associated guidance.
- 500. Using the 2021 baseline the Applicant calculates that unregulated per annum energy emissions for the residential element of the development would be 172.8 tonnes of carbon, while for the non-domestic element it would be 343.7 tonnes of carbon.
- 501. It is recommended that a planning condition be attached to the RMA decision notice requiring energy consumption and generation to be monitored and reported to the GLA in line with policy.

Total energy savings

502. Southwark Council's carbon offset cost is £95 for every tonne of carbon dioxide emitted per year over a period of 30 years. This is the equivalent of £2,850 per tonne of annual residual carbon dioxide emissions.

- 503. Using the 2013 baseline the site wide carbon savings are 59%. The remaining carbon would be offset by way of a contribution to the carbon offset fund. The contribution would be £880,935.00 (309.1 tonnes x 30 x £95)
- 504. Using the 2021 baseline the site wide carbon savings are 51%. The remaining carbon would be offset by way of a contribution to the carbon offset fund. The contribution would be £609,330.00 (213.8 tonnes x 30 x £95)
- 505. The obligation to pay this contribution is secured within the OPP s106. As the development will be constructed under the 2021 baseline regulations the lower offset fund would be payable.
- 506. The energy savings, as detailed above, which take into account SAP10 and the decarbonisation of the electricity grid, demonstrate the good environmental and sustainability credentials of the proposed development

Whole life cycle and carbon capture

- 507. London Plan Policy SI2 requires all major development proposals to be supported by a whole life cycle carbon assessment. This assesses the unregulated and embodied emissions associated with redevelopment. Driven by the aim of achieving net carbon zero for new development by closing the implementation gap, whole life cycle carbon assessments are monitored at the pre application, submission and post construction stages. Policy P70 of the Southwark Plan 2022 reinforces the need to calculate whole life cycle carbon emissions through a nationally recognised assessment and demonstrate actions taken to reduce life cycle carbon emissions.
- 508. The submitted WLCA divides Zone G has into three parts:
 - 1. Basement Town car park, plant space, storage
 - 2. Retail Tesco superstore (ground floor and mezzanine level M0/M1)
 - 3. Residential 5no. Multistorey residential buildings (buildings A-E)
- 509. The outline planning permission granted consent for complete demolition of all existing buildings on site and as such the Whole Life Carbon Assessment does not seek to justify demolition. It does however include a Pre Demolition Audit for all buildings on site to demonstrate how demolition waste will be managed.

Specific targets committed to by the applicant include:

 Careful deconstruction of all elements and materials that cannot be reused on or offsite, which will be recycled and converted for beneficial

- use. The Pre-demolition Audit, already completed, has identified quantities, potential uses, markets and targets to support this target.
- The pre-demolition audit identifies 99% suggested reclamation/recycling rate of a total 13,679 tonnes of demolition materials from existing buildings on site.
- Development Zone G utilises efficient layouts to reduce stacks, efficient design to minimise the number of panels and optimise service runs. The material choice (reinforced concrete frame) is one of the more materially efficient options as it allows for heavy loading with less concrete and less steel.
- Reuse recycled aggregates where possible from demolition to be used in piling with lower grade concrete.
- Broken up concrete slabs from existing external areas could be reused in landscaping or pipe bedding.
- Recover and reuse crushed concrete and masonry to be investigated.
- Recycle: pipes & fittings (cast iron), servicing cables, copper cables, plastic and aluminium associated with lighting.
- Opportunities to incorporate lower carbon material choices include:
 - Specify a concrete mix with 60% GGBS content
 - o Explore brick specification to choose a lower carbon option
 - Specify lower carbon glass wool insulation for the external walls
 - Continue to explore opportunities to reduce grid spans for carbon savings
- British Land's Sustainability Brief requirements will be part of the Contractor's responsibilities covering: Achieve one of the following:
 - ≥30% of new materials (by weight/volume) to be designed and specified for disassembly and reuse; or
 - Design and specification of one construction package to be fully deconstructed and with a take back scheme/End of Life scenario in order to design for reusability / recoverability / longevity / adaptability / flexibility, the project will select standardised components wherever possible to reduce wastage.
- A long life loose fit approach will be taken throughout the design process, with consideration of future alternative uses accounted for through provision of open space and column free interiors.

- Use of Modern Modes of Construction, Prefabrication and Design for Manufacture and Assembly (DfMA) supports the use of loose fit.
- Soft spots are designed in the slabs to allow ease of access and maintenance into the basement for the plant.
 - The façade will be designed to allow for dismantling, and ease of window replacement.
- 510. The applicant's whole life cycle assessment finds that over a 60 year study period, Zone G's unregulated and embodied load would be 132,137 tonnes CO2e. Within this figure, operational carbon accounts for 39.6% of the total. This equates to a reduction of 26% in embodied carbon performance compared to the Mayor's WLCA guidance. This figure will reduce when the decarbonisation of the grid is factored-in.

Circular economy

- 511. Southwark Plan 2022 Policy P62 (Reducing Waste) states that a Circular Economy Statement should accompany planning applications referable to the Mayor. Circular economy principles include conserving resource, increasing efficiency, sourcing sustainably, designing to eliminate waste and managing waste sustainably at the highest value. London Plan policies GG5 (Growing a Good Economy), D3 (Growth Locations in the Wider South East and beyond) and SI7 (Reducing Waste) and all mention circular economy principles and the benefits of transitioning to a circular economy as part of the aim for London to be a zero-carbon city by 2050.
- 512. A detailed Circular Economy Statement was submitted with the application, which sets out strategic approaches, specific commitments and the overall implementation approach. The CES includes a Pre Demolition Audit and a Delivery and Service Management Plan (which aims to reduce deliveries and waste).
- 513. The CES establishes the following principles:-
 - Durability: The whole of the building will be designed to meet a long lifespan. The substructure is being considered for a longer lifespan than best practice. A 'loose fit' approach to most systems will ensure easy modification, replacement of parts, expansions and alterations, ensuring the durability of the whole development.
 - Resilience: Development Zone G has undertaken a Climate Change Adaptation Strategy appraisal to mitigate any environmental hazards. The residential Buildings' overheating has been modelled to a future climate change scenario, and natural ventilation can meet the cooling requirements for all Buildings. The building will be an all-electric building,

avoiding any dependency on fossil fuels for its daily operation. The servicing strategy meets future occupant needs in projected future climate scenarios.

- Adaptability: It is not the sturdiest of the buildings that survives, but the
 most adaptable to change. The development is designed to meet the
 needs of the present, but with consideration for how those needs might
 change in the future. Therefore, it is designed to allow for easy alterations
 and replacement of non-structural parts. The structural parts have also
 been developed with future adaptability in mind. The MEP plant
 replacement strategy has driven design decisions to allow for ease of
 replacement of services.
- Flexibility: The long spans and large clear height inside the new Tesco store allows for future flexibility or change of use. The Town Centre car park has been designed to consider future reuse of the space. The building is designed on a gridline which allows for future flexibility.
- 514. The overall implementation approach makes a number of short-, mediumand long-term commitments, including:
 - establishing a tracker to review progress on a monthly basis;
 - ensuring the contractor tender package includes all Circular Economy Statement commitments and targets;
 - obliging the demolition contractor and lead contractor to submit evidence that all commitments are addressed in the 'As Built' development, all waste management targets will be reported against, and confirm that the final destination landfills have sufficient space; and
 - obliging the developer to provide a Post Completion Report to the Greater London Authority.

Overheating and cooling

- 515. London Plan Policy SI4 (Managing Heat Risk) details that major development proposals should demonstrate how they will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the cooling hierarchy. Policy P69 (Sustainability Standards) of the Southwark Plan 2022 states that development must reduce the risk of overheating, taking into account climate change predictions over the lifetime of the development, in accordance with the cooling hierarchy.
- 516. The six-step hierarchy that should be followed when developing a cooling strategy for new buildings is as follows:
 - minimise internal heat generation through energy efficient design; then

- reduce the amount of heat entering the building through the orientation, shading, albedo, fenestration, insulation and green roofs and walls; then
- manage the heat within the building through exposed internal thermal mass and high ceilings; then
- use passive ventilation; then
- use mechanical ventilation; then
- use active cooling systems (ensuring they are the lowest carbon options).
- 517. The applicant's Energy and Sustainability Plan includes detailed information on minimising the cooling demand and reducing the risk of overheating to all of the Zone G blocks. The residential element was assessed under the Approved Document Part O methodology. The GHA Early Stage Overheating Risk Tool was completed at an early stage. The supermarket sales floor does not require cooling due to the process cooling present in the space. The occupied supermarket ancillary spaces (café, cash office, concessions and colleague area) are conditioned using VRF units.
- 518. Active cooling is not required in order to meet overheating criteria in any apartments within Buildings A, B, C and E. Active cooling is required to meet overheating criteria in Building D, due to noise from the adjacent roads. Active cooling will be provided to dwellings in Buildings C and D, as an additional provision in line with their market value specification. Occupants of these dwellings will have the option to use active cooling via fan-coil units, or natural ventilation to provide summertime comfort. The active cooling provided to Buildings C and D is connected to the heat network, to ensure that all rejected waste heat from cooling systems is recycled as pre-heat to the communal heating system that serves the rest of the development.

BREEAM

519. Policy P69 (Sustainability standards) of the Southwark Plan 2022 states that development must achieve a BREEAM rating of 'Excellent' for non-residential development and non-self-contained development over 500 square metres.

The Circular Economy Statement submitted with this application confirms that the development will be targeting BREEAM 'Excellent' for the commercial elements.

Condition 83 of the OPP secures this level of BREEAM compliance and sets out the various stages at which evidence must be provided for the condition to be discharged.

Water efficiency

520. The Sustainability Strategy submitted by the applicant confirms that the proposed development aims to minimise internal potable water consumption

to a maximum of less than 75 litres per person per day for the residential components of the development, and less than 20 litres per person per day for the retail elements as required by London Plan Policy SI5. This will be achieved through the specification of water-efficient sanitary fittings in accordance with the optional water efficiency requirements of the Building Regulations Approved Document Part G. Examples given in the application documentation include low flow, water efficient showers, taps and WCs, along with separate metering of each residential property.

Digital connectivity infrastructure

- 521. The NPPF recognises the need to support high-quality communications infrastructure for sustainable economic growth and to enhance the provision of local community facilities and services.
- 522. To ensure London's long-term global competitiveness, Policy SI6 (Digital Connectivity Infrastructure) of the London Plan 2021 requires development proposals to:
 - be equipped with sufficient ducting space for full fibre connectivity infrastructure;
 - achieve internet speeds of 1GB/s for all end users, through full fibre connectivity or an equivalent.
 - meet expected demand for mobile connectivity; and
 - avoid reducing mobile capacity in the local area.
- 523. Although the Zone G RMA does not contain any details about digital connectivity infrastructure, Schedule 22 of the OPP s106 requires a pure fibre connection to be provided to each building within Zone G before that building can be occupied. This will ensure the aims of the NPPF and London Plan are achieved.

Planning obligations

- 524. 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

- 525. This application is bound by the s106 obligations secured in the legal agreement attached to 18/AP/1604.
- 526. As a summary the following obligations were secured as part of the OPP Housing
 - 35% affordable housing provision comprising social rented and intermediate products
 - Viability review mechanism early, phased, late stage
 - Affordable housing provision for any specialist housing
 - Affordable housing provision for any student housing
 - Affordable housing monitoring fee
 - Housing mix
 - Wheelchair housing (10% secured, build standards and marketing)

Employment and Training

- Affordable retail and affordable workspace quantum and terms
- Employment and training opportunities during construction
- Employment and training opportunities on completion
- Apprenticeships
- Business support and relocation
- Wider business package

Community and leisure

- Primary school expansion(s) £5m payment for 1FE expansion and a mechanism for a top up thereafter
- Opportunity safeguarded for 16+ education provision
- Potential new health facility or fall-back payment of £978,689 payable upon occupation of 1,000 residential units with a top up payable upon occupation of 2,000 units
- Community use space
- Potential police hub
- Construction period community scheme (including a canteen, development exploratory centre, project information centre, transport innovation hub)
- Interim use strategy
- Public toilet provision
- Drinking fountains
- Replacement cinema and potential bingo hall

Environment and public realm

Tree strategy (plant 658 trees onsite and 572 trees offsite, retain 49 existing tree trees or groups of trees)

- Public realm phasing and delivery
- Canada Water Dock Works
- Ecology monitoring contribution (£75,000)
- Ecology management plan
- Play strategy
- Play space contribution for Plot K1 (£71,574)
- Energy review, future-proofing of Plots and carbon reduction payments
- Construction Environmental Management Monitoring Contribution
- Archaeology contribution (£83,971)
- TV and radio interference

Transport

- Surrey Quays Station contribution (£10,000,000)
- Canada Water Station contribution (£500,000 for station improvements, £2,122,422 towards Canada Water staffing measures)
- Bus service improvement contribution (£4,800,000)
- Bus service improvement contribution OKR (£7,200,000)
- Bus infrastructure contribution (£300,000)
- Bus driver facilities (Zone H)
- Signage and Legible London strategy
- Cycle hire expansion (docking stations for 180 cycles) and membership
- Car club (spaces onsite and membership fees)
- CPZ (TRO amendment fee £150,000, monitoring fee £100,000 and permit exclusions)
- Delivery and servicing management plan
- S278 highways works across the site as well as offsite highways interventions (interventions to be confirmed by modelling with a total cap of £7,000,000).
- Sustainable travel plan

Site management

- Car parking management plan
- Estate management plan
- Public art strategy
- Demolition/Construction Environmental Management Plans
- 527. For this particular RMA there is no requirement for additional mitigation beyond that secured at Outline stage.

Mayoral and borough community infrastructure levies

- 528. 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 Borough 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 investments in London as a whole, while the Borough CIL will provide for infrastructure that supports growth in Southwark.
- 529. The site is located within Southwark CIL Zone 2, and MCIL2 band 2. Based on information obtained from CIL form 1 dated 27-Apr-2023 and zone G area schedule, the gross amount of CIL is approximately £21,853,135.92 (prerelief). Subject to the correct CIL forms being submitted on time, CIL social housing relief can be claimed for a number of types of affordable housing. Based on CIL form 1 dated 27-Apr-2023 and zone G area schedule, the CIL estimate is revised to £16,851,162.63 if social housing exemption is successfully claimed for. It should be noted that this is an estimate, floor areas will be checked when related CIL Assumption of Liability form is submitted, after planning approval has been secured

Community involvement and engagement

- 530. This application was accompanied by a Statement of Community Involvement and an engagement summary for the Development Consultation Charter. The proposals were shared both virtually and through in-person events, with the following engagement undertaken:
 - Online virtual exhibition held between 16-29 May 2022
 - 628 unique visitors
 - Page viewed 5376 times
 - 15 feedback forms received
 - Two in-person events held at the former Time and Talents 2 unit in Surrey Quays Shopping Centre on Saturday 21 May 2022 and Tuesday 24 May 2022
 - 315 people attended
 - 39 feedback forms received
 - Stakeholder briefing invitations for Rotherhithe and Surrey Docks councillors
 - Meeting for direct neighbours to ask questions and leave comments
 - Engagement with tenants located in the Zone G site in Surrey Quays Leisure Park
 - E-newsletters sent to 2572 subscribers on 16 May 2022

- 18 social media posts between 16-29 May 2022
- 6 posters displayed in the local area to promote virtual and in-person events
- A Frequently Asked Questions booklet available within the virtual exhibition and on the Canada Water Masterplan website
- A Freephone number and email address available during engagement period provided on all materials
- Printed information packs offered to those unable to access the virtual exhibition or in-person events, as was translated exhibition material
- 531. Overall, 54 people (15 online, 39 in person) completed a feedback form and 40 of the 54 respondents chose to leave general comments. The key topics of interest from the in-person events included height and massing, traffic and transport and landscaping and public realm.

In the feedback forms, respondents were asked to specify their level of interest relating to various aspects of the proposals. Landscaping, sustainability and wellbeing are the aspects of the scheme respondents were most interested in and scale of the buildings and servicing and access scored lower with scores of 4.33 and 4.16 out of 5 respectively. Respondents were also asked to respond to statements of support with sustainability, circular economy and wellbeing receiving a higher score and servicing, access and architectural design receiving a lower score.

- 532. The most frequently occurring general comments related to respondents being satisfied with the information viewed at in-person events as well as being supportive of the proposals. Other more frequently occurring comments related to the height of the tall buildings, the potential for tall buildings to overshadow the local area and wider concerns regarding insufficient capacity on the local transport network to support the Plot G proposals.
- 533. A comprehensive summary of the feedback received is presented in the Statement of Community Involvement submitted with this application. The level of pre application consultation both in-person and online is considered to be an acceptable effort to engage with those affected by the proposals.
- 534. The Council, as part of its statutory requirements, sent letters to surrounding residents, issued a press notice publicising the planning application and displayed notices in the vicinity of the site. Details of the consultation undertaken by the Local Planning Authority are set out in the appendices. The responses received are summarised at the start of this report.

Consultation responses from internal and external consultees

535. **Ecologist:** Elm has not been included. The advised conditions should still be applied. Also all of the trees are deciduous. Inclusion of some evergreen trees would provide refuge for invertebrates.

I am confused over the UGF plans and table as the plans (pg 111 of the D & A addendum), show Bio -solar and biodiverse roofs but no extensive roof is included in the UGF calculations . Please clarify this.

The hedge include Pittosporum I advise changing for a native species such as Yew or Holly. The species rich lawn would benefit from having Yellow Rattle in it.

Officer response: Amended landscape strategy includes Elm and Yellow Rattle. The applicant confirmed that the bio solar and biodiverse roofs will have a minimum of 150mm substrates, they are therefore classed as Intensive Green Roof.

Yew and Holly both produce toxic berries and Holly has sharp leaves. Given the proximity to children's play areas this may be a public safety issue. Therefore amended strategy removed the Pittosporum and replaced it with Dog Rose.

There are already ecology conditions attached to the OPP.

536. **Urban forester final comments:** No objection subject to recommended conditions

Officer comments: There are already landscaping conditions and conditions to protect trees on a plot by plot basis attached to the OPP as well as s106 obligations in respect of tree retention and planting across the Masterplan site.

537. **EPT:** Land contamination, plant noise impacts, kitchen extracts and lighting are assumed to be covered by Masterplan conditions 58-60, 84, 88 and 89 respectively. It is assumed that construction management is covered by undertakings in the S.106 agreement. Otherwise a standard CEMP condition should be attached.

For environmental noise compliance various conditions are recommended.

In respect of air quality, the site and future residents will not be exposed to unacceptable air quality. The car park ventilation extract will be subject to a future application. The application states: 'It is noted that in isolation, Development Zone G would not be air quality neutral as it includes the

basement Town Centre Car Park. The Town Centre Car Park would not be solely for the users of Development Zone G, but instead provide car parking for users across the CWM. When further Development Zones are brought forward at the Reserved Matters stage, air quality neutral assessments will be undertaken to ensure the CWM, inclusive of Development Zone G, is 'Air Quality Neutral'.' The plan includes a 542 space car park for the new superstore. This does not accord with policies in the Council's Air Quality Action Plan aimed at encouraging active travel and reducing car use. It also contravenes the London Plan 2021 Policy T6.3 car parking standards which require retail developments in PTAL areas 5-6 to be car-free (excluding disabled provision). It is acknowledged that the development involves a total reduction in car parking by comparison to the existing Tesco site however it designs-in a very significant car-trip generator for the coming decades. This risks continuing environmental impacts and other health inequalities and does not appear to be policy-compliant.

Officer comment: Conditions are already attached to the OPP in respect of Land contamination, plant noise impacts, kitchen extracts and lighting. The recommended additional noise conditions will be attached to this RMA. The concerns regarding the significant number of car parking spaces are noted. However, this volume of parking is allowed for within the OPP.

- 538. **Archaeologist:** The proposed groundworks and landscaping are above a basement excavated as part of the building works within the development plot. As such the works proposed for this application will have no archaeological impacts
- 539. **Transport Policy:** The proposed cycle parking provision for the A1 and A2-A5 land uses, as set out in the Planning Compliance Addendum report, meets the requirements of the London Plan, which provide more onerous standards than the Southwark Plan for the respective land uses in this location. However, the Cycle Strategy plans submitted appear to omit the 3 long stay spaces required for the A2-A5 land uses. The residential cycle parking proposed is below the minimum requirements of the Southwark Plan. However, it appears to meet the cycle parking requirements of the London Plan, and is therefore acceptable. The proportion of long-stay Sheffield stand cycle parking (30%) is welcomed. The applicant will need to confirm that the dimensions of the long-stay cycle stores and aisle widths meet the requirements of the LCDS, and, as cycle parking is proposed on upper floors, that the lifts are a sufficient size.

A total of six accessible car parking bays (including two on-street) are proposed to serve the 385 dwellings. This equates to disabled parking provision for approximately 1.6% of the residential units, and is below the London Plan requirement of 3% of dwellings having an accessible space from the outset. However, the principle of the disabled parking provision has been accepted due to the high PTAL of the site and relatively low blue badge

ownership in this area. The applicant should provide swept path analysis of the internal four disabled spaces.

Officer comment: revised plans submitted to show additional cycle parking provision as well as vehicle tracking for the DDA parking spaces.

Transport Policy final comments: No further comments/objections.

- 540. Highways: No comment on the RMA.
- 541. **Drainage:** No comments on the RMA Drainage conditions are attached to the OPP.
- 542. **City Airport:** London City Airport has now assessed the above application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development.

Officer response: Noted.

- 543. Civil Aviation Authority: No response
- 544. **Thames Water:** Do not wish to comment on the RMA.
- 545. **Environment Agency:** Do not wish to comment on RMA. Refer to conditions on the OPP.

Officer response: This application will be bound by the conditions attached to the OPP. The Environment Agency will be consulted on relevant 'Approval of Details' applications.

546. **Historic England:** Do not wish to comment

Officer response: Noted.

- 547. **GLA:** Do not wish to comment on RMA.
- 548. **Health and Safety Executive (Fire Risk Unit):** HSE received the first consultation request on 09/08/2022 for the aforementioned planning reference and responded on 09/09/2022, with the headline: 'Significant Concern'.

HSE received a second consultation request on 27/10/2022 and responded on

24/11/2022, with the headline: 'Significant Concern'.

HSE received a third consultation request on 30/05/2023 and responded on 04/07/2023, with the headline: 'Significant Concern'.

HSE received a further consultation request on 10/07/2023 and responded on 01.08.2023 confirming that the HSE is content with the fire safety design relating to the project description, to the extent that it affects land use planning.

Officer response: The current proposal adequately addressed the issues raised by the HSE. The design of the building and the fire strategy is now considered to be acceptable.

549. **London Fire Brigade:** No objections raised to the original proposal

Officer comment: LFB were re-consulted once revised plans were submitted to address the HSE concerns but they have not responded.

- 550. **Active Travel England:** Given the role of Transport for London (TfL) in promoting and supporting active travel through the planning process, Active Travel England will not be providing detailed comments on development proposals in Greater London at the current time. We would instead refer the local planning authority to attached standing advice note, which recommends that TfL are consulted on this application where this has not already occurred via a Stage 1 referral to the Mayor of London.
- 551. London Borough of Lewisham: No comment received
- 552. London Borough of Tower Hamlets: No response
- 553. London Underground: No comment
- 554. **Metropolitan Police:** I can confirm that meetings have been held with the design team in relation to this development. During these meetings the SBD and crime prevention strategies have been discussed and agreed. There is a planning condition already in place for SBD requirements for this site. If that is not the case, then then please include a condition on this reserved matters application.

Officer response: There is a condition on the OPP.

555. **Natural England:** No comment – see Standing Advice

Officer response: Noted.

556. **Secure by Design:** I can confirm that I have held a number of meetings with the design team in relation to this development. During these meetings the SBD and crime prevention strategies have been discussed and agreed.

I believe that there is a planning condition already in place for SBD requirements for this site. If that is not the case, then I would ask for a SBD condition to be included within any new planning conditions that may result from this reserved matters application.

Officer response: there is already a SBD condition attached to the OPP

- 557. **Transport for London:** As this application is for approval of details of the approved (in outline) Masterplan to which TfL had extensive input, and, given likely limited specific impacts on TfL assets and services of this particular plot, I am happy to defer to your colleagues in Southwark Highways and Transport Planning teams, who will be best placed to advise on the local impacts.
- 558. London Underground: No comment
- 559. Public Health: No response
- 560. **South East London NHS:** No response
- 561. Friends of Russia Dock Woodland: No response

Community impact and equalities assessment

- 562. 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.
- 563. The protected characteristics are: race, age, gender reassignment, pregnancy and maternity, disability, sexual orientation, religion or belief, sex, marriage and civil partnership.
- 564. The council must not act in a way which is incompatible with rights contained within the European Convention of Human Rights
- 565. The Council has given due regard to the above needs and rights where relevant or engaged throughout the course of determining this application. The OPP was subject to detailed assessment of the impact upon equalities (equalities impact assessment and socio economic chapter of the ES) and the outline permission allows a range of uses, specific parameters and mitigation, all of which this application complies with.
- 566. The Equalities Impact Assessment submitted as part of the OPP set out that the Odeon and Hollywood Bowl attracts a wide spectrum of users and as such the loss of these uses was not anticipated to have any specific impacts on groups with protected characteristics that wouldn't otherwise affect the wider population. In the case of Buzz Bingo, the Assessment suggested that the loss of this facility might have a particular impact on older people but it concluded that this could be mitigated through the provision of new leisure facilities within the masterplan site. The OPP established the acceptability of the loss of the existing leisure facilities at which time a decision was made that demolition of the existing leisure facilities was acceptable in terms of impact from an equalities perspective.
- 567. The application would deliver a significant amount of retail development within the Masterplan thus presenting opportunities to enhance access to employment for all residents of the borough including those with protected characteristics. The RMA would deliver 384 residential units of which 134 would be affordable. In addition 39 wheelchair unit dwellings would be provided across all tenures. This level of private and affordable housing and wheelchair unit provision would be regarded as a positive benefit for residents with a protected characteristic. Wheelchair parking would also be provided for the retail and residential uses. The positive impacts have been identified throughout this report. They include:
 - Affordable housing
 - Accessible accommodation
 - Wheelchair parking for the town centre and residential uses.
 - Parent and child parking for the retail

- Employment and training opportunities: Local unemployed people would benefit from jobs and training opportunities already secured as part of the OPP.
- Improved and more accessible public realm: All footways and highways, would all be designed to assist people with mobility impairments. Physical measures such as level or shallow gradient surfaces, dropped kerbs, resting places and outdoor lighting would benefit disabled and older people in particular.
- Public safety: Safer public spaces (through the various proposed active and passive security and surveillance measures) would benefit all groups, but in particular older people, disabled people and women.
- 568. It should be noted that the OPP precedes adoption of the Southwark Plan 2022 and consequently the requirement for submission of a Development Consultation Charter. Nevertheless as discussed above the OPP was subject to full scrutiny of the social and equalities impacts that could arise from the redevelopment using the ES. A Statement of Conformity was submitted to demonstrate that the ES considerations, conclusions and mitigation secured are still relevant in light of the detailed RM proposals. Furthermore this RMA was accompanied by a Statement of Community Involvement which demonstrated that sufficient public engagement has taken pace in accordance with the Engagement Strategy approved as part of the OPP.
- 569. Officers are satisfied that equality implications have been carefully considered throughout the planning process and that Members have sufficient information available to them to have due regard to the equality impacts of the proposal as required by Section 149 of the Equality Act 2010 in determining whether planning permission should be granted.

Human rights implications

- 570. 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.
- 571. This application has the legitimate aim of seeking 'reserved matters' approval for a development zone for which OPP has already been granted. The RMA proposes a mixed use commercial and residential 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 engagement: summary table			
Was the pre-application service used for this application?	Y E S		
If the pre-application service was used for this application, was the advice given followed?	Y E S		
Was the application validated promptly?	Y E S		
If necessary/appropriate, did the case officer seek amendments to the scheme to improve its prospects of achieving approval?	Y E S		

CONCLUSION

- 572. In land use terms the proposed uses and quantum of floor area accords with the Development Specification and other relevant development plan policies, and are consistent with the principles established by the OPP.
- 573. The development would deliver 384 new residential units within Zone G and is strongly supported by both development plan policies and the requirements of the OPP. The proposed mix of dwellings complies with the OPP with over 60% of the units containing two or more bedrooms and 20% containing 3 or more bedrooms The quality of the new homes is good, although some units at lower floor levels would receive daylight and sunlight below the BRE recommendations. However, the high proportion of dual and corner aspect units, provision of private outdoor space for all of units, and the quality of communal amenity space are positive factors to be considered in assessing the overall quality of the residential accommodation.
- 574. The issue raised most commonly by the public objections is the height and scale of the proposed buildings. Given that the proposed buildings would accord with the principles and maximum height parameters established by the OPP, and also taking into account their neighbourly layout and well-resolved articulation and detailing, it is considered that they would sit comfortably within and contribute positively to the townscape.
- 575. The site layout and provision of public realm accords with the details approved in the OPP Parameter Plans and Design Codes. Subject to high quality execution, as secured by the conditions attached to the OPP, the proposal will have positive place making benefits for this part of the Masterplan.

- 576. Subject to conditions to control plant noise, and future soundproofing of the residential blocks the proposal would not give rise to significant harm to neighbouring amenity by way of overlooking, loss of privacy, noise or disturbance. At OPP stage the impact on daylight/sunlight and overshadowing was deemed to be acceptable.
- 577. An EIA Statement of Conformity has been provided to demonstrate that the assumptions, conclusions and mitigation secured at outline stage are still fit for purpose and that this RMA would not give rise to new significant effects.
- 578. Subject to the necessary mitigation already secured as part of the OPP s106 obligation (to which this RMA will be bound) the proposal would not give rise to unacceptable transport impacts.
- 579. Subject to compliance with the detailed energy and sustainability strategies submitted and payment of the Carbon Green Fund, the development satisfactorily addresses climate change policies.
- 580. It is therefore recommended that planning permission be granted for this RMA, subject to the recommended additional conditions as set out in the draft recommendation at Appendix 1.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Site history file: 797-M	Environment,	Planning enquiries telephone:
Application file:	Neighbourhoods &	020 7525 5403
22/AP/2439	Growth Department	
Southwark Local	160 Tooley Street	Planning enquiries email:
Development		planning.enquiries@southwark.
Framework and	London	gov.uk
Development Plan	SE1 2QH	
Documents		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 and Growth				
Report Author	Gemma Usher, Team Leader				
Version	Final				
Dated	19 September 2023				
Key Decision	No				
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER					
Officer Title		Comments Sought	Comments included		
Assistant Chief Executive – Governance and Assurance		No	No		
Strategic Director, Environment, Neighbourhoods and Growth		No	No		
Strategic Director, Housing		No	No		
Date final report sent to Constitutional Team		20 September 2023			

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 BL CW Holdings Ltd		Reg. Number	22/AP/2439
Application Type	Approval of Reserved Matters		
Recommendation	APPROVE reserved matters	Case Number	468-G

Draft of Decision Notice

Reserved matters is APPROVED for the following development:

Details of all Reserved Matters pursuant to 18/AP/1604 in respect of Zone G of the CW Masterplan comprising mixed-use redevelopment including residential accommodation in 5 buildings (Class C3) above a retail superstore (Class A1) and town centre car park and ancillary retail floorspace (Class A1-A5), together with car parking, cycle parking, landscaping, public realm, plant and associated works.

This application is pursuant to 18/AP/1604, which was accompanied by an Environmental Statement. The application is accompanied by a Statement of Conformity submitted pursuant to the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. This ES Statement of Conformity should be read in conjunction with the CW Masterplan ES which can be viewed in full on the Council's website.

Canada Water Masterplan - Land Bounded By Lower Road (West), Redriff Road (South), Quebec Way (East) Surrey Quays Road And Canada Water Dock (North) And Site At Roberts Close London

In accordance with application received on 7 July 2022 and Applicant's Drawing Nos.:

Existing Plans

Proposed Plans

Plans - Proposed CWG10-MLA-BAZ-XX-DR-AR-PL3801P03 BAY STUDY BUILDING A02 received 25/05/2023

Plans - Proposed CWG10-MLA-BAZ-XX-DR-AR-PL3802 P03 BAY STUDY BUILDING A03 received 25/05/2023

Plans - Proposed CWG10-MLA-BAZ-XX-DR-AR-PL3803 P03 BAY STUDY BUILDING A 04 received 25/05/2023

Plans - Proposed CWG10-MLA-BAZ-XX-DR-AR-PL5010 PO2 SR 1B2P TYPE A received 25/05/2023

Plans - Proposed CWG10-MLA-BAZ-XX-DR-AR-PL5020 P02 2B4P TYPE A received 25/05/2023

Plans - Proposed CWG10-MLA-BAZ-XX-DR-AR-PL5021 P02 2B4P TYPE B received 25/05/2023

Plans - Proposed CWG10-MLA-BAZ-XX-DR-AR-PL5030 P02 3B5P TYPE A received 25/05/2023

Plans - Proposed CWG10-MLA-BAZ-XX-DR-AR-PL5031 P02 3B5P TYPE B received 25/05/2023

Plans - Proposed CWG10-MLA-BAZ-XX-DR-AR-PL5032 P02 3B5P TYPE C received 25/05/2023

Plans - Proposed CWG10-MLA-BBZ-XX-DR-AR-PL3810 P03 BAY STUDY BUILDING B 01 received 25/05/2023

Plans - Proposed CWG10-MLA-BBZ-XX-DR-AR-PL3811 BUILDING B 02 BAY STUDY received 25/05/2023

Plans - Proposed CWG10-MLA-BBZ-XX-DR-AR-PL5010 UNIT LAYOUT SO 1B2P received 25/05/2023

Plans - Proposed CWG10-MLA-BBZ-XX-DR-AR-PL5020 P02 UNIT LAYOUT SO 2B4P TYPE A received 25/05/2023

Plans - Proposed CWG10-MLA-BBZ-XX-DR-AR-PL5021 P01 UNIT LAYOUT SO 2B4P TYPE E received 25/05/2023

Plans - Proposed CWG10-MLA-BBZ-XX-DR-AR-PL5030 P02 UNIT LAYOUT SO 3B5P TYPE A received 25/05/2023

Plans - Proposed CWG10-MLA-BBZ-XX-DR-AR-PL5031 P02 UNIT LAYOUT 3B5P TYPE B received 25/05/2023

Plans - Proposed CWG10-MLA-BBZ-XX-DR-AR-PL5120 P02 SO 2B4P WAC TYPE A received 25/05/2023

Plans - Proposed CWG10-MLA-BBZ-XX-DR-AR-PL5130 P02 SO 3B5P WAC TYPE A received 25/05/2023

Plans - Proposed CWG10-MLA-BCZ-XX-DR-AR-PL3820 P03 BAY STUDY BUILDING C01 received 25/05/2023

Plans - Proposed CWG10-MLA-BCZ-XX-DR-AR-PL3821 P03 BAY STUDY BUILDING C 02 received 25/05/2023

Plans - Proposed CWG10-MLA-BCZ-XX-DR-AR-PL3822 P03 BAY STUDY BUILDIG C 03 received 25/05/2023

Plans - Proposed CWG10-MLA-BCZ-XX-DR-AR-PL3823 P03 BAY STUDY BUILDING C 04 received 25/05/2023

Plans - Proposed CWG10-MLA-BCZ-XX-DR-AR-PL5000 P02 PRIVATE 0B1P TYPE A received 25/05/2023

Plans - Proposed CWG10-MLA-BCZ-XX-DR-AR-PL5010 P02 PRIVATE 1B2P TYPE A received 25/05/2023

Plans - Proposed CWG10-MLA-BCZ-XX-DR-AR-PL5011 P02 1B2P TYPE B received 25/05/2023

Plans - Proposed CWG10-MLA-BCZ-XX-DR-AR-PL5020 P02 PRIVATE 2B4P TYPE A received 25/05/2023

Plans - Proposed CWG10-MLA-BCZ-XX-DR-AR-PL5021 P01 PRIVATE 2B4P TYPE B received 25/05/2023

Plans - Proposed CWG10-MLA-BCZ-XX-DR-AR-PL5030 P02 PRIVATE 3B5P TYPE A received 25/05/2023

Plans - Proposed CWG10-MLA-BCZ-XX-DR-AR-PL5031 P01 3B5P TYPE B received 25/05/0203

Plans - Proposed CWG10-MLA-BCZ-XX-DR-AR-PL5110 P02 PRIVATE 1B2P WAC TYPE A received 25/05/2023

Plans - Proposed CWG10-MLA-BCZ-XX-DR-AR-PL5111 P01 PRIVATE 1B2P WAC TYPE B received 25/05/2023

Plans - Proposed CWG10-MLA-BCZ-XX-DR-AR-PL5112 P01 PRIVATE 1B2P WAC TYPE C received 25/05/2023

Plans - Proposed CWG10-MLA-BCZ-XX-DR-AR-PL5120 P02 2B3P WAC TYPE A received 25/05/2023

Plans - Proposed CWG10-MLA-BDZ-XX-DR-AR-PL3830 P03 BAY STUDY BUILDING D 01 received 25/05/2023

Plans - Proposed CWG10-MLA-BDZ-XX-DR-AR-PL3831 P03 BAY STUDY BUILDING D 02 received 25/05/2023

Plans - Proposed CWG10-MLA-BDZ-XX-DR-AR-PL3832 P03 BAY STUDY BUILDING D 03 received 25/05/2023

Plans - Proposed CWG10-MLA-BDZ-XX-DR-AR-PL5000 P01 PRIVATE 0B1P TYPE B received 25/05/2023

Plans - Proposed CWG10-MLA-BDZ-XX-DR-AR-PL5010 P02 PRIVATE 1B2P TYPE C received 25/05/2023

Plans - Proposed CWG10-MLA-BDZ-XX-DR-AR-PL5011 P02 PRIVATE 1B2P TYPE D received 25/05/2023

Plans - Proposed CWG10-MLA-BDZ-XX-DR-AR-PL5020 P02 PRIVATE 2B4P TYPE C received 25/05/2023

Plans - Proposed CWG10-MLA-BDZ-XX-DR-AR-PL5021 P02 PRIVATE 2B4P TYPE D received 25/05/2023

Plans - Proposed CWG10-MLA-BDZ-XX-DR-AR-PL5022 P02 PRIVATE 2B4P TYPE E received 25/05/2023

Plans - Proposed CWG10-MLA-BDZ-XX-DR-AR-PL5030 P02 PRIVATE 3B5P TYPE C received 25/05/2023

Plans - Proposed CWG10-MLA-BDZ-XX-DR-AR-PL5031 P02 PRIVATE 3B5P TYPE D received 25/05/2023

Plans - Proposed CWG10-MLA-BEZ-XX-DR-AR-PL3840 P03 BAY STUDY BUILDING E 01 received 25/05/2023

Plans - Proposed CWG10-MLA-BEZ-XX-DR-AR-PL3841 P03 BAY STUDY BUILDING E 02 received 25/05/2023

Plans - Proposed CWG10-MLA-BEZ-XX-DR-AR-PL3842 P03 BAY STUDY BUILDING E 03 received 25/05/2023

Plans - Proposed CWG10-MLA-BEZ-XX-DR-AR-PL3843 P03 BAY STUDY BUILDING E 04 received 25/05/2023

Plans - Proposed CWG10-MLA-BEZ-XX-DR-AR-PL5010 P02 SR 1B2P TYPE B received 25/05/2023

Plans - Proposed CWG10-MLA-BEZ-XX-DR-AR-PL5020 P02 SR 2B4P TYPE D received 25/05/2023

Plans - Proposed CWG10-MLA-BEZ-XX-DR-AR-PL5030 P02 SR 3B5P TYPE E received 25/05/2023

Plans - Proposed CWG10-MLA-BEZ-XX-DR-AR-PL5031 P02 SR 3B5P TYPE F received 25/05/2023

Plans - Proposed CWG10-MLA-ZZZ-02-DR-AR-PL1102 P02 LVEL 2 TENURE PLAN received 25/05/2023

- Plans Proposed CWG10-MLA-ZZZ-00-DR-AR-PL1090 P02 GROUND FLOOR TENURE received 25/05/2023
- Plans Proposed CWG10-MLA-ZZZ-00-DR-AR-PL1190 P02 GROUND FLOOOR GA PLAN received 25/05/2023
- Plans Proposed CWG10-MLA-ZZZ-00-DR-AR-PL4100 P02 WASTE STRATEGY GROUND FLOOR received 25/05/2023
- Plans Proposed CWG10-MLA-ZZZ-02-DR-AR-PL1202 P02 LEVEL 2 GA PLAN received 25/05/2023
- Plans Proposed CWG10-MLA-ZZZ-03-DR-AR-PL1103 P02 LEVEL 3 TENURE PLAN received 25/05/2023
- Plans Proposed CWG10-MLA-ZZZ-03-DR-AR-PL1203 P02 LEVEL 03 GA PLAN received 25/05/2023
- Plans Proposed CWG10-MLA-ZZZ-04-DR-AR-PL1104 P02 LEVEL 4 TENURE PLAN received 25/05/2023
- Plans Proposed CWG10-MLA-ZZZ-04-DR-AR-PL1204 P02 LEVEL 04 GA PLAN received 25/05/2023
- Plans Proposed CWG10-MLA-ZZZ-05-DR-AR-PL1105 P02 LEVEL 05 TENURE PLAN received 25/05/2023
- Plans Proposed CWG10-MLA-ZZZ-05-DR-AR-PL1205 P02 LEVEL 5 GA PLAN received 25/05/2023
- Plans Proposed CWG10-MLA-ZZZ-06-DR-AR-PL1106 P02 LEVEL 06 TENURE PLAN received 25/05/2023
- Plans Proposed CWG10-MLA-ZZZ-06-DR-AR-PL1206 P02 LEVEL 06 TENURE PLAN received 25/05/2023
- Plans Proposed CWG10-MLA-ZZZ-06-DR-AR-PL1206 P02 LEVEL 07-14 TENURE PLAN received 25/05/2023
- Plans Proposed CWG10-MLA-ZZZ-07-DR-AR-PL1207 P02 LEVELS 07-14 GA PLAN received 25/05/2025
- Plans Proposed CWG10-MLA-ZZZ-17-DR-AR-PL1217 P01 17-20 GA PLAN received 25/05/2023
- Plans Proposed CWG10-MLA-ZZZ-15-DR-AR-PL1115 P02 LEVELS 15 16 TENURE PLAN received 25/05/2025
- Plans Proposed CWG10-MLA-ZZZ-15-DR-AR-PL1215 P02 LEVEL 15 16 GA PLAN received 25/05/2025
- Plans Proposed CWG10-MLA-ZZZ-17-DR-AR-PL1117 P01 17-20 TENURE PLAN received 25/05/2023
- Plans Proposed CWG10-MLA-ZZZ-21-DR-AR-PL1121 P02 LEVELS 21-27 TENURE PLAN received 25/05/2023

Plans - Proposed CWG10-MLA-ZZZ-21-DR-AR-PL1221 P02 LEVELS 21-27 GA PLAN received 25/05/2023

Plans - Proposed CWG10-MLA-ZZZ-28-DR-AR-PL1228 P02 LEVEL 28 GA PLAN received 25/05/2023

Plans - Proposed CWG10-MLA-ZZZ-B1-DR-AR-PL1089 P02 BASEMENT TENURE PLAN received 25/05/2023

Plans - Proposed CWG10-MLA-ZZZ-B1-DR-AR-PL1189 P02 BASEMENT GA PLAN received 25/05/2023

Plans - Proposed CWG10-MLA-ZZZ-M0-DR-AR-PL1091 P02 LEVEL M0 TENURE PLAN received 25/05/2023

Plans - Proposed CWG10-MLA-ZZZ-M0-DR-AR-PL1191 P02 LEVEL M0 GA PLAN received 25/05/2023

Plans - Proposed CWG10-MLA-ZZZ-M1-DR-AR-PL1092 P02 LEVEL M1 TENURE PLAN received 25/05/2023

Plans - Proposed CWG10-MLA-ZZZ-M1-DR-AR-PL1192 P02 LEVEL M1 GA PLAN received 25/05/2023

Plans - Proposed CWG10-MLA-ZZZ-XX-DR-AR-PL1000 P02 PROPOSED SITE PLAN received 25/05/2023

Plans - Proposed CWG10-MLA-ZZZ-XX-DR-AR-PL1030 P02 PROPOSED ELEVATION NE NEW BRUNSWICK STREET received 25/05/2023

Plans - Proposed CWG10-MLA-ZZZ-XX-DR-AR-PL1030 P02 PROPOSED SIDE ELEVATION NEW NEW BRUNSWICK STREET received 25/05/2023

Plans - Proposed CWG10-MLA-ZZZ-XX-DR-AR-PL1031 P02 PROPOSED SIDE ELEVATION NW PARK WALK received 25/05/2023

Plans - Proposed CWG10-MLA-ZZZ-XX-DR-AR-PL2100 P03 COURTYARD SECTION 01 SHOWING A, B AND C received 25/05/2023

Plans - Proposed CWG10-MLA-ZZZ-XX-DR-AR-PL2100P02 PROPOSED ELEVATION SE REDRIFT ROAD received 25/05/2023

Plans - Proposed CWG10-MLA-ZZZ-XX-DR-AR-PL2101 P03 COURTYARD SCETION NW 02 SHOWING BUILDINGS A,B,C received 25/05/2023

Plans - Proposed CWG10-MLA-ZZZ-XX-DR-AR-PL2102 P01 COURTYARD SECTION SE 01 SHOWING BUILDINGS D AND E received 25/05/2023

Plans - Proposed CWG10-MLA-ZZZ-XX-DR-AR-PL2103 P03 COURTYARD SECTION NW 03 BUILDINGS D AND E received 25/05/2023

Plans - Proposed CWG10-MLA-ZZZ-XX-DR-AR-PL2104 P03 COURTYARD SECTION SW 01 SHOWING A AND D received 25/05/2023

Plans - Proposed CWG10-MLA-ZZZ-XX-DR-AR-PL2105 P03 COURTYARD SECTION SW 02 SHOWING A AND D received 25/05/2023

Plans - Proposed CWG10-MLA-ZZZ-XX-DR-AR-PL2106 P03 COURTYARD SECTION SW 03 received 25/05/2023

Plans - Proposed CWG10-MLA-ZZZ-XX-DR-AR-PL3100 P04 ELEVATION NE NEW BRUNSWICK STREET received 25/05/2023

Plans - Proposed CWG10-MLA-ZZZ-XX-DR-AR-PL3101 P04 ELEVATION NW PARK WALK received 25/05/2023

Plans - Proposed CWG10-MLA-ZZZ-XX-DR-AR-PL3102 P04 ELEVATION SW SURREY QUAYS ROAD received 25/05/2023

Plans - Proposed CWG10-MLA-ZZZ-XX-DR-AR-PL3103 P04 ELEVATION SE REDRIFT ROAD received 25/05/2023

Plans - Proposed CWG10-MLA-ZZZ-XX-DR-AR-PL3850 P03 BAY STUDY RESI LOADING BAY received 25/05/2023

Plans - Proposed CWG10-MLA-ZZZ-XX-DR-AR-PL3851 P03 BAY STUDY TESCO SERVICE YARD received 25/05/2023

Plans - Proposed CWG10-MLA-ZZZ-XX-DR-AR-PL3851 P03 BAY STUDY CAR PARK ENTRANCE received 25/05/2023

Plans - Proposed WG10-MLA-ZZZ-XX-DR-AR-PL1032 P02 SITE ELEVATION SW SURREY QUAYS ROAD received 25/05/2023

Plans - Proposed CWG10-MLA-BEZ-XX-DR-AR-PL5010 SR 1b2p received 11/07/2023

Plans - Proposed CWG10-MLA-BBZ-XX-DR-AR-PL5120 WCA SO 2b4p received 11/07/2023

Plans - Proposed CWG10-MLA-BBZ-XX-DR-AR-PL5130 WCA SO 3b5p received 11/07/2023

Plans - Proposed CWG10-MLA-BEZ-XX-DR-AR-PL5120 2b4p received 11/07/2023

Plans - Proposed CWG10-MLA-BEZ-XX-DR-AR-PL5130 WCA SR 3b5p received 11/07/2023

Plans - Proposed CWG10-MLA-ZZZ-01-DR-AR-PL1101 Level 01 Tenure Plan received 11/07/2023

Plans - Proposed CWG10-MLA-ZZZ-01-DR-AR-PL1201 LEVEL 01 GA Plan received 11/07/2023

Plans - Proposed CWG10-MLA-ZZZ-01-DR-AR-PL4101 Waste Strategy Level 01 received 11/07/2023

Plans - Proposed CWG10-MLA-ZZZ-01-DR-AR-PL4121 Cycle Strategy Level 01 received 11/07/2023

Plans - Proposed 235588-G-SK-068-C CAR PARK SWEPT PATH received 09/08/2023

Plans - Proposed CWG10-MLA-ZZZ-00-DR-AR-PL4110 Cycle Strategy Ground Floor received 09/08/2023

Plans - Proposed CWG10-MLA-ZZZ-B1-DR-AR-PL4109 Cycle Strategy Basement received 09/08/2023

Plans - Proposed CWG10-MLA-ZZZ-M0-DR-AR-PL4111 Cycle Strategy Level M0 received 09/08/2023

Plans - Proposed CWG10-MLA-ZZZ-XX-DR-AR-PL2107 P04 COURTYARD SECTION NE 01 received 11/07/2023

Plans - Proposed CWG10-MLA-ZZZ-XX-DR-AR-PL2108 P04 COURTYARD SECTION NE 02 received 11/07/2023

Plans - Proposed CWG10-MLA-ZZZ-XX-DR-AR-PL3100 P05 ELEVATION NE NEW BRUNSWICK STREET received 11/07/2023

Plans - Proposed WG10-MLA-BEZ-XX-DR-AR-PL5110 P05 WHEELCHAIR SR 1B2P received 11/07/2023

Plans - Proposed WG10-MLA-ZZZ-XX-DR-AR-PL1030 P03 PROPOSED NE ELEVATION NEW BRUNSWICK STREET received 11/07/2023

Plans - Proposed CWG10-MLA-BAZ-XX-DR-AR-PL3800 P03 BAY STUDY BUILDING A 01 received 25/05/2023

Plans - Proposed CWG10-SHD-ZZZ-01-DR-LS-000101Rev 04 - Podium General Arrangement received 23/05/2023

Plans - Proposed CWG10-SHD-ZZZ-01-DR-LS-000102 Rev 04 Podium Roof Level received 23/05/2023

Plans - Proposed CWG10-SHD-ZZZ-01-DR-LS-000103 Rev 04 General arrangement UGF received 23/05/2023

Plans - Proposed CWG10-TWN-PUB-XX-DR-LS-301001_P1 SURFACE FINISHES PLAN received 13/07/2022

Plans - Proposed CWG10-TWN-PUB-XX-DR-LS-305001_P1 TREE PLANTING PLAN received 13/07/2022

Plans - Proposed CWG10-TWN-PUB-XX-DR-LS-306001_P1 GROUND FLOOR UGF received 13/07/2022

Other Documents

Design and access statement ADDENDUM received 25/05/2023

Document DSMP ADDENDUM received 25/05/2023

Document Housing Delivery Addendum V2 received 25/05/2023

Document GLA Carbon Emmission Reporting Spreadsheet 2021 received 09/08/2023

Document CWG10-MLA-XXX-XX-SH-AR-000010_P03 Accommodation Schedule received 11/07/2023

Document GLA Carbon Emmission Reporting Spreadsheet 2013 received 09/08/2023

Document CWM Development Zone G Landscape & Public Realm Strategy CWG10-SHD-XXX-01-RP-LS-230317 received 25/05/2023

Document WIE12886-358.R.1.4.1-ZONE G RMA ES STATEMENT OF CONFORMITY received 25/05/2023

Document CWG10-ARP-XXX-XX-RP-SU-000014 P04 SUSTAINABILITY ADDENDUM received 25/05/2023

Fire Statement CWG10-OFR-XXX-XX-RP-FI-000007 Revision: P03 received 25/05/2023

Document Sustainability Addendum CWG10-ARP-XXX-XX-RP-SU-000014 received 25/05/2023

Daylight/Sunlight assessment Addendum by GIA received 23/05/2023

Document Zone G View point Study received 23/05/2023

Document Planning Compliance Report Addendum received 23/05/2023

Planning statement Addendum received 23/05/2023

Energy statement CWG10-ARP-XXX-XX-RP-BS-000008 received 23/05/2023

Travel plan: CWG00-ARP-XXX-XX-RP-TR-00002 Addendum received 23/05/2023

Arboricultural statement Arbs Method Statement received 23/05/2023

Daylight/Sunlight assessment 2022-07-31_PLOTG_DSO_IS78_8816_REVA received 16/08/2022

Document DSMP received 13/07/2022

Environmental Statement WIE12886-298-R-1.4.2-Development Zone G RMA ES SoC received 13/07/2022

Document STATEMENT OF COMMUNITY INVOLVEMENT received 12/07/2022

Fire Statement LO19112 27/05/22 R00 received 12/07/2022

Fire Statement LO19112 27/05/22 R00 PLANNING GATEWAY ONE received 12/07/2022

Document WHOLE LIFE CARBON ASSESSMENT received 12/07/2022

Document CWG10-ARP-XXX-XX-RP-SU-000012 DETAILED CIRCULAR ECONOMY STATEMENT received 12/07/2022

Document CWG10-ARP-XXX-XX-RP-SU-000013 STAGE 2 WLC ASSESSMENT received 12/07/2022

Document RWDI #2103302 PEDESTRIAN LEVEL WIND ASSESSMENT received 12/07/2022

Planning statement VERSION 3 received 12/07/2022

Energy statement CWG10-ARP-XXX-XX-RP-BS-000008 received 12/07/2022

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

- 1. Prior to the commencement of any restaurant or cafe use within the Development, full particulars and details of a scheme for the extraction and ventilation of the associated commercial kitchen shall be submitted to and approved by the Local Planning Authority. The scheme shall include:
 - details of extraction rate and efflux velocity of extracted air;
 - full details of grease, particle and odour abatement plant;
 - the location and orientation of the extraction ductwork and discharge terminal; and
 - a Management and Servicing Plan for maintenance of the extraction system.

Once approved the scheme shall be implemented in full and permanently maintained thereafter.

REASON: In order to ensure that any installed ventilation, ducting and ancillary equipment in the interests of amenity will not cause amenity impacts such as odour, fume or noise nuisance and will not detract from the appearance of the building, in accordance with: the National Planning Policy Framework 2021; and P56 (Protection of Amenity) of the Southwark Plan 2022.

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

a) Prior to each Building forming part of the Development being Occupied, the Developer shall provide updated accurate and verified 'as-built' design estimates of the 'Be Seen' energy performance indicators for each Reportable Unit of the Development or Building forming part of the Development (as relevant), as per the methodology outlined in the 'As-built stage' chapter / section of the GLA 'Be Seen' energy monitoring guidance (or any document that may replace it). All data and supporting evidence should be submitted to the GLA using the 'Be Seen' as-built stage reporting webform https://www.london.gov.uk/what-wedo/planning/implementing-london-plan/london-plan-guidance-and-spgs/be-seen-energymonitoring-guidance. The Developer should also confirm that suitable monitoring services have been installed and maintained for the monitoring of the in-use energy performance indicators, as outlined in the 'In-use stage' of the GLA 'Be Seen'

energy monitoring guidance document (or any document that may replace it).

- b) Upon completion of the first year of Occupation of the Development or a Building forming part of the Development or following the end of the Defects Liability Period (whichever is the later) for the Development or a Building forming part of the Development and at least for the following four years after that date, the Owner is required to provide accurate and verified annual in-use energy performance data for all relevant indicators under each Reportable Unit of the Development or relevant Building forming part of the Development as per the methodology outlined in the 'In-use stage' chapter / section of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it). All data and supporting evidence should be submitted to the GLA using the 'Be Seen' in-use stage reporting webform https://www.london.gov.uk/what-we-do/planning/implementinglondonplan/london-plan-guidance-and-spgs/be-seen-energy-monitoringguidance. This condition will be satisfied after the Owner has reported on all relevant indicators included in the 'In-use stage' chapter of the GLA 'Be Seen' energy monitoring guidance document (or any document that may replace it) for all Buildings form part of the Development for at least five years.
- c) In the event that the 'In-use stage' evidence submitted under Clause b) shows that the 'As-built stage' performance estimates derived from Clause a) for the Development or a Building forming part of the Development have not been or are not being met, the Owner should investigate and identify the causes of underperformance and the potential mitigation measures and set these out in the relevant comment box of the 'Be Seen' in-use stage reporting webform. An action plan comprising mitigation measures in relation to the identified underperformance shall be submitted to and approved in writing by the GLA, identifying measures which would be reasonably practicable to implement and a proposed timescale for their implementation. The action plan and measures approved by the GLA should be implemented by the Owner as soon as reasonably practicable.

Reason: To ensure that the Development responds appropriately to climate change policies by reducing carbon emissions in accordance with London Plan (2021) Policy SI2 Minimising greenhouse gas emissions and Southwark Plan (2022) Policies P69 Sustainability standards and P70 Energy.

3. (i) The Development shall be undertaken in full accordance with the approved Circular Economy Statement (Reference: CWG10-ARP-XXX-XX-RP-SU-000012 dated 09 June 2022) and Whole Life Carbon Assessment (Stage 2 Whole Life-Cycle Carbon Assessment Reference: CWG10-ARP-

XXX-XX-RP-SU-000013 dated 9 June 2022) hereby approved., or any subsequent updated documents submitted to and approved by the GLA or the local planning authority.

- (ii) Prior to Occupation of any Building forming part of the Development, a Post Completion Report setting out the predicted and actual performance against all numerical targets in the relevant Circular Economy Statement in relation to that Building forming part of the Development 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. A Post Completion Report shall provide versions of Tables 1 and 2 of the Circular Economy Statement for that Building forming part of the Development, the Recycling and Waste Reporting form and Bill of Materials. Confirmation of submission to the GLA shall be submitted to the local planning authority, prior to Occupation of the relevant Building forming part of the Development.
- (iii) Prior to Occupation of any Building forming part 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 in relation to that Building forming part of the Development. A post-construction assessment should provide an update of the information submitted at planning submission stage in relation to that Building forming part of the Development, 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 the local planning authority, prior to Occupation of the relevant Building forming part of the Development.

Reason: To ensure that the Development 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

4. (i) The Development shall be undertaken in full accordance with the following plans

CWG10-SHD-ZZZ-01-DR-LS-000103 Rev 04 GENERAL ARRANGEMENT UGF.

hereby approved or such other updated documents submitted to the LPA

(ii) Prior to first Occupation of the Development or a Building forming part of the Development hereby approved the applicant shall submit evidence that the Development or such Building forming part of the Development has been constructed in full accordance with the details contained in the UGF Assessment hereby approved.

Reason: In order to ensure that the Development has maximised opportunities for urban greening in accordance with Policy G5 (Urban Greening) of the London Plan 2021 and Policy P60 (Biodiversity) of the Southwark Plan 2022.

5. Residential - Vertical sound transmission between potentially loud commercial and residential properties on refurbishment - pre approval

Party walls, floors and ceilings between the commercial premises and residential dwellings shall be designed to achieve the following minimum weighted standardized level differences:

- o 50dB DnTw+Ctr (for B1/office to residential adjacencies)
- o 55dB DnTw+Ctr (for class E / A1-A3 to residential adjacencies)
- o 60dB DnTw+Ctr (for A4/sui generis bar/drinking establishment to residential adjacencies)

Testing of the separating partitions shall be undertaken for airborne sound insulation in accordance with the methodology of ISO 16283-1:2014 prior to the Occupation of the relevant adjoining Building forming part of the Development which is the later to be Occupied. Details of the specification of the partition together with full results of the sound transmission testing shall be submitted to the Local Planning Authority for written approval prior to the Occupation of the relevant adjoining Building forming part of the Development which is the later to be Occupied, and once approved the partition shall be permanently maintained thereafter.

Reason: To ensure that the occupiers and users of the Development do not suffer a loss of amenity by reason of noise nuisance and other excess noise from activities within the commercial premises in accordance with the Southwark Plan 2022 Policy P56 (Protection of amenity); Policy P66 (Reducing noise pollution and enhancing soundscapes), and the National Planning Policy Framework 2021.

6. Prior to first use of any commercial use unit as an A4/sui generis drinking establishment, a scheme of sound insulation shall be submitted to and approved by the Local Planning Authority to ensure that the LFmax sound from amplified and non-amplified music and speech shall not exceed the lowest L90,-5min ¬1m from the facade of any nearby residential premises at all third octave bands between 63Hz and 8kHz. Once approved the scheme(s) shall be installed in full and permanently maintained thereafter.

Reason: To ensure that the occupiers and users of the proposed Development do not suffer a loss of amenity by reason of noise nuisance and other excess noise from activities associated with non-residential premises in accordance with the Southwark Plan 2022 Policy P56 (Protection of amenity); Policy P66 (Reducing noise pollution and enhancing soundscapes), and the National Planning Policy Framework 2021.

7. The dwellings hereby permitted shall be designed to ensure that the following internal noise levels are not exceeded due to environmental noise:

Bedrooms - 35dB LAeq T+, 30 dB L Aeq T*, 45dB LAFmax T *

Living and Dining rooms- 35dB LAeq T †

- * Night-time 8 hours between 23:00-07:00
- † Daytime 16 hours between 07:00-23:00

Following completion of the Development or of a Building forming part of the Development containing dwellings and prior to Occupation of the Development or such Building forming part of the Development containing dwellings, a validation test shall be carried out on a relevant sample of premises. The results shall be submitted to the LPA for approval in writing. The approved scheme(s) shall be permanently maintained thereafter.

Reason: To ensure that the occupiers and users of the Development do not suffer a loss of amenity by reason of excess noise from environmental and transportation in accordance with the Southwark Plan 2022 Policy P56 (Protection of amenity); Policy P66 (Reducing noise pollution and enhancing soundscapes), and the National Planning Policy Framework 2021.

8. The Development must be designed to ensure that habitable rooms are not

exposed to entertainment noise in excess of 27dB LAeq (5 minute). A written report shall be submitted to and approved by the Local Planning Authority detailing acoustic predictions and mitigation measures to ensure the above standard is met. Following completion of the Development or of a Building forming part of the Development containing habitable rooms and prior to the Occupation of the Development or such Building forming part of the Development, a validation test shall be carried out on a relevant sample of premises. The results shall be submitted to the LPA for approval in writing and the approved scheme(s) shall be permanently maintained thereafter.

Reason: To ensure that the occupiers and users of the Development do not suffer a loss of amenity by reason of excess noise from environmental and transportation sources in accordance with the Southwark Plan 2022 Policy P56 (Protection of amenity); Policy P66 (Reducing noise pollution and enhancing soundscapes), and the National Planning Policy Framework 2021.

Permission is subject to the following Compliance Condition(s)

9. The Development shall be undertaken in full accordance with the Fire Strategy Documents hereby approved. Namely;

Planning Gateway One LO19112 27/05/22 R00

London Plan LO19112 27/05/22 R00

Planning Gateway One CWG10-OFR-XXX-XX-RP-FI-000007 Revision: P03

London Plan 24/03/23 CWG10-OFR-XXX-XX-RP-FI-000007 Revision: P03

prepared by OFR consultants hereby approved.

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

- 10. Any tables, chairs and/or other outdoor furniture used within Park Walk in connection with any of the flexible commercial use units hereby consented shall be:
 - vacated no later than 22:00hrs each day;
 - occupied no earlier than 07:00hrs on Mondays to Saturdays;

- occupied no earlier than 09:00hrs on Sundays.

REASON:

In order to protect the amenities of nearby residential occupiers from noise or disturbance from any activities associated with the use or mis-use of this furniture during the late evening and night-time in accordance with: the National Planning Policy Framework 2019; Policy D14 (Noise) of the London Plan 2021; and Policy P56 (Protection of Amenity) of the Southwark Plan 2021.

11. The permitted hours of use for the commercial use units (excluding the retail superstore unit) comprised in the Development shall be between 6am and 12am unless otherwise agreed in writing with the Local Planning Authority.

REASON: To safeguard the amenity of neighbouring residential properties, in accordance with: the National Planning Policy Framework 2021; Policy D14 (Noise) of the London Plan 2021; and Policy P56 (Protection of Amenity) of the Southwark Plan 2022.

12. Any servicing deliveries or collections to the commercial units (excluding the retail superstore unit) comprised in the Development shall only be between the following hours:

07:00 to 21:00 on Mondays to Saturdays (with an exclusion between the hours of 08:00 - 09:00 and 17:00 - 18:00 to avoid peak travel periods) 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 2021 and Southwark Plan Policy P56 Protection of amenity (2022).

13. The habitable rooms sharing a party wall/floor with any commercial use hereby permitted shall be designed and constructed to provide reasonable

resistance to the transmission of sound and operational noise limits set and maintained to ensure that noise from the non-residential activities does not exceed NR20 Leq, 5min within habitable rooms. Noise Rating curves should be expressed as a 5 minute linear Leq at the octave band centre frequencies 63Hz to 8kHz.

Reason: To ensure that the occupiers and users of the Development do not suffer a loss of amenity by reason of noise nuisance and other excess noise from activities within the commercial premises in accordance with the Southwark Plan 2022 Policy P56 (Protection of amenity); Policy P66 (Reducing noise pollution and enhancing soundscapes), and the National Planning Policy Framework 2021.

Informatives

APPENDIX 2

Relevant planning 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.

Chapter 2 Achieving sustainable development

Chapter 5 Delivering a sufficient supply of homes

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 15 Conserving and enhancing the natural environment

Chapter 16 Conserving and enhancing the historic environment

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

GG4 Delivering the homes Londoners need

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 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 D6 Housing quality and standards

Policy D7 Accessible housing

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 H1 Increasing housing supply

Policy H4 Delivering affordable housing

Policy H5 Threshold approach to applications

Policy H6 Affordable housing tenure

Policy H7 Monitoring of affordable housing

Policy H10 Housing size mix

Policy S1 Developing London's social infrastructure

Policy E3 Affordable workspace

Policy E9 Retail, markets and hot food takeaways

Policy E11 Skills and opportunities for all

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 G8 Food growing

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 T6.1 Residential 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

The Southwark Plan was adopted on 23 February 2022. The Plan sets out the vision, strategic objectives and policies for development in Southwark for the period 2019 to 2036. It forms the statutory development plan for the borough, along with the London Plan. The relevant policies are:

- ST1 Southwark's Development targets
- ST2 Southwark's Places
- SP1 Homes for all
- SP2 Southwark Together
- SP3 Great start in life
- SP4 Green and inclusive economy
- SP5 Thriving neighbourhoods and tackling health equalities
- SP6 Climate Change
- AV.15 Rotherhithe Area Vision
- P1 Social rented and intermediate housing
- P2 New family homes
- P4 Private rented homes
- P8 Wheelchair accessible and adaptable housing
- P13 Design of places
- P14 Design quality
- P15 Residential design
- P16 Designing out crime
- P17 Tall buildings
- P18 Efficient use of land
- P21 Conservation of the historic environment and natural heritage
- P22 Borough views
- P23 Archaeology
- P28 Access to employment and training
- P31 Affordable workspace
- P35 Town and local centres
- P44 Broadband and digital infrastructure
- P45 Healthy developments
- 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
- 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
- NSP781 Harmsworth Quays, Surrey Quays Leisure Park, Surrey Quays Shopping
- Centre and
- Robert's Close

Mayors SPD/SPGs

Affordable Housing & Viability

Sustainable transport, walking and cycling SPG

Housing SPG

Housing Design Standards LPG (draft)

Optimizing Site Capacity: A Design-led Approach LPG (draft)

Social Infrastructure

Accessible London SPG

The control of dust and emissions during construction and demolition SPG

Character and Context SPG

Air quality positive LPG

Air quality neutral LPG

Be seen energy monitoring LPG

Circular economy statements LPG

Energy Planning Guidance

Whole life carbon LPG

Urban greening factor LPG

Play and Informal Recreation

London World Heritage Sites SPG

London View Management Framework SPG

Planning for Equality and Diversity SPG

Fire Safety LPG (draft)

Public London Charter LPG

Characterization and Growth Strategy LPG (draft)

Southwark SPDs/SPGs

Affordable Housing (2008)

Draft Affordable Housing (2011)

Design and Access Statements (2007)

Development Viability (2016)

Residential Design Standards (2011 with 2015 update)

S106 and CIL (2015)

S106 and CIL Addendum (2017)

APPENDIX 3

Planning history of the site and nearby sites

Reference and Proposal

18/AP/1604

Hybrid application seeking detailed planning permission for Phase 1 and outline planning permission for future phases, comprising:

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

Detailed planning permission for the following Development Plots in Phase 1:

Plot A1 (south of Surrey Quays Road and west of Deal Porters Way) to provide uses comprising retail (A1-A5), workspace (B1) and 186 residential units (C3) in a 6 and 34 storey building, plus basement;

Plot A2 (east of Lower Road and west of Canada Water Dock) to provide a leisure centre (D2), retail (A1-A5), and workspace (B1) in a 4, 5 and 6 storey building, plus basement; Plot K1 (east of Roberts Close) to provide 79 residential units (C3) in a 5 and 6 storey building;

Interim Petrol Filling Station (north of Redriff Road and east of Lower Road) to provide a petrol filling station with kiosk, canopy and forecourt area. Each Development Plot with associated car parking, cycle parking, landscaping, public realm, plant and other relevant works.

Status

GRANTED -Major Application 29/05/2020

Reserved Matters application (access, appearance, landscaping, layout and scale) in relation to Zone L of the Canada Water Masterplan (hybrid planning permission 18/AP/1604) comprising of the construction of a sub-terranean Primary Sub-Station with a single storey access building, ventilation shaft and associated landscaping, servicing and car parking

GRANT -Reserved Matters 07/07/2021

21/AP/3338

Details of all reserved matters (Access, Appearance, Landscaping, Layout and Scale) pursuant to hybrid planning permission ref. 18/AP/1604 dated 29th May 2020 for comprehensive mixed use development of the Canada Water Masterplan site. Reserved Matters approval sought for Development Plots H1 and H2 (Development Zone H of the Masterplan), comprising the partial demolition, vertical and horizontal extension and refurbishment of the former Harmsworth Quays Printworks building to provide 45,504 sqm (GEA) of commercial floorspace comprising workspace (Use Class B1) and flexible workspace/retail (A1-A4/B1) with disabled car parking, cycle parking, landscaping, public realm, plant and associated works.

GRANT -Reserved Matters 12/07/2022

This is as an application for subsequent consent accompanied by an environmental statement. Consequently the application is accompanied by a Statement of Conformity submitted pursuant to the Town and Country Planning (Environmental Impact Assessment) regulations 2017. This ES Statement of Conformity should be read in conjunction with the Canada Water Masterplan ES which can be viewed in full on the Councils website (18/AP/1604).

Details of all reserved matters (Access, Appearance, Landscaping, Layout and Scale) pursuant to hybrid planning permission ref. 18/AP/1604 dated 29th May 2020 for comprehensive mixed use development of the Canada Water Masterplan site. Reserved Matters approval sought for the construction of a single carriageway along Printworks Street to serve the Canada Water Masterplan and neighbouring developments and associated public realm and landscape improvements.

GRANT -Reserved Matters 16/06/2022

21/AP/3775

Details of all reserved matters (Access, Appearance, Landscaping, Layout and Scale) relating to Development Zone L of the Canada Water Masterplan, comprising the construction of three residential buildings with flexible retail/workspace/community uses (Classes A1-A4, B1 and D1) at ground floor level alongside car parking, cycle parking, landscaping, public realm, plant and associated works.

GRANT -Reserved Matters 28/07/2022

This application is pursuant to hybrid planning permission for the Canada Water Masterplan ref. 18/AP/1604 dated 29th May 2020, which was accompanied by an Environmental Statement. Consequently the application is accompanied by a Statement of Conformity submitted pursuant to the Town and Country Planning (Environmental Impact Assessment) regulations 2017. This ES Statement of Conformity should be read in conjunction with the Canada Water Masterplan ES which can be viewed in full on the Council's website (18/AP/1604).

21/AP/3793

Details of all reserved matters (Access, Appearance, Landscaping, Layout and Scale) pursuant to hybrid planning permission ref. 18/AP/1604 dated 29th May 2020 for comprehensive mixed use development of the Canada Water Masterplan site. Reserved Matters approval sought for the construction of an internal servicing street to serve Zones H and L of the Canada Water Masterplan, including associated public realm, car parking, service-bay and landscaping.

GRANT -Reserved Matters 24/01/2023

Application for the approval of reserved matters (Access, Appearance, Landscaping, Layout and Scale) in relation to Canada Dock and land adjacent to zone D pursuant to hybrid planning permission ref. 18/AP/1604 dated 29th May 2020, relating to the redevelopment of Canada Dock, including the re-grading and replanting of the SINC, construction of a new boardwalk, construction of steps and accessible slopes along the southern edge and associated public realm, informal play space and landscape improvements.

GRANT -Reserved Matters 20/01/2022

This is an application for subsequent consent accompanied by an Environmental Statement. Consequently the application is accompanied by a Statement of Conformity submitted pursuant to the Town and Country Planning (Environmental Impact Assessment) regulations 2017. This ES Statement of Conformity should be read in conjunction with the Canada Water Masterplan ES which can be viewed in full on the Councils website (18/AP/1604).

21/AP/4616

Reserved Matters approval is sought for the construction of a part single, part two-way carriageway along New Brunswick Street to serve the Canada Water Masterplan, public realm and landscaping to New Brunswick Street and Printworks Place and enabling works associated with the basement below Development Zone G (details of which will come forward as a separate Reserved Matters application).

GRANT -Reserved Matters 23/03/2023

Details of all reserved matters (Access, Appearance, Landscaping, Layout and Scale) relating to Development Zone F of the Canada Water Masterplan, comprising a residential-led (Class C3) building and a combined office (Class B1) and residential (Class C3) building, both of which would include flexible retail/workspace (Classes A1-A4 and B1) at ground floor level alongside disabled car parking, cycle parking, servicing provision, landscaping, public realm, plant, a single-storev basement and associated works.

GRANT -Reserved Matters 28/07/2022

This application is pursuant to hybrid planning permission for the Canada Water Masterplan ref. 18/AP/1604 dated 29th May 2020, which was accompanied by an Environmental Statement. Consequently the application is accompanied by a Statement of Conformity submitted pursuant to the Town and Country Planning (Environmental Impact Assessment) regulations 2017. This ES Statement of Conformity should be read in conjunction with the Canada Water Masterplan ES which can be viewed in full on the Council's website (18/AP/1604). Members of the public and consultees may wish to review 21/AP/4712 in conjunction with a separate Reserved Matters Application, the reference number for which is 21/AP/4616, relating to Printworks Place and New Brunswick Street, which is simultaneously pending the Local Planning Authority's determination.

22/AP/2580

Approval of Reserved Matters (Scale, Layout, Appearance, Access and Landscaping) pursuant to outline planning permission 18/AP/1604. The approval for Reserved Matters is sought for the following: Public realm and landscaping works to Park Walk and Park Walk Place.

GRANT -Reserved Matters 07/02/2023

This application is pursuant to hybrid planning permission for the Canada Water Masterplan ref. 18/AP/1604 dated 29th May 2020, which was accompanied by an Environmental Statement. The ES can be viewed in full on the Council's website (18/AP/1604).

APPENDIX 4

Consultation undertaken

Site notice date: 10/08/2022

Press notice date: 01/06/2023

Case officer site visit date: n/a

Neighbour consultation letters sent: 30/05/2023

Internal services consulted

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

formal consultation and response to Pol

Archaeology

Community Infrastructure Levy Team

Design and Conservation Team [Formal]

Environmental Protection

Highways Development and Management

Flood Risk Management & Urban Drainage

Transport Policy

Urban Forester

Waste Management

Ecology

Local Economy

Statutory and non-statutory organisations

Environment Agency

Historic England

London Fire & Emergency Planning Authori

London Underground

Natural England - London & South East Re

Metropolitan Police Service (Designing O

Transport for London

Thames Water

Environment Agency

London Underground

Metropolitan Police Service (Designing O

Transport for London

Thames Water

London Fire & Emergency Planning Authori

Natural England - London & South East Re

Historic England

Neighbour and local groups consulted:

123 Redriff Road London Southwark

45C Surrey Quays Shopping Centre

Redriff Road London

53 Surrey Quays Shopping Centre

Redriff Road London

2A Brunswick Quay London Southwark

15 Brunswick Quay London Southwark

1 Canada House Redriff Road London

23 Lock Keepers Heights 117 Brunswick

Quay London

53 Brunswick Quay London Southwark

First Floor 59 Surrey Quays Shopping

Centre Redriff Road

18 Surrey Quays Shopping Centre Redriff Road London

35 Brunswick Quay London Southwark
11 Brunswick Quay London Southwark
121 Redriff Road London Southwark
Security Lodge Santander Atm Surrey
Quays Leisure Park Surrey Quays Road
Uci Cinema The Mast Leisure Park

Uci Cinema The Mast Leisure Park Surrey Quays Road

17 Surrey Quays Shopping Centre Redriff Road London

15 Lock Keepers Heights 117 Brunswick Quay London

40 Brunswick Quay London Southwark

69 Brunswick Quay London Southwark

61 Brunswick Quay London Southwark

5 Brunswick Quay London Southwark

47 Brunswick Quay London Southwark

31 Brunswick Quay London Southwark

1 Brunswick Quay London Southwark

Flat 2 1 Teredo Street London

The Mast Leisure Park Surrey Quays Road

First Floor 61 Surrey Quays Shopping Centre Redriff Road

198 Brunswick Quay London Southwark
112 Brunswick Quay London Southwark
98 Brunswick Quay London Southwark
128 Brunswick Quay London Southwark
46 Brunswick Quay London Southwark
220 Brunswick Quay London Southwark
192 Brunswick Quay London Southwark
162 Brunswick Quay London Southwark
216 Brunswick Quay London Southwark
216 Brunswick Quay London Southwark
170 Brunswick Quay London Southwark
6 Brunswick House Redriff Road London

150 Brunswick Quay London Southwark 42 Brunswick Quay London Southwark 124 Brunswick Quay London Southwark 226 Brunswick Quay London Southwark 188 Brunswick Quay London Southwark 158 Brunswick Quay London Southwark 196 Brunswick Quay London Southwark 190 Brunswick Quay London Southwark 182 Brunswick Quay London Southwark 176 Brunswick Quay London Southwark 164 Brunswick Quay London Southwark 156 Brunswick Quay London Southwark 144 Brunswick Quay London Southwark 106 Brunswick Quay London Southwark 100 Brunswick Quay London Southwark 60 Brunswick Quay London Southwark 56 Brunswick Quay London Southwark 50 Brunswick Quay London Southwark 5 Brunswick House Redriff Road London 2 Brunswick House Redriff Road London 228 Brunswick Quay London Southwark 222 Brunswick Quay London Southwark 208 Brunswick Quay London Southwark 94 Brunswick Quay London Southwark 88 Brunswick Quay London Southwark 202 Brunswick Quay London Southwark 140 Brunswick Quay London Southwark 132 Brunswick Quay London Southwark 126 Brunswick Quay London Southwark 120 Brunswick Quay London Southwark 4 Brunswick House Redriff Road London 3 Brunswick House Redriff Road London

1 Brunswick House Redriff Road London 142 Brunswick Quay London Southwark 138 Brunswick Quay London Southwark 136 Brunswick Quay London Southwark 134 Brunswick Quay London Southwark 130 Brunswick Quay London Southwark 122 Brunswick Quay London Southwark 118 Brunswick Quay London Southwark 116 Brunswick Quay London Southwark 114 Brunswick Quay London Southwark 110 Brunswick Quay London Southwark 108 Brunswick Quay London Southwark 104 Brunswick Quay London Southwark 102 Brunswick Quay London Southwark 62 Brunswick Quay London Southwark 58 Brunswick Quay London Southwark 54 Brunswick Quay London Southwark 52 Brunswick Quay London Southwark 48 Brunswick Quay London Southwark 44 Brunswick Quay London Southwark 224 Brunswick Quay London Southwark 218 Brunswick Quay London Southwark 214 Brunswick Quay London Southwark 212 Brunswick Quay London Southwark 210 Brunswick Quay London Southwark 206 Brunswick Quay London Southwark 204 Brunswick Quay London Southwark 200 Brunswick Quay London Southwark 194 Brunswick Quay London Southwark 186 Brunswick Quay London Southwark 184 Brunswick Quay London Southwark 180 Brunswick Quay London Southwark

178 Brunswick Quay London Southwark 174 Brunswick Quay London Southwark 172 Brunswick Quay London Southwark 168 Brunswick Quay London Southwark 166 Brunswick Quay London Southwark 160 Brunswick Quay London Southwark 154 Brunswick Quay London Southwark 152 Brunswick Quay London Southwark 148 Brunswick Quay London Southwark 146 Brunswick Quay London Southwark 96 Brunswick Quay London Southwark 92 Brunswick Quay London Southwark 90 Brunswick Quay London Southwark 86 Brunswick Quay London Southwark Best Fast Food Ltd Surrey Quays Shopping Centre Redriff Road 68 Brunswick Quay London Southwark

3 Surrey Quays Shopping Centre Redriff Road London

74 Brunswick Quay London Southwark Sushi Momoda Surrey Quays Shopping Centre Redriff Road

Management Suite Surrey Quays Shopping Centre Redriff Road

1A Brunswick Quay London Southwark

27 Surrey Quays Shopping Centre Redriff Road London

The Mast Leisure Park Teredo Street London

Pizza 1889 Outside Surrey Quays Shopping Centre Redriff Road

26 Lock Keepers Heights 117 Brunswick Quay London

2-4 Surrey Quays Shopping Centre Redriff Road London

- Flat 1 1 Teredo Street London
- 87 Brunswick Quay London Southwark
- 22 Surrey Quays Shopping Centre Redriff Road London

First Floor 63 Surrey Quays Shopping Centre Redriff Road

Thrive Business Hub Surrey Quays Leisure Park Teredo Street London

- 19 Surrey Quays Shopping Centre Redriff Road London
- 99 Brunswick Quay London Southwark
- 17 Lock Keepers Heights 117 Brunswick Quay London
- 67 Brunswick Quay London Southwark
- 59 Brunswick Quay London Southwark
- 1 Teredo Street London Southwark
- 43 Surrey Quays Shopping Centre Redriff Road London
- 21-23 Surrey Quays Shopping Centre Redriff Road London
- 27 Lock Keepers Heights 117 Brunswick Quay London
- 16 Brunswick Quay London Southwark
- 91 Brunswick Quay London Southwark
- 85 Brunswick Quay London Southwark
- 115 Brunswick Quay London Southwark
- 33 Surrey Quays Shopping Centre Redriff Road London
- 8 Surrey Quays Shopping Centre Redriff Road London
- 25 Lock Keepers Heights 117 Brunswick Quay London
- 12 Lock Keepers Heights 117 Brunswick Quay London
- 5 Lock Keepers Heights 117 Brunswick Quay London

- 82 Brunswick Quay London Southwark
- 78 Brunswick Quay London Southwark
- 26 Brunswick Quay London Southwark
- 10 Brunswick Quay London Southwark
- 7 Brunswick Quay London Southwark

Hollywood Bowl The Mast Leisure Park Surrey Quays Road

- 35 Surrey Quays Shopping Centre Redriff Road London
- 71 Brunswick Quay London Southwark
- 36 Brunswick Quay London Southwark

Security Lodge Surrey Quays Leisure Park Surrey Quays Road

- 42 Surrey Quays Shopping Centre Redriff Road London
- 111 Brunswick Quay London Southwark
- 105 Brunswick Quay London Southwark
- 127 Redriff Road London Southwark

Security Lodge Abbey National Atm Surrey Quays Leisure Park Surrey Quays Road

- 17 Brunswick Quay London Southwark
- 8 Brunswick Quay London Southwark
- 2 Brunswick Quay London Southwark
- 107 Brunswick Quay London Southwark
- 16 Lock Keepers Heights 117 Brunswick Quay London
- 14 Lock Keepers Heights 117 Brunswick Quay London
- 49-51 Surrey Quays Shopping Centre Redriff Road London
- 20 Lock Keepers Heights 117 Brunswick Quay London
- 18 Lock Keepers Heights 117 Brunswick Quay London

- 10 Lock Keepers Heights 117 Brunswick Quay London
- 109 Redriff Road London Southwark
- 107 Redriff Road London Southwark
- 72 Brunswick Quay London Southwark
- 30 Brunswick Quay London Southwark
- 18 Brunswick Quay London Southwark
- 103 Brunswick Quay London Southwark
- 39 Brunswick Quay London Southwark
- 37 Brunswick Quay London Southwark
- 21 Brunswick Quay London Southwark

First Floor 57 Surrey Quays Shopping Centre Redriff Road

- 38-40 Surrey Quays Shopping Centre Redriff Road London
- 93 Brunswick Quay London Southwark
- 84 Brunswick Quay London Southwark
- 65 Brunswick Quay London Southwark
- 14 Brunswick Quay London Southwark
- 113 Brunswick Quay London Southwark
- 20 Surrey Quays Shopping Centre Redriff Road London
- 97 Redriff Road London Southwark
- 21 Lock Keepers Heights 117 Brunswick Quay London
- 9 Lock Keepers Heights 117 Brunswick Quay London

Gala Bingo The Mast Leisure Park Surrey Quays Road

- 6 Surrey Quays Shopping Centre Redriff Road London
- 30-34 Surrey Quays Shopping Centre Redriff Road London
- 16 Surrey Quays Shopping Centre Redriff Road London

- 1 Atlanta House Redriff Road London
- 79 Brunswick Quay London Southwark
- 73 Brunswick Quay London Southwark
- 101 Brunswick Quay London Southwark
- 115 Redriff Road London Southwark
- 11 Lock Keepers Heights 117 Brunswick Quay London
- 46 50 Surrey Quays Shopping Centre Redriff Road London

National Halal Centre Surrey Quays
Shopping Centre Redriff Road

- 31 Surrey Quays Shopping Centre Redriff Road London
- 103 Redriff Road London Southwark
- 70 Brunswick Quay London Southwark
- 6 Brunswick Quay London Southwark
- 28 Brunswick Quay London Southwark
- 95 Brunswick Quay London Southwark
- 19 Brunswick Quay London Southwark
- 13 Brunswick Quay London Southwark
- 125 Redriff Road London Southwark
- 37 Surrey Quays Shopping Centre Redriff Road London
- 99 Redriff Road London Southwark
- 23 Brunswick Quay London Southwark
- 117 Redriff Road London Southwark
- 38 Brunswick Quay London Southwark
- 32 Brunswick Quay London Southwark
- 44 Surrey Quays Shopping Centre Redriff Road London
- 53-55 Surrey Quays Shopping Centre Redriff Road London
- 2 Canada House Redriff Road London
- 25 Brunswick Quay London Southwark

- 6 Lock Keepers Heights 117 Brunswick Quay London
- 4 Lock Keepers Heights 117 Brunswick Quay London
- The Mast Leisure Park Surrey Quays Road London
- 39-41 Surrey Quays Shopping Centre Redriff Road London
- 8 Lock Keepers Heights 117 Brunswick Quay London
- 2 Lock Keepers Heights 117 Brunswick Quay London
- 7-9 Surrey Quays Shopping Centre Redriff Road London
- 76 Brunswick Quay London Southwark
- 64 Brunswick Quay London Southwark
- 4 Brunswick Quay London Southwark
- 12 Brunswick Quay London Southwark
- 83 Brunswick Quay London Southwark
- 57 Brunswick Quay London Southwark
- 29 Brunswick Quay London Southwark
- 27 Brunswick Quay London Southwark
- 119 Redriff Road London Southwark
- 111 Redriff Road London Southwark
- 36 Surrey Quays Shopping Centre Redriff Road London
- 41 Brunswick Quay London Southwark
- 14 Surrey Quays Shopping Centre Redriff Road London
- 9 Brunswick Quay London Southwark
- 33 Brunswick Quay London Southwark
- 66 Brunswick Quay London Southwark
- 45 Surrey Quays Shopping Centre Redriff Road London
- 24 Brunswick Quay London Southwark

- 11-13 Surrey Quays Shopping Centre Redriff Road London
- 97 Brunswick Quay London Southwark
- 43 Brunswick Quay London Southwark
- 3 Brunswick Quay London Southwark
- 24-26 Surrey Quays Shopping Centre Redriff Road London
- 15 Surrey Quays Shopping Centre Redriff Road London
- 3 Teredo Street London Southwark
- 22 Lock Keepers Heights 117 Brunswick Quay London
- 13 Lock Keepers Heights 117 Brunswick Quay London
- 25 Surrey Quays Shopping Centre Redriff Road London
- 29 Surrey Quays Shopping Centre Redriff Road London
- 101 Redriff Road London Southwark
- 89 Brunswick Quay London Southwark
- 75 Brunswick Quay London Southwark
- 51 Brunswick Quay London Southwark
- 113 Redriff Road London Southwark
- Outside Surrey Quays Shopping Centre Redriff Road
- Outside Red Shipping Container Surrey Quays Shopping Centre Redriff Road
- 5 Surrey Quays Shopping Centre Redriff Road London
- 10-12 Surrey Quays Shopping Centre Redriff Road London
- 3 Lock Keepers Heights 117 Brunswick Quay London
- 20 Brunswick Quay London Southwark
- 28 Surrey Quays Shopping Centre Redriff Road London

24 Lock Keepers Heights 117 Brunswick Quay London

55 Brunswick Quay London Southwark

1 Surrey Quays Shopping Centre Redriff Road London

Unit D1 Surrey Quays Shopping Centre Redriff Road

49 Brunswick Quay London Southwark

80 Brunswick Quay London Southwark

105 Redriff Road London Southwark

19 Lock Keepers Heights 117 Brunswick Quay London

1 Lock Keepers Heights 117 Brunswick Quay London

Surrey Quays Leisure Park Surrey Quays Road London

28 Lock Keepers Heights 117 Brunswick Quay London

Car Wash At Car Park Surrey Quays Shopping Centre Redriff Road

Fattie Arbuckles The Mast Leisure Park Surrey Quays Road

Pizza Hut The Mast Leisure Park Surrey Quays Road

47 Surrey Quays Shopping Centre Redriff Road London

2 Atlanta House Redriff Road London

7 Lock Keepers Heights 117 Brunswick Quay London

34 Brunswick Quay London Southwark

22 Brunswick Quay London Southwark

81 Brunswick Quay London Southwark

77 Brunswick Quay London Southwark

63 Brunswick Quay London Southwark

109 Brunswick Quay London Southwark

45 Brunswick Quay London Southwark

Re-consultation:

APPENDIX 5

Consultation responses received

Internal services

Community Infrastructure Levy Team

Design and Conservation Team [Formal]

Ecology

Environmental Protection

Highways Development and Management

Transport Policy

Urban Forester

formal consultation and response to Pol

Archaeology

Community Infrastructure Levy Team

Design and Conservation Team [Formal]

Environmental Protection

Highways Development and Management

Flood Risk Management & Urban Drainage

Transport Policy

Urban Forester

Waste Management

Ecology

Local Economy

Statutory and non-statutory organisations

Environment Agency

Historic England

London Underground

Natural England - London & South East Re

Metropolitan Police Service (Designing O

Transport for London

Thames Water

Environment Agency

London Underground

Metropolitan Police Service (Designing O

Transport for London

Natural England - London & South East Re

Neighbour and local groups consulted:

87 Ann Moss Way London SE16 2TJ

56 Columbia Point Canada Estate London

11 Renforth Street Rotherhithe SE16 7JJ

52 Brunswick Quay London Southwark

121 Redriff Road London SE16 7PS

17 howlandway london SE16 6HN

84 Brunswick Quay London Southwark

3 osier house 14 quebec way London

31 kinburn st London Se16 6dw

42 Elephant Lane London SE16 4JD

19 Finland Street London SE167TP

56 Myddleton Avenue London N4 2FG

113 Redriff Road Surrey Quays London

119 Redriff Road London SE16 7PS

10 BRAY CRESCENT ROTHERHITHE LONDON

31 KINBURN STREET LONDON se16 6dw

Flat 20 Walker House 11 Odessa Street

SOUTHWARK DESIGN REVIEW PANEL AGENDA: 12 APRIL 2022

Southwark Council

Chair: Christian Male

Panel Members: Shi Qi Tu; Honore van Rijswijk; Oscar Wokowu

Architects: Maccreanor Lavington

Clients: British Land

Planning Consultants: DP9

Project description:

Plot G1 is within the Central Quarter Character Area of the consented Canada Water masterplan.

It is an intentionally large plot intended to rehouse the supermarket. Plot permeability is limited.

The height parameters allow for two taller buildings that contributes to the cluster.

The plot fronts onto the new pedestrian high street Park Walk and helps to frame

Printworks Park. It will provide a new civic street frontage to the existing Surrey Quays Road and Redriff Road.

The Reserved Matters Application is subject to the Masterplan Parameter Plans

Development Specification and Design Code.

The programme includes:

- Circa 420 Homes
- 8,000 sq. m of Communal Amenity space
- 12,500 sq. m Superstore
- 542 Car Parking Spaces

The Panel welcomed the opportunity to review this important scheme and thanked the Applicant for their clear and detailed presentation. The presentation had been circulated to the panel in advance and included, in addition to the detailed design, an analysis of the context including the emerging context of the Canada Water Masterplan, the constraints of the site, landscape, 3D visualisations from various approaches as well as a summary of the sustainability strategy for the site.

The Panel investigated further:

- The frontages along towards the street
- The design of the podium-level housing facing the communal podium gardens

- Programme and uses for the podium garden
- Materials for the landscaped courtyard
- Whether the design had been tested for wind this was not presented to the Panel
- How will the allotments be allocated and can there be more?
- Lighting to the podium garden
- Maintenance of the podium garden
- Zoning for the podium garden to engender a greater sense of ownership
- Safety audits for traffic
- The location of the towers
- · How the views have informed the tower design
- Street frontage of Park Walk
- · Location of sprinkler tanks
- Canada Water Masterplan aims for a cinema and social infrastructure Architectural typologies tested
- Access strategies tested especially in respect of the Redriff Road frontage
- How the design has responded to the historic area
- How cyclists will access the site provisions for residents and visitors
- Electric charging points
- Basement lighting
- Basement ventilation
- Parking for disabled residents
- Façade design of Redriff Road frontage
- The terraced spaces on the Surrey Quays Road frontage access and use
- Natural light provision for flats no information presented
- The design of the gaps between buildings
- The architectural identity of each block

The Panel generally supported the direction of travel and welcomed the involvement of the architects on this scheme. They acknowledged that this plot in the Masterplan presented a number of complex issues coupled with a challenging brief from the retailer. Notwithstanding this the Panel raised a number of concerns and observations about the proposal which they asked the designers to address before they consider submitting it for Planning.

Urban block and typology

The Panel recognised the design principles that the designers have set out to achieve. The typology of a superstore integrated into a podium block has been successfully delivered at the Decathlon site nearby. In this case there was a difference of opinion among the Panel about how successful the substantial upscaling of the Decathlon model has been.

The Panel felt that the current proposals need to do more to introduce hierarchy and legibility between the blocks. In this respect the gaps between the blocks play a vital role in giving primacy to the residential blocks. The Panel endorsed the designer's instinct to bring the blocks down to ground and they encouraged the designers to consider recessing the "linking" elements between the main housing blocks so that they are not of a similar status to the main housing blocks.

The set-back linking element between Blocks D and E appears to do this with some success. There is a similar set-back feature between Blocks D and A at podium level. The Panel felt this articulation, carving into the 'Decathlon' massing typology should be explored further which would not only give greater emphasis and identity to each block, but also potentially enhance the public realm around the plot with pockets of green space around the edges of the plot.

Active frontages

The Panel highlighted the sheer scale and substantial proportions of Plot G and recognised the efforts of the designers to activate the edges of the plot. However, they raised significant concerns over the Redriff Road frontage which is almost entirely dominated by blank frontages and service entrances which extends to both the ground and first floors.

They felt this prominent elevation at the southern edge of the Masterplan was unacceptable in its current form and could benefit from further consideration and meaningful, functional activation. They asked street elevations of all four frontages to be presented to them.

Podium Gardens

The Panel welcomed the approach to landscape and were encouraged by the potential of the podium garden which will be a wonderful space for residents to enjoy. They highlighted the scale of the garden which is similar in size to the park nearby.

In such a large scale garden the challenge will be to ensure that residents feel they can find a space that they can enjoy. The Panel felt the design could benefit from greater differentiation, with distinct zoning linked more closely to each residential block.

They wanted to see more detail about how the space could be designed, finished and maintained in the longer term. They enjoyed the potential of the main garden space, with areas for play-space for children and young adults, allotments, and the potential for greenery and tree planting.

They wanted to see more detail and to understand how this space would be used by future residents. For example, they wanted to see how the edges of each block would be designed – how residential frontages would be buffered from the communal gardens – and how each zone would be managed and maintained in the longer term.

Quality of accommodation

When they considered the housing typologies the Panel generally supported the approach across the site. They questioned the uniform approach to deckaccess blocks and felt this was a missed opportunity to develop this typology further and explore different ways to enrich the experiences of residents at Blocks A and E. They suggested the designers investigate this further and explore the possibility of including places to dwell or opportunities for further greening, along the deck access corridors.

The Panel highlighted particular concerns with the north-facing single-aspect apartments in Block B. This affects three apartments on each floor including 2-Bed 4 person flats which is a concern for a scheme that should be of exemplary design standard.

Wheel-chair accessible provision

The Panel did not get a chance to explore the provision for wheelchair housing in detail. However, they raised significant concerns about the provision for parking on the podium garden level for people with disability. This parking space is accessed by a large car lift. The Panel raised significance concerns over this in practice, the accessibility of these car park spaces and the maintenance and usability of the platform lift. They encouraged the designers to review this and consider alternative options.

Car Park ventilation

The Panel noted the proposal to ventilate the basement car park from the Park. This is likely to affect the design of the Park – an aspect of the scheme that was not presented to them in detail. The Applicants mentioned that they were still developing the design for the ventilation scheme in detail and had planned an architectural competition for this.

Notwithstanding this, the Panel felt this is an important aspect of the design which had not been addressed and should have been incorporated within the confines of the plot – not passed on to a neighbouring plot – certainly not the Park. They asked for more detail about the ventilation of the car park and the options considered before this is finalised.

Architectural detail

The Panel enjoyed the architectural potential of the two towers and three residential blocks forming this perimeter block. They were not able to investigate the architectural design of each block in detail but they felt the detailed design of each block could benefit from further development.

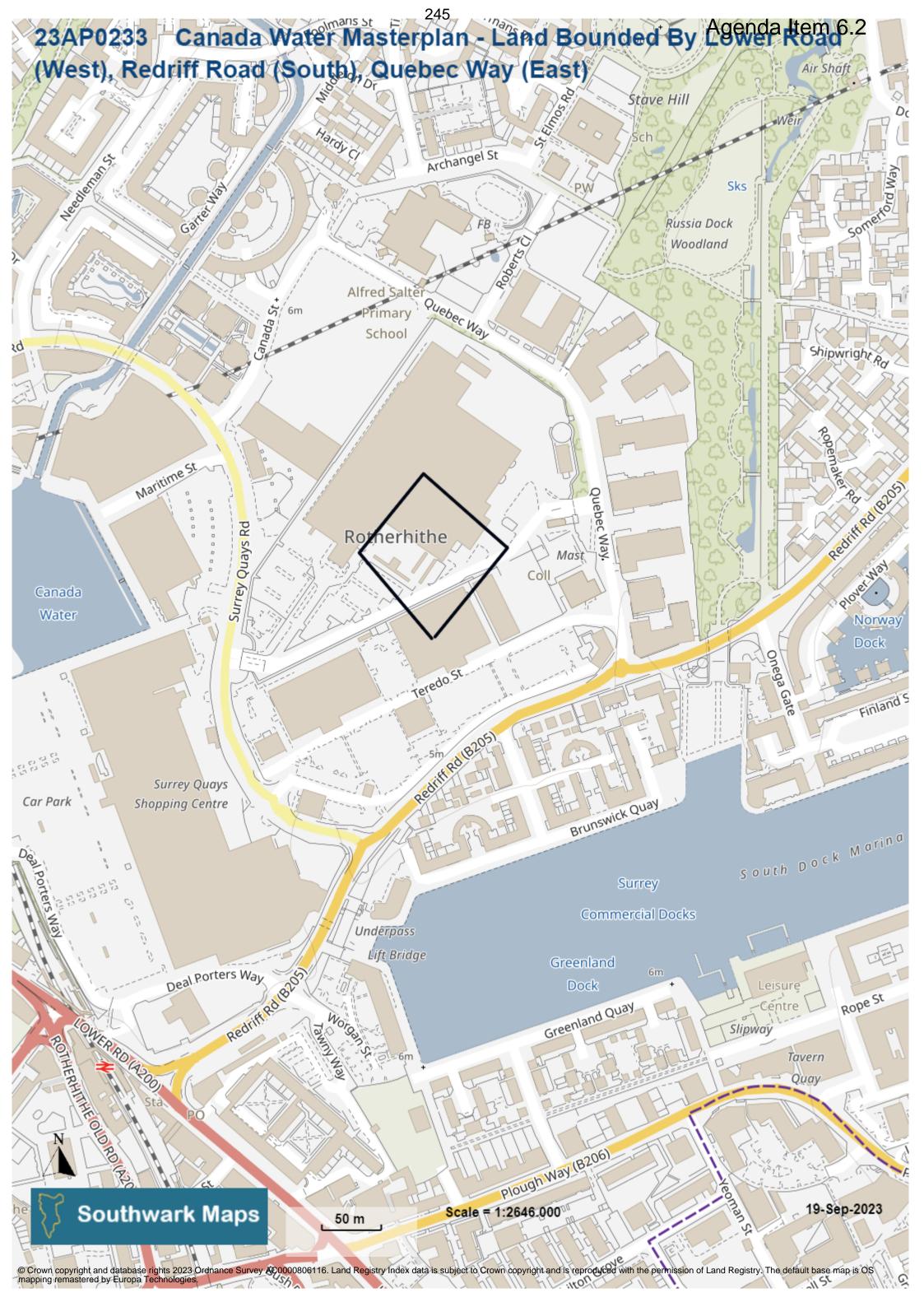
There is the potential for a dialogue between the two towers and for these two buildings to give the plot its architectural identity. These should be exemplary by design and could benefit from a richer palette of materials and architectural features. Beyond that the lower blocks appeared generic with a common aesthetic, with common window types and a reliance only on the colour of the brick to define each block. In this respect the design of the lower blocks was disappointing.

The Panel highlighted the rich and varied architectural identity of the Canada Water peninsula and encouraged the designers to be more ambitious with the architectural design of each block.

Conclusion

In conclusion, the Panel supported many aspects of this proposal including the potential for place-making in this important part of the Canada Water Masterplan.

They raised a number of questions and concerns especially about the Redriff Road frontage, the car parking provision and ventilation, as well as the lack of architectural identity across the plot and invited the Applicants to return to the DRP before the scheme finalised. They offered to reconvene if necessary to ensure consistency.



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Item No. 6.2	Classification: Open	Date: 3 October 2023	Meeting Name: Planning Committee (Major Applications) A	
Report title:	Development Management planning applications:-			
	23/AP/0233			
	Address: Canada Water Masterplan - Land Bounded By Lower Road (West), Redriff Road (South), Quebec Way (East), Surrey Quays Road And Canada Water Dock (North) And Site At Roberts Close, London, SE16			
	Proposal			
	Application for the approval of reserved matters (Access, Appearance, Landscaping, Layout and Scale) in relation to the development of a Park including public realm, dedicated play space and landscaping works and the development of a pavilion building and vent structure within Development Zone P, pursuant to hybrid planning permission ref. 18/AP/1604 dated 29 May 2020.			
	This is an application for subsequent consent accompanied by an Environmental Statement. Consequently the application is accompanied by a Statement of Conformity submitted pursuant to the Town and Country Planning (Environmental Impact Assessment) regulations 2017. This ES Statement of Conformity should be read in conjunction with the Canada Water Masterplan ES which can be viewed in full on the Councils website (18/AP/1604).			
Ward(s) or	Surrey Docks			
groups affected:				
From:	Director of Planning and Growth			
Application Start Date 1 September 2023		PPA Expiry Dat	PPA Expiry Date n/a	
Earliest Decision Date 2 September 2023				

RECOMMENDATIONS

- 1. That planning permission be granted subject to the informatives as set out in the draft recommendation at Appendix 1; 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 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
- 4. 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
- 5. That the planning committee in making their decision has due regard to the potential equalities impacts that are outlined in this report.

EXECUTIVE SUMMARY

- This is a Reserved Matters Application (RMA) for the Park and Development Zone
 P following the grant of Outline Planning Permission for the Canada Water
 Masterplan.
- 7. It should be noted that this RMA is bound by the s106 legal agreement and conditions attached to the Outline Planning Permission (OPP) 18/AP/1604.
- 8. The Canada Water Masterplan is focussed around three urban spaces; Canada Water Dock, a new Town Square and a new Park. The three spaces act as 'anchors' of the Masterplan where new planting would be concentrated and main movement routes around the site would be organised thereby giving shape to the outline development plots and creating a legible urban framework. The park is intended to be a substantial green space at the centre of the residential neighbourhood which would be accessible to all and would form part of the green chain that extends across the Masterplan to the wider area. The provision of the park was secured as a planning obligation in the s106 agreement attached to the OPP.

- 9. The proposal comprises the development of a pavilion, vent structure and play structure and would provide a range of landscape characters formed in response to a number of routes through the masterplan and influenced by a micro-climate and sun path analysis. The overall proposed design of the Park is supported and considered to be high quality, attractive public realm. It is considered to be successful in creating separate, distinct areas which will each offer a different experience of the space.
- 10. The proposed adventure play area would be a destination play space, embedded within two rows of trees and would provide a key play offer to the wider local neighbourhood. In total, 981 sqm of play space is provided in the park, including 925 sqm offset from Development Zone L.
- 11. The principle of the basement of Zone G extending under the southern corner of the Park was established by the OPP. Ventilation within the Zone G basement forms part of the RMA for Zone G (22/AP/2439). This RMA relates specifically to the vent required in connection with the basement for Zone G.
- 12. This application also proposes the installation of a below ground attenuation tank and pipework associated with Zone J. Officers consider the principle of locating a tank below the park to be acceptable as it will not adversely affect the design, planting proposals or long term success of the park. However, the applicant will be required to maximise sustainable urban drainage systems on Zone J to ensure that the tank is used as a backup resource only.
- 13. The proposed development aims to provide a key piece of accessible public realm, a significant amount of green space, landscaping and biodiversity enhancements as well as opportunities for play, sports and fitness, leisure and socialising.
- 14. The proposal responds positively to design, transport and sustainability policies and there would be no harm to neighbour amenity.
- 15. Subject to the appropriate mitigation secured by the conditions and s106 obligations attached to the Outline Permission, the proposal is considered to be in line with the objectives of the masterplan and would make a positive contribution to the town centre.



Image above: CGI of proposed park

BACKGROUND INFORMATION

Site description and its role within the Canada Water Masterplan

- 16. The Canada Water Masterplan covers an area of 21.27 hectares and includes Harmsworth Quays Printworks, Surrey Quays Shopping Centre and Surrey Quays Leisure Park. The Masterplan also includes the former Rotherhithe Police Station, Dock Office Courtyard and a parcel of land on Roberts Close.
- 17. The shopping centre and parts of the leisure park are still in operation and there are a range of interim uses taking place across the Masterplan site including, TEDI University and Global Generation Paper Garden Charity, Paper Yards Life Science Buildings and various pop up uses around the shopping centre.
- 18. The site is located in what is currently the Surrey Quays Leisure Park, which comprises operators including Odeon cinema, Hollywood Bowl and Buzz Bingo.
- 19. Permission was granted to British Land in May 2020 for the Masterplan scheme, and development has commenced. Construction is underway on Plots A1 and A2 which were approved in detail as part of the Outline Permission. Plot K1 is almost complete and various enabling works are taking place within Zone H.

- 20. Reserved Matters Applications have been determined for Zones H, F, L, Printworks Street, Reel Street, Park Walk (section between Zones F and G), Printworks Place and New Brunswick Street and Canada Water Dock. A Reserved Matters Application has been submitted and is under consideration for Zone G (to be considered on the same committee agenda as this application).
- 21. The Canada Water Masterplan aims to create a major new town centre comprising a diverse mix of retail, residential, office, leisure and cultural facilities. The site is bound by Lower Road to the west, a combination of Surrey Quays Road, Canada Water Dock and the edge of The Printworks to the north, Quebec Way to the east and Redriff Road to the south. Three main spaces have influenced the arrangement of the masterplan, the existing Canada Water Dock, the proposed town square and the Park, a significant feature of the development. The image below shows the arrangement of the masterplan:



Image above: Canada Water Masterplan development plots

22. This application specifically relates to the Park and the development of a pavilion building and vent structure within Development Zone P. The site is not within a Conservation Area nor within the curtilage of a Listed Building, however the Grade II Listed turntable and machinery of the former swing road bridge is located on Redriff Road, in nearby proximity to the site.

- 23. The following area designations apply:
 - Site Allocation NSP81 Harmsworth Quays, Surrey Quays Leisure Park, Surrey Quays Shopping Centre and Robert's Close
 - Flood Zone 2 (partially)
 - Canada Water Major Town Centre
 - Canada Water Opportunity Area
 - Canada Water Action Area
 - Canada Water Strategic Heating Area
 - Air Quality Management Area
 - Archaeological Priority Area
 - Strategic Cultural Area
 - Hot food takeaway primary school exclusion zone
- 24. The aerial view below shows the existing site with the Park RMA boundary line in red, the site area is 10,268 sqm.



Image above: Site boundary in existing context

25. The Reserved Matters boundary line for the site bisects the Hollywood Bowl and Printworks Buildings, both consented for demolition under OPP 18/AP/1604. In the existing scenario, the Park site is bound by Surrey Quays Leisure Park buildings, Tedi London campus (with temporary consent) and associated car park to the south and east, Printworks building to the north and west and associated

car park. Within its future context, the Park will be enclosed by Zones F, G, H and J.

- 26. The site is surrounded by open spaces, including Canada Water Dock (225 metres from the site), Greenland Dock (325 metres from the site), Surrey Water (650 metres from the site) and the Albion Channel, all designated as Sites of Importance for Nature Conservation. Russia Dock Woodland is located approximately 330 metres to the northeast of the site and designated as a local nature reserve, Metropolitan Open Land and SINC. Southwark Park is located approximately 450 metres to the south of the site and is classified as Metropolitan Open Land and a SINC. Southwark Park comprises a football/cricket pitch, athletics centre, outdoor gym, cricket nets, children's playground, boating lake and duck pond, tennis courts and bowling club. King George's Field, Borough Open Land, is located 520 metres away, to the south west of Canada Water station.
- 27. Bacon's College Community Sports Centre is located approximately 750 metres from the site and comprises sports facilities including a 3G astro pitch, grass pitches, multi-use games area, outdoor hard courts and a sports hall. Other sports and leisure facilities in proximity to the site include Surrey Docks Water Sports Centre (approximately 500 metres from the site) and Seven Islands Leisure Centre (approximately 580 metres) away on Lower Road.
- 28. Local schools in proximity to the site include St Joseph's Roman Catholic Primary School, Albion Primary School, Alfred Salter Primary School, St John's Roman Catholic Primary School, Bacon's College and Redriff Primary School.
- 29. The site lies away from the Transport for London Road Network and Strategic Road Network with Surrey Quays Road, Canada Street, Redriff Road and Quebec Way being borough roads. The site is located approximately 400 metres from Canada Water underground and bus stations providing Jubilee line and London Overground services. Surrey Quays Station is located approximately 450 metres to the southwest of the site and a wide range of bus services operate in the area. The site has a PTAL rating between 4-6a, which indicates 'good' to 'very good' access to public transport services. With regard to cycle routes, planned cycleway 4 from Tower Bridge to Cutty Sark would pass down Lower Road, in proximity to the site and existing cycleway 14 cuts through Russia Dock Woodland, also in close proximity to the site.

Details of proposal

30. Permission was granted under 18/AP/1604 for:

'Hybrid application seeking detailed planning permission for Phase 1 and outline planning permission for future phases, comprising:

'Outline planning permission (all matters reserved) for demolition of all existing structures and redevelopment to include a number of tall buildings comprising the following mix of uses: retail (Use Classes A1-A5), workspace (B1), hotel (C1), residential (C3), assisted living (C2), student accommodation, leisure (including a cinema)(D2), community facilities (including health and education uses)(D1), public toilets, nightclub, flexible events space, an energy centre, an interim and permanent petrol filling station, a primary electricity substation, a secondary entrance for Surrey Quays Rail Station, a Park Pavilion, landscaping including open spaces and public realm, works to Canada Water Dock, car parking, means of access, associated infrastructure and highways works, demolition or retention with alterations to the Press Hall and/or Spine Building of the Printworks; and Detailed planning permission for the following Development Plots in Phase 1:

- Plot A1 (south of Surrey Quays Road and west of Deal Porters Way) to provide uses comprising retail (A1-A5), workspace (B1) and 186 residential units (C3) in a 6 and 34 storey building, plus basement;
- Plot A2 (east of Lower Road and west of Canada Water Dock) to provide a leisure centre (D2), retail (A1-A5), and workspace (B1) in a 4, 5 and 6 storey building, plus basement;
- Plot K1 (east of Roberts Close) to provide 79 residential units (C3) in a 5 and 6 storey building;
- Interim Petrol Filling Station (north of Redriff Road and east of Lower Road) to provide a petrol filling station with kiosk, canopy and forecourt area.

Each Development Plot with associated car parking, cycle parking, landscaping, public realm, plant and other relevant works'.

- 31. The OPP for the CWM was granted subject to various parameter plans which established the maximum parameters within which future buildings and spaces can come forward, such as the maximum building height, minimum and maximum building lines, basement extents and permitted uses for each Masterplan Zone. These parameters are contained in the Development Specification and Parameter Plans which were approved as part of the overall permission and have been subsequently amended by 22/AP/2441 and 23/AP/1454. In addition, the Design Code documents set out the detailed design principles against which a subsequent Reserved Matters application should be assessed. To facilitate the proposed development the existing buildings and structures within the site will be demolished, with demolition approved as part of the CWM OPP. Details of demolition works would be submitted via Condition 10 of the OPP.
- 32. This RMA covers the matters of access, appearance, landscaping, layout and scale for the Park which were not determined under the OPP 18/AP/1604.
- 33. The proposal for the Park and Development Zone P, forming part of the CWM public realm offer includes:

- Public realm, tree planting and landscaping works comprising a range of character areas including a Central Lawn, Bosque Garden, Printworks Corner, Dry Garden and Woodland Garden. Printworks Corner falls outside of the red line boundary of this application and would be submitted under the revised Zone H RMA (anticipated to be submitted in October 2023). The public realm would introduce a coherent footway network through the space comprising primary, secondary and tertiary routes
- Provision of a dedicated adventure play area and informal playable features
- Creation of a Pavilion building to house a café and public toilets with space provided with bin storage, plant and other back of house functions. The total footprint of the Pavilion building is 105 sqm GEA and measures a maximum 5.63 metres in height (11.83 metres AOD height), maximum 16 metres in width and 9.5 metres in depth with a green roof proposed. The Pavilion is proposed to be partially clad in timber fins which would sit in front of glazed walls and would comprise power assisted aluminium framed doors to all public entrances
- Development of a Vent structure in connection with the basement car park provided in Zone G, measuring 45 sqm GEA and with a maximum height of 5.8 metres (12 metres AOD height), 14 metre width and 5 metre depth. The vent structure would be clad in aluminium rainscreen panels and pressed aluminium capping. The below ground Zone G basement car park and vent infrastructure does not form part of this application and has been applied for under the Zone G RMA 22/AP/2439
- Provision of 8 cycle spaces comprising 2 long stay and 6 short stay cycle parking spaces in the form of Sheffield stands for the users of the Pavilion building. 30 cycle spaces are proposed within the red line boundary close to Plot H.



Image above: Illustrative public realm plan

34. The park would comprise primary, secondary and tertiary routes throughout the space with the primary routes measuring 3m to 4m in width, the secondary routes measuring 1.8m to 2m in width and the tertiary route measuring 1.2m. The primary routes would be a shared pedestrian and cycle interface.

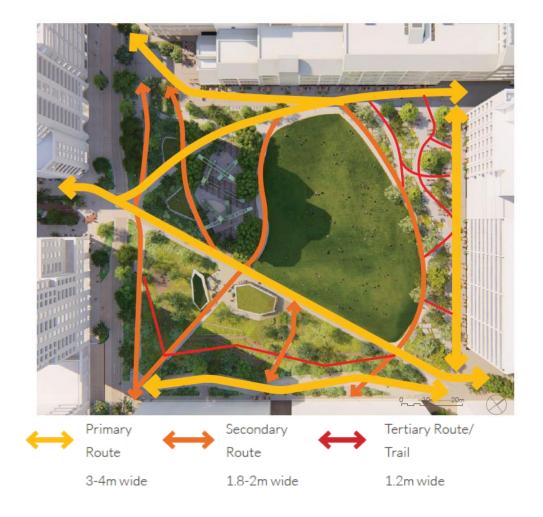


Image above: Illustrative public realm plan showing access and circulation

Amendments to the application

- 35. The application was amended after submission to include a below ground attenuation tank required as a backup water management resource for Plot J. Relevant plans were amended to include the below ground attenuation tank and pipework for Plot J. The plans submitted demonstrate that the tank can be located underneath the park and any pipework routed so as not to affect planting above. The attenuation tank would have a design life of up to 60 years and is an industry standard product to be installed with inspection access points, allowing for any sediment to be cleared or repairs to be undertaken without the need for excavating the public realm areas/landscaping.
- 36. A management plan will be put in place, with the developer responsible for the long term maintenance of the system. The Urban Forrester has confirmed they are happy with the proposed location and extent of the tank and pipework.

Consultation responses from members of the public and local groups

- 37. Letters were sent to local residents when the application was received, the application was advertised in the local press and site notices were erected.
- 38. A total of 6 representations were received; 5 objections and 1 neutral. The neutral comment was submitted by an Amenity Group. The comments have been summarised in the table below.

39. Objections

General dislike of the proposal:

- The design is very poor and uninteresting and trying to fit too much into the space – very corporate application. The "Playable Features" could not be less inspirational nor less dull and ordinary
- The design is far too abstract and many visitors will not "get it"
- There is little benefit in the new park providing amenities and features that are already provided within the 160+ acres of parks/woodlands/nature reserve nearby. The amenities are poor and there should be things which people will actually use such as a small football/basketball pitch/court
- The proposal does not incorporate heritage and focuses history on wood which goes mouldy over time and mould treatments can use very toxic chemicals
- A planning condition needs to be secured to prevent the timber fins or any wood material used in the Pavilion building going mouldy and unsightly

Officer Response

- The Design and Conservation Team and Urban Forrester reviewed the application and confirmed they are satisfied with the proposal. The overall proposed design of the park is supported and considered to be high quality, attractive public realm
- The management of the public realm in the Canada Water Masterplan will be undertaken by British Land as secured in the s106 agreement
- The Management Maintenance Strategy submitted in the DAS highlights cleanliness. repair and replacement as key factors in sustaining a high quality public realm. In addition, the developer is obligated to submit an Estate Management Strategy to ensure the development provides a attractive safe. clean and environment
- Officers are satisfied that a sufficient level of information has been submitted to assess the application and further details will be submitted as secured via conditions attached to the OPP

- It is very expensive to provide this new park (cost of 3.5-acres of development land and how many new homes could it produce?) and at the same time do not see money from development benefitting Southwark Park while cutbacks are being made in Southwark Park every year
- This application is for detailed consent and details have not been provided which need to be.

Public consultation:

- The feedback for this application is very low and narrow. Only 165 people attending two events and only 32 people providing comments which is then described as a "high level of support".
- The applicant should be required to proactively setup structures, to collaborate with stakeholders then alternatives could have been considered.
- The elements that the children in the DAS consultation exercise voted on are unknown and their votes mostly do not count in application outcomes and no local input into the naming of the park
- Had clear а vision for Rotherhithe Area been properly developed with the local community then it would be a lot better than the incomplete and impoverished AV.15 Rotherhithe Area Vision (Southwark Plan 2022) and applications would also have been better
- Not enough consultation with the history of this area so the

- The submission was accompanied by a Statement of Community Involvement which confirmed that public engagement for the proposals took place between May and October 2022. Further details of consultation exercises are provided in the relevant section of this report
- The level of pre application consultation undertaken by the applicant is considered to be an acceptable effort with those affected by the proposals and utilised both digital and in person methods
- In addition, the Council as part of its statutory requirements, sent letters to local residents and businesses within a 100 metre radius of the site, issued a press notice in Southwark News, posted 4 site notices around the vicinity of the redline boundary and displayed the application on the Southwark Council website
- Adequate efforts have therefore been made to ensure the community has been given the opportunity to participate in the planning process

objection stands until something is done to depict the history of the area in the correct manner

Out of keeping with the character of the area:

- The park is completely developing the history and former dock workers out of the area, there's nothing to show the actual history of the dock in this park - Canada Water is now only for the rich
- The application fails to adequately enhance and utilise relevant local heritage assets. Because the docks have deteriorated and damaged to the extent they have, every effort should be made to ensure the setting of the docks to enhance or better reveal their significance and celebrate, clearly and explicitly, the docks heritage.
- As one area is developed, existing nearby areas are not benefitting as expected, thereby breaking promises made to the community.
- The application fails to adequately complement and improve the historic / heritage character of the area.

- The former dock was largely removed by the LDDC in the 1980s. It is considered that the applicant has sufficiently acknowledged site heritage in the submitted documents.
- The park would sit over the former dock edge between Quebec Dock and the adjacent timber sheds with the edge forming a key marker within the design for the park and a discernible historic feature that has shaped the scheme with further details to be submitted via Condition 74.
- The applicant has also stated that interpretive signage and wayfinding could also be used to mark the significance of the former dock edge.
- The DAS comprises terms, names and phases used in the docks which could be incorporated into street furniture such as benches and playable features. Further details would be submitted via Condition 74.

Neutral comment

Traffic or Highways:

 The comment was made on behalf of Southwark Living Streets who would like a commitment that pedestrians are given priority through design (not reliant on

Officer Response

The RMA for New Brunswick Street was approved under 21/AP/4616. The reference proposal for New Brunswick Street comprises а natural chicane, pedestrian crossings at entrances, desire lines and enforcement) at New Brunswick Street, ensuring a safe pedestrian route from Southwark Park to the Russia Dock woodland and there should be no perceived or actual road danger for pedestrians accessing the new park and pavilion from Park Walk.

landscaping to encourage measures in the design and slow traffic and reduce conflict with pedestrians crossing into the park

Planning history relevant to this part of the masterplan site

 18/AP/1604. Hybrid application seeking detailed planning permission for Phase 1 and outline planning permission for the Canada Water Masterplan. GRMAJ -GRANTED - Major Application. 29.05.20

21/AP/0159. First Modification Agreement for the S106 Agreement relating to planning permission 18/AP/1604 (a hybrid planning permission for the comprehensive redevelopment of land including the Surrey Quays Shopping Centre, Surrey Quays Leisure Park, former Harmsworth Quays Printworks and land at Roberts Close for a range of land uses, new and improved public realm and associated infrastructure works).

Amendments to the following Schedules and Annexes

Parameter plans within Annex 3 and 4

Schedule 1 Planning permission definitions

Schedule 2 Construction period community scheme

Schedule 7 Trees

Schedule 11 Housing

Schedule 16 Highways

AGR. Agreed. 12.07.23

21/AP/3338. Details of all reserved matters (Access, Appearance, Landscaping, Layout and Scale) pursuant to hybrid planning permission ref. 18/AP/1604 dated 29th May 2020 for comprehensive mixed use development of the Canada Water Masterplan site. Reserved Matters approval sought for Development Plots H1 and H2 (Development Zone H of the Masterplan), comprising the partial demolition, vertical and horizontal extension and refurbishment of the former Harmsworth Quays Printworks building to provide 45,504 sqm (GEA) of commercial floorspace comprising workspace (Use Class B1) and flexible workspace/retail (A1-A4/B1) with disabled car parking, cycle parking, landscaping, public realm, plant and associated works. GRAOR – GRANTED – Reserved Matters. 12.07.22

21/AP/4235. Non material amendment to planning permission 18/AP/1604 [dated 29.05.2020] in relation to Development Zones F, H and L for 'Hybrid planning permission for the comprehensive redevelopment of land including the Surrey

Quays Shopping Centre, Surrey Quays Leisure Park, former Harmsworth Quays Printworks and land at Roberts Close for a range of land uses, new and improved public realm and associated infrastructure works'. The amendment seeks the following: to rectify minor areas of non-compliance with the approved Parameters Plans for Development Zones F, H and L in respect of location of development zones, minimum extent of public realm and height. AGR – Agreed. 16.06.22

21/AP/4616. Reserved Matters approval is sought for the construction of a part single, part two-way carriageway along New Brunswick Street to serve the Canada Water Masterplan, public realm and landscaping to New Brunswick Street and Printworks Place and enabling works associated with the basement below Development Zone G (details of which will come forward as a separate Reserved Matters application). GRAOR – Reserved Matters – GRANTED. 23.03.23

21/AP/4712. Details of all reserved matters (Access, Appearance, Landscaping, Layout and Scale) relating to Development Zone F of the Canada Water Masterplan, comprising a residential-led (Class C3) building and a combined office (Class B1) and residential (Class C3) building, both of which would include flexible retail/workspace (Classes A1-A4 and B1) at ground floor level alongside disabled car parking, cycle parking, servicing provision, landscaping, public realm, plant, a single-storey basement and associated works. GRAOR – GRANTED – Reserved Matters. 28.07.22

22/AP/2439. Details of all Reserved Matters (Access, Appearance, Landscaping, Layout and Scale) pursuant to hybrid planning permission reference 18/AP/1604 (dated 29 May 2020) in respect of Zone G of the Canada Water Masterplan comprising a comprehensive mixed-use development which includes residential accommodation in five buildings (Class C3) above a retail superstore (Class A1) and town centre car park and ancillary retail floorspace (Class A1-A5), together with disabled car parking, cycle parking, landscaping, public realm, plant and associated works. PCO – Pending consideration.

22/AP/2441. Non material amendment to planning permission 18/AP/1604 [dated 29.05.2020] in relation to Development Zones G and P for Hybrid planning permission for the comprehensive redevelopment of land including the Surrey Quays Shopping Centre, Surrey Quays Leisure Park, former Harmsworth Quays Printworks and land at Roberts Close for a range of land uses, new and improved public realm and associated infrastructure works. The application related to amendments to Development Zones G and P only but resulted in a full replacement of all parameter plans. AGR – Agreed. 22.11.22

22/AP/2580. Approval of Reserved Matters (Scale, Layout, Appearance, Access and Landscaping) pursuant to outline planning permission 18/AP/1604. The approval for Reserved Matters is sought for the following: Public realm and landscaping works to Park Walk and Park Walk Place. GRAOR – Reserved Matters – GRANTED. 07.02.23

23/AP/1454. Non material amendment to planning permission ref. no. 18/AP/1604 [dated 29.05.2020] in relation to Development Zone G for Hybrid planning permission for the comprehensive redevelopment of land including the Surrey Quays Shopping Centre, Surrey Quays Leisure Park, former Harmsworth Quays Printworks and land at Roberts Close for a range of land uses, new and improved public realm and associated infrastructure works. The amendment seeks the following: An amendment is required to the Proposed Maximum Heights Parameter Plan for Building E within Development Zone G. An amendment is required to the definition of the Park in relation to its area as stated within the approved CWM Development Specification. Agreed.

KEY ISSUES FOR CONSIDERATION

Summary of main issues

- 41. The main issues to be considered in respect of this application are:
 - Principle of the proposed development in terms of land use;
 - Conformity with Outline Planning Permission;
 - Environmental impact assessment;
 - Landscaping and urban greening;
 - Ecology and biodiversity;
 - Design;
 - Play space;
 - Site safety:
 - Heritage considerations;
 - Archaeology;
 - Future park management;
 - Amenity impacts on nearby residential occupiers and surrounding area;
 - Transport and highways including cycle parking;
 - Sustainability;
 - Planning obligations and Community Infrastructure Levies;
 - Consultation responses and community engagement
 - Community impacts, equalities and human rights.
- 42. These matters are discussed in detail in the 'Assessment' section of this report.

Legal context

43. 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 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires decision-makers determining planning applications 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.
- 44. 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.

Adopted planning policy

45. The statutory development plans for the borough comprise the London Plan 2021 and the Southwark Plan 2022. The National Planning Policy Framework 2021 is a material consideration but 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

46. The NPPF strongly supports the provision of open spaces as they are as essential resource for residents and visitors. The proposed development is located within Site Allocation NSP81 of the Southwark Plan 2022 which requires the provision of 13,696sqm of enhanced public realm and civic space and identifies an area of proposed public open space, where the proposed park would be sited. Policy GG3 of the London Plan 2021 states that development must plan for improved access to and quality of green space, the provision of new green infrastructure and spaces for play, recreation and sports.

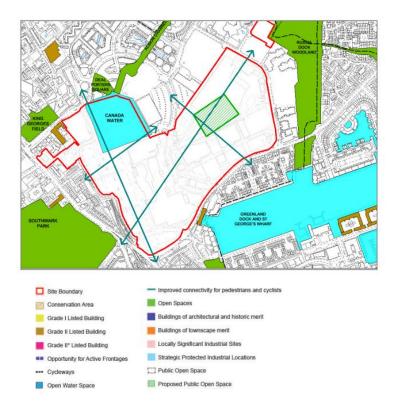


Image above: Extract from NSP Site Allocation 81

- 47. Policy SP3 of the Southwark Plan 2022 encourages the delivery of a top quality children's playgrounds in every local area and development where there can be more interaction between people of different ages as factors which would give young people a great start in life in a safe, stable and healthy environment. Policy SP5 of the Southwark Plan 2022 identifies increasing, protecting and improving green spaces and delivering a safer walking and cycling network as measures to maintain and improve the health and wellbeing of residents and encourage healthy lifestyles. Policy SP6, Climate Emergency, a Council priority builds on SP5 and reiterates the need to protect and improve open spaces, trees and biodiverse habitats and green corridors and improve the natural environment through the use of urban greening, to reduce flood risk and improve air quality.
- 48. The Canada Water Masterplan is focussed around three urban spaces; Canada Water Dock, a new Town Square and a new Park. The three spaces act as 'anchors' of the Masterplan where new planting would be concentrated and main movement routes around the site would be organised thereby giving shape to the outline development plots and creating a legible urban framework.
- 49. Policy P13 of the Southwark Plan 2022 states that development must ensure a high quality public realm that encourages walking and cycling and is safe, legible and attractive and eases the movement of pedestrians, cyclists, pushchairs, wheelchairs and mobility scooters and avoids street clutter. P51 also corroborates P13 and states that development must support new green links across the

borough. The park would be a substantial green space at the centre of the residential neighbourhood which would be accessible to all and would form part of the green chain that extends across the Masterplan to the wider area.

- 50. The proposal also comprises the development of a pavilion, vent structure and play structure and would provide a range of landscape characters formed in response to a number of routes through the masterplan influenced by a microclimate and sun path analysis. The development would encourage recreation, play, and opportunities to dwell and provide an important new asset for the local community. P13 seeks to ensure the provision of landscaping appropriate to the context, including the provision and retention of street trees and the use of green infrastructure. Development must provide accessible and inclusive design for all ages and people with disabilities and provide opportunities for formal and informal play and adequate outdoor seating for visitors, which has been proposed by the development. Policies D3 and D8 of the London Plan corroborate this and emphasise the importance of lighting, maintenance and management of the public realm and assessing microclimatic conditions which is covered by the detail set out in the RMA.
- 51. P57 of the Southwark Plan recognises that new open space is planned for strategic site allocations across the borough including a 1.37 ha park at Canada Water, which when completed and open to the public, would be designed as a new formal open space in accordance with open space designation criteria outlined in the development plan. Policies 59, 60 and 61 focus on green infrastructure, biodiversity and trees and reiterate the need for improved green links and walking networks, net gains in biodiversity and tree planting which would be adaptable to climate change and support native species. Policies G1, G4, G5, G6 and G7 of the London Plan focus on green infrastructure and the natural environment and Policy G6 states that proposals which reduce deficiencies in access to nature should be considered positively.
- 52. The principle of the basement of Zone G extending under the southern corner of the Park was established by the OPP. The principle of ventilating the basement car park with an outlet into the park considered to be acceptable in principle and has been applied for under the Zone G RMA 22/AP/2439. Officers accept the principle of the location for the attenuation tank and pipework associated with Zone J. However, the applicant has been advised that it will be necessary to maximise sustainable urban drainage systems on Zone J and an informative is recommended to be added this planning permission to reiterate this advice. In addition, an informative is recommended to advise the applicant that full details of the tank should be provided when submitting the detailed landscaping condition.
- 53. Overall, the principle of the proposed development in terms of land use is accepted as the development would provide a key piece of accessible public realm, a significant amount of green space, landscaping and biodiversity

enhancements as well as opportunities for play, sports and fitness, leisure and socialising and is in accordance with the approved Outline Permission.

Existing land uses

- 54. This proposal would redevelop land currently occupied by part of the Hollywood Bowl complex and part of the former Printworks building.
- 55. Reserved Matters Approval has been granted for detailed development in Zone F (21/AP/4712) which would result in the loss of the Odeon Cinema and partial demolition of the building and part of the surface level car park. The redevelopment of Zone G (22/AP/2439) would see the remainder of the retail park and all facilities on it demolished.
- 56. Reserved Matters Approval has been granted for detailed development in Zone H (21/AP/3338) which would result in the demolition of the rear sections of the Printworks building and redevelopment of the main press halls for office purposes. It is anticipated that a further RMA will be submitted for a cultural redevelopment of Plot H later this year.
- 57. The OPP establishes the acceptability of the demolition of the leisure park as well as redevelopment of the former Printworks. This has been further established by the recently approved RMAs. As such the principle of the loss of the existing uses has been clearly established and deemed to acceptable. Whilst the OPP s106 agreement contains an obligation that the cinema be re-provided and potentially the bingo hall there is no obligation in respect of the other uses within the leisure park.

Conformity with outline planning permission

- 58. Since the OPP was granted, two NMA applications related to Zone P have been granted. Specifically, 22/AP/2441 was agreed to relocate Development Zone P to be closer to Zone G to align with the Development Zone G vent shaft (which resulted in an update to all of the approved parameter plans). The Development Zone boundary for Development Zone P also increased in width, length and area to accommodate a potentially less orthogonal shaped Pavilion structure (but maintained GEA cap of 150sqm).
- 59. 23/AP/1454, the second NMA in relation to Development Zone P, agreed an amendment to the definition of the Park in relation to its area as stated within the approved CWM Development Specification. The NMA application rectified the minimum size of the park from 13,000 sqm to 10,000 sqm as the original size was misleading as it combined the area of the park with part of New Brunswick Street. The plans submitted with this application are in conformity with the approved Outline Parameter plans in terms of size and location with the red line boundary area being 10,268 sqm. The proposed maximum heights parameter plan

- designates Zone P with a maximum height of 12 metres which this application also accords with.
- 60. The approved Development Specification designates Zone P with a maximum GEA cap as 150 sqm. The summary description for Zone P states that the zone would contain a Park Pavilion building which could include retail (A1/A3 uses only), community facilities (D1) and public toilets (Sui Generis) and parking and plant will also be provided. The proposed Pavilion building and vent structure have a combined total floorspace of 150 sqm with 105 sqm GEA proposed for the Pavilion (Class A3) and 45 sqm for the vent.
- Schedule 8 of the s106 agreement identifies the park as a location for public toilet facilities and for details to be included with the RMA for Zone P. This application comprises public toilets in the Pavilion building. The s106 agreement obligates the development to Practically Complete the public toilet by no later than the Practical Completion of that part of the park in which Development Zone P is located. Details of hours of use, maintenance and cost following the Practical Completion of the public toilets is included in Paragraph 1.7, Schedule 8 of the s106 agreement. Schedule 8, Paragraph 2.1.3 designates one water fountain within the park, a drinking fountain is located adjacent to the cycle stands between the pavilion and vent buildings. There are no s106 requirements in terms of the level of play provision required in the park itself, however a play area has been proposed which also includes the required offset play provision from the Zone L development (21/AP/3775). In addition, PR14.2 of the Public Realm Design Guidelines identifies the park as having a dedicated play area. Schedule 7 of the s106 agreement contains obligations in respect of trees which this application accords with.
- 62. According to Schedule 18 of the s106 agreement, the design of the park is to accord with the details set out in section PR3 of the Canada Water Masterplan, Design Guidelines Volume II Masterplan Public Realm dated October 2018 and delivery of the park can be phased, linked to Development Zone G, Development Zone H and Development Zone J.
- 63. In regard to public realm delivery, Schedule 18, Part 1, the Developer covenants with the Council not to Occupy any building within Development Zone H, Development Zone G and Development Zone J, until not less than 50% of the Park, including the frontages adjacent to Development Zone H, Development Zone G and Development Zone J, have been Practically Completed as a minimum to the Adoptable Standard, the Council has issued a Provisional Certificate in respect of that relevant part of the Park and the relevant Part of the Park is open to the general public. This means that the Park would be delivered in two phases linked to the delivery of either H, G or J (whichever two Zones are built and ready for occupation first), although it remains open for the Developer to deliver the Park as one phase prior to the occupation of the first adjacent Zone should they choose to.

- 64. Details of Temporary Standards of Construction, Issue of the Provisional Certificate and Final Certificate, Maintenance, Access and Permitted Closures and Signage are included in Schedule 18 of the s106 agreement.
- 65. The proposed development is in accordance with the key principles set out in the Masterplan Public Realm Design Guidelines pursuant to the OPP 18/AP/1604. The Park is identified along the route of the Green Link and would form part of the open space network, which is proposed in the submitted documents. PR1.16 in the Public Realm Design Guidelines October 2018 document states that the design of the Park should be multifunctional, support a range of users, promote better connection between people and nature, be flexible, be adaptable and durable with high quality furniture and materials, encourage social interaction, promote health and wellbeing and support commerce, culture and art. Officers are satisfied that the submitted documentation conforms to the ambitions to deliver a coherent open space network.
- 66. The proposal conforms to the illustrative landscape scheme components established by PR3. In line with the layout principles, the proposed development would provide an open lawn (which would be a multifunctional space allowing layering of uses), adventure play trails, a play area, a community hub (in the form of a café and learning garden), points of interest and topography in the form of mounding. In terms of movement, PR3 states that there should be a hierarchy of main paths that serve the primary movement through the park which should be a minimum of 4 metres wide. The submitted plans do not accord with the 4 metre guidance but comprise primary, secondary and tertiary routes through the park, with the primary routes being 3.5 metres wide which is considered to be acceptable for access and wayfinding for all users. The perimeter of the park would comprise a clear 4 metre width plus space for outdoor seating.
- 67. In terms of movement, PR3 states that a demarcated cycle lane should be avoided to minimise conflict and low speed cycle movements are encouraged in the park, this is conformed to in the documents. Controlled access to the park should be provided for delivery, maintenance, emergency and events access, this is proposed in the documents and expanded on in the relevant section of this report. With regard to edges, the edge of the park should avoid a continuous straight line to provide visual interest and the design should consider both a direct and meandering route. As per PR14.2.7 the Design and Access Statement contains details of the sports trail through the masterplan between Southwark Park and Russia Dock Woodland, which encompasses the park.
- 68. The proposed development conforms to the planting, paving, furniture and play space guidelines set out in PR3 with further details to be submitted via conditions secured by the OPP. PR12 deals with the Green Infrastructure Strategy with further details to be submitted via Condition 74. The park is identified as a potential

location for rain gardens with SuDs proposed in each character area in the park design. The Pavilion would comprise a green roof as per PR12.6.1

Environmental impact assessment

- 69. The OPP was considered to be EIA development. An assessment of the likely significant environmental effects of the Canada Water Masterplan was reported in an Environmental Statement coordinated by Waterman Infrastructure and Environment Limited, which accompanied the hybrid planning application, submitted in May 2018. The original Environmental Statement (May 2018) has since been subject to two addenda (October 2018 and June 2019) and together these three documents comprise the Canada Water Masterplan Environmental Statement.
- 70. Condition 7 of the OPP requires each application for reserved matters to contain the information set out in the Reserved Matters Compliance Statement Checklist which includes the requirement for an Environmental Statement (ES) Statement of Conformity (SoC). An ES SoC is a document that considers the details of the relevant RMA and explains the conformity of those details with the conclusions of the environmental impact assessments reported in the Canada Water Masterplan ES.
- 71. The RMA details for Park and Pavilion (Development Zone P) have been reviewed against the Canada Water Masterplan (CWM) ES by Waterman and all technical specialists who contributed, confirm that they conform with the assessment of effects previously undertaken and the mitigation proposed remains proportionate and relevant. The review has identified that the RMA details would not alter the likely significant residual effects previously identified within the approved Canada Water Masterplan ES, with the exception of wind microclimate where additional beneficial effects have been identified.
- 72. Given the nature of the proposals, which do not comprise built development of significant bulk, massing or height; and will not result in activities with the potential to result in effects upon the amenity of nearby sensitive receptors, it is considered that no additional cumulative effects will occur (those in combination with other developments or other environmental effects).
- 73. In addition, two additional reports have been submitted as further environmental information to the CWM ES including an Air Quality Assessment of the Development Zone G Car Park Vent and a Development Zone P (Park and Pavilion) Pedestrian Level Wind Desk-Based Assessment, both provided in the appendices to the ES SoC.

Socio-economics

- 74. The Pavilion Building would comprise a small café which would support the creation of 5-10 employment opportunities, depending on the operator. In addition, the delivery of a new public park would include play space which would be beneficial for residents and children across the CWM and local area. A total of 925 sqm of play space is proposed in the park as offset from Development Zone L. The proposed playground is divided into two main zones, including an adventurous zone and a family oriented zone, however the playground would be designed for all capabilities, with a zone in the centre focusing on sensory experiences.
- 75. The proposals are in conformity with the assessment of likely significant socioeconomic effects and related mitigation previously identified within the approved CWM ES.

<u>Transportation and access</u>

76. It is considered that reliance on the data used for the approved CWM ES and Transport Assessment remains appropriate. The total floorspace of the Pavilion building will be within the maximum floorspace parameters of the approved CWM. Furthermore, no car parking is to be provided within this RMA. The proposals are in conformity with the assessment of likely significant transport effects and the transport related mitigation previously identified within the approved CWM ES.

Noise and vibration

- 77. The proposals are in conformity with the approved floorspace areas and uses, therefore there would be no significant or material change to the traffic data and as such, road traffic related noise and vibration effects identified within the approved CWM ES remain accurate and valid.
- 78. In the context of normal operation of the car park vents, the noise levels from the Vent would be in line with guidance provided by the World Health Organisation (WHO) Guidelines. As such, it is not anticipated that noise from the proposed car park vent would lead to significant disturbance or annoyance for occupants. At the nearest noise sensitive receptors, which are greater than 10m from the Vent, noise levels are predicted to be lower than the typical daytime background noise level and expected to be barely audible during daytime hours. Such noise levels would give rise to negligible effects which is in line with the findings of the CWM ES. All plant proposed for Development Zone P (and in respect of the car park fans) will be designed in line with Southwark Council requirements and agreed noise limits. Therefore, the proposals are in conformity with the assessment of noise and vibration likely significant effects as set out in the CWM ES.

Air quality

- 79. The proposed development would be 'car free' and the traffic data used for the approved CWM ES remains appropriate and the associated traffic generation for Development Zone P would not change.
- 80. An all-electric system is proposed for the Pavilion building comprising air source heat pumps and heat recovery, which would not generate emissions to air. A backup generator would not be required.
- 81. The proposed Vent (required for the operation of the Development Zone G basement car park) would remove gases that typically build up within these types of areas. In the event of a fire, the vent would exhaust smoke from the basement. Appendix C of the ES SoC comprises an Air Quality Assessment for the Zone G car park and includes information on air quality legislation, planning policy and guidance, assessment methodology and modelling input, detailed modelling air quality assessment and summary and conclusions.
- 82. The ventilation extract would range in height from 2.84m to 5.8m above ground (12m above Ordnance Datum), located within the Park to the north of Development Zone G at a distance of at least 35m from Development Zones F, G and J. The air quality assessment has been undertaken using the detailed dispersion model ADMS 5 to assess the impact of the ventilation extract cumulatively with the proposed emergency generators across the Canada Water Masterplan. The assessment concluded that when considering the air quality impact of the redesigned ventilation extract and emergency generators with selective catalytic reduction abatement, the effect on local air quality is considered to be insignificant. The effect of the ventilation extract on users of the park, including users of the café, would be insignificant.

Ground conditions and contamination

83. This application would not alter ground condition effects assessed in the CWM ES and the proposed development is in conformity with the assessment of likely significant ground conditions and contamination effects identified within the CWM ES.

Water resources and flood risk

84. The baseline flood risk data has not changed since the production of the approved Flood Risk Assessment (dated May 2018, which comprised Appendix 12.1 of the Canada Water Masterplan ES) and surface water runoff would be restricted and attenuated for the public realm. There would be no change to the water resources and flood risk effects or mitigation previously identified within the approved CWM ES.

Ecology

- 85. A Preliminary Ecological Appraisal (PEA) was submitted as part of the CWM ES and an updated walkover survey and Preliminary Roost Assessment (PRA) for bats was undertaken in November 2022. The findings from the updated walkover survey in November 2022 confirmed that there are no changes to the baseline habitat conditions since the 'Extended' Phase 1 Habitat Survey was undertaken in April 2017 (reported in the PEA dated 2018). The update walkover survey in November 2022 assessed all buildings and trees within the application site to have negligible potential to support roosting bats. This is consistent with the findings of the surveys reported in the PEA dated 2018.
- 86. Overall, it is considered that there are no changes to the likely significant ecology effects previously identified. The mitigation previously identified within the approved CWM ES remains valid.

<u>Archaeology (Buried Heritage)</u>

87. The proposed development would have no new impact on below ground archaeological remains. The site lies within the extent of all three original ponds, Quebec, Albion and Canada. Although not originally specified in the CWM ES, the proposed development is within an area assessed in the original Archaeology ES Chapter of the 2018 CWM ES which reports as having no potential for the survival of archaeological remains apart from palaeoenvironmental remains beneath the floor of the pond/dock and structures relating to the pond/dock walls; all other archaeological remains will have been removed by the construction of the ponds. In light of the above, it is considered that there will be no changes to the archaeology (buried heritage) effects or mitigations previously identified within the approved CWM ES.

Wind microclimate

88. A Pedestrian Level Wind Desk-Based Assessment was submitted in Appendix D of the ES SoC, prepared by RWDI in July 2023. The assessment uses the 'Lawson Comfort Criteria' which seeks to define the reaction of an average person to the wind and if the measured wind condition exceeds the threshold wind speed for more than 5% of the time, then they are unacceptable for the stated pedestrian activity and the expectation is that there may be complaints of nuisance or people will not use the area for its intended purpose. The four categories set out in the criteria include sitting, standing, strolling and walking, with a fifth category for conditions that are uncomfortable for all users.

Key	Comfort Category	Threshold	Description
	Sitting	0-4 m/s	Light breezes desired for outdoor restaurants and seating areas where one can read a paper or comfortably sit for long periods
	Standing	4-6 m/s	Gentle breezes acceptable for main building entrances, pick- up/drop-off points and bus stops
0	Strolling	6-8 m/s	Moderate breezes that would be appropriate for window shopping and strolling along a city/town centre street, plaza or park
•	Walking	8-10 m/s	Relatively high speeds that can be tolerated if one's objective is to walk, run or cycle without lingering
•	Uncomfortable	>10 m/s	Winds of this magnitude are considered a nuisance for most activities, and wind mitigation is typically recommended

Image above: Lawson Comfort Criteria

89. The report assesses the proposed development with existing surrounding buildings in the windiest season and the summer seasons and the proposed development with cumulative surrounding buildings in the windiest season and summer season, when amenity spaces are expected to be most frequently used.

<u>Proposed development with the entire masterplan and existing surrounding buildings</u>

- 90. The proposed development would be bound by Development Zone H, Zone G, Zone F and Zone J within the CWM. Prevailing south-westerly winds would interact with these surrounding developments, creating areas of increased windiness surrounding the Park as a result of downwashing, channelling and/or corner acceleration. More central to the Site, the proposed landscaping would help reduce windiness in the Park and Pavilion building, creating calmer conditions. However, the central area of the Park that would have a large open area (devoid of landscaping) it would be expected that wind conditions would be windier.
- 91. The outside areas and the central open area would be expected to have standing wind conditions during the windiest season. More central to the site, would be expected to have sitting wind conditions during the windiest season. These conditions would be suitable for the pedestrian throughfare and entrance uses. During the summer season, the park would be expected to have sitting wind conditions, which would be suitable for the intended amenity use. In addition, the Pavilion building would closed off to the wind environment but would comprise windows and doors for use on good weather days. With these doors open, it would be expected that wind conditions in the Pavilion building will be relatively calm, with sitting use wind conditions during the summer season. As no conditions windier than suitable for standing are likely to occur, strong winds are not expected to occur at the proposed development.



Image above: Proposed development with existing surrounding buildings, windiest season



Image above: Proposed development with existing surrounding buildings, summer season

<u>Proposed development with the entire masterplan and cumulative surrounding buildings</u>

- 92. Cumulative surrounding buildings considered to have potential relevance to the wind microclimate at the proposed development include the Canada Water Dockside masterplan (21/AP/2655) and Scape development (13/AP/1429 and 07/AP/2806).
- 93. With the introduction of cumulative schemes to the west and south-west of the Proposed Development, wind conditions would be expected to remain similar or be slightly improved, due to the increased upwind shelter. Wind conditions would be expected to remain suitable for the pedestrian throughfare, entrance and ground level amenity uses. Strong winds are not expected to occur at the proposed development.

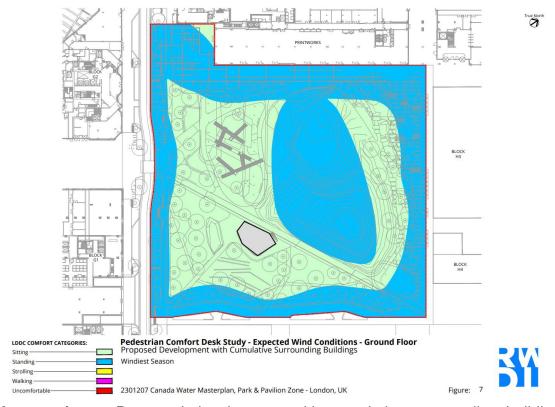


Image above: Proposed development with cumulative surrounding buildings, windiest season

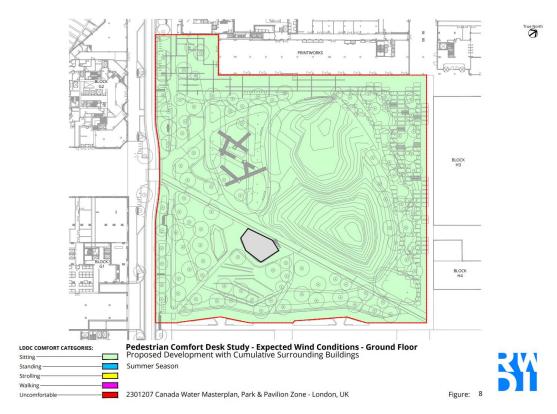


Image above: Proposed development with cumulative surrounding buildings, summer season

Daylight, sunlight, overshadowing, solar glare and light pollution

94. As the proposed development would accord with the approved maximum parameters, the residual effects would not be altered from those reported within the CWM ES.

Townscape, visual and built heritage

95. This application would not alter the townscape visual or built heritage effects assessed in the approved CWM ES. All of the views assessed as part of the approved CWM ES are from outside or on the edges of the CWM and it is considered that there would be no change to the townscape, visual and built heritage effects or mitigation previously identified within the approved CWM ES.

Conclusion on ES SoC

96. The proposals for Park and Pavilion (Development Zone P) and, where relevant, further environmental information prepared to discharge planning conditions or to inform the assessment of the RMA, have been reviewed by the technical specialist authors of the CWM ES.

97. The proposed development is considered to be in conformity with the CWM ES and there would be no change to the significance of the residual effects previously identified within the approved CWM ES for any of the technical topics, with the exception of wind microclimate where additional beneficial effects have been identified.

Public realm, landscaping and urban greening

- 98. Policy D8 of the London Plan 2021 focuses on public realm and states that landscape treatment and planting should be of good quality, fit for purpose, durable and sustainable. The policy states that green infrastructure, such as street trees and other vegetation, should be incorporated into the public realm to support rainwater management through sustainable drainage, reduce exposure to air pollution, moderate surface and air temperature and increase biodiversity. This is supported by P13 of the Southwark Plan 2022 which states that development must provide landscaping which is appropriate to the context, including the provision and retention of street trees and provide green infrastructure following the principles of water sensitive urban design, including quiet green spaces, tree pit rain gardens and green grid spaces. P59 of the Southwark Plan corroborates the requirement for green infrastructure and green links.
- 99. Policy G5 of the London Plan 2021 recommends a target Urban Greening Factor (UGF) score of 0.4 for developments that are predominantly residential and a target score of 0.3 for predominantly commercial development. Policy G7 of the London Plan states that development proposals should ensure that, wherever possible, existing trees of value are retained however if planning permission is granted that necessitates the removal of trees there should be adequate replacement based on the existing value of the benefits of the trees removed. P61 of the Southwark Plan also focuses on trees and states that tree planting should be adaptable to climate change, support native species, improve air quality, and have a long life, high biodiversity and amenity value.
- 100. The park is a key public space in the Canada Water Masterplan and is organised around a series of routes creating a range of different uses and characters. The landscape strategy provides a primary connection between New Brunswick Street and Park Walk, and includes natural play equipment, mounded earthworks, stepping-stones and reclaimed logs with a path to frame the park boundary. Cross sections show how the undulating ground form allows the use of rain gardens at appropriate locations and how planting is achieved above the basement incursion, which is considered to be acceptable by the Urban Forrester.
- 101. The OPP was not subject to a UGF Assessment as it predated the formal adoption of the London Plan 2021 and Southwark Plan 2022. Nevertheless, at the time of granting the OPP significant enhancements were secured in respect of landscaping, habitat and ecology enhancements, and tree planting. Through the

approved Parameter Plans, Design Codes, conditions and obligations attached to the OPP the redevelopment of the town centre as a whole will bring significant benefits in respect of urban greening.

102. Notwithstanding the fact that the OPP predates formal adopted of UGF policies the Applicant is committed to maximising opportunities for urban greening across the masterplan site where possible. An Urban Greening Factor Assessment was submitted with the application which states that the park would achieve a 0.64 UGF score when measured in isolation and would achieve a UGF score of 0.37 when viewed with surrounding plots in the Masterplan (Development Zones H, L, F and G and public realm RMAs for Reel Street, Printworks Place, Park Walk and Printworks Place and New Brunswick Street).



Image above: UGF Plan

- 103. Five character areas are proposed within the park as influenced by microclimate and sun path analysis. Each character area comprises sustainable drainage systems (SuDS) with further details to be submitted via Condition 63 secured by the OPP. The five character areas include:
 - The Central Lawn
 - The Bosque Garden
 - Printworks Corner
 - The Dry Garden
 - The Woodland Garden

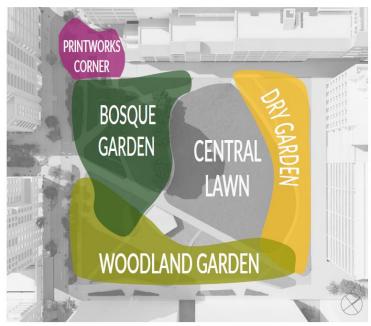


Image above: Character areas

The Central Lawn

- 104. The Central Lawn would be a main focus for the park and comprise an undulating landscape of mounding. The central lawn would be located in the sunniest part of the park and would provide opportunities for recreation and leisure. There is sufficient space in the area for events to take place, such as providing a big screen or stage and using the mounding as an informal amphitheatre and gathering point.
- 105. The lower lawn area would have a gradient of 1:40 or shallower and the higher bank would have a gradient between 1:3 and 1:10, to enclose the space and provide seating opportunities.



Image above: Levels strategy

The Bosque Garden

106. The Bosque Garden would comprise both existing and proposed trees and is made up of a series of landscaped pocket gardens connected by meandering soft surface paths planted with tall grasses and perennials providing opportunities for sitting and play. The Bosque Garden would also include the adventure play area.

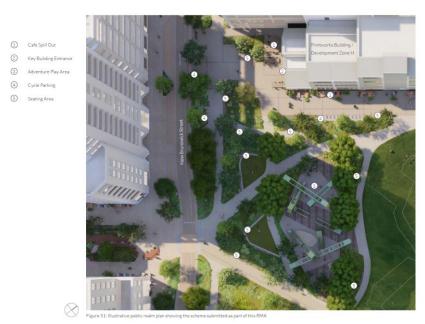


Image above: Illustrative public realm plan

Printworks Corner

107. Printworks Corner would be sited between Printworks Place (granted RMA under 21/AP/4616) and the Park and would act as a transition space for entrances to both the Park and Zone H building. Printworks Corner would be designed in a linear grid pattern with concrete surfacing and metal drainage grilles and edges, reflecting an industrial character. The ductile iron channels would be heal safe and slip resistant. The channels would pick up rainwater from surrounding hard paving and move water through gullies to the planting in the park. Printworks Corner would comprise linear seating elements and pockets for planting and there would be café spill out space associated with Zone H, providing activation.

The Dry Garden

108. The Dry Garden would comprise drought tolerant plants and grasses with visual and seasonal interest to contrast the shadier areas of the Woodland and Bosque Gardens. The Dry Garden would comprise gaps for plants in drought conditions and provide picnic areas. The Dry Garden acts as an ephemeral riverbed to attenuate storm water runoff and the effect of flooding to other areas.

The Woodland Garden

- 109. The Woodland Garden would comprise community gathering spaces and informal bark mulch play trails with stepping stones amongst the trees. In terms of SuDS, the edge to the woodland garden would step down to create a planted zone to collect and attenuate surface water runoff from the adjacent paths with bridges to connect to the lower areas to create points of interest amongst the planting.
- 110. A Learning Garden is sited adjacent to the pavilion and would provide a space for people to learn about plants and horticulture. The Learning Garden would comprise raised beds with timber edging and would be open to the public at all times and be mounded to create visual interest. The applicant has confirmed that the Learning Garden could be managed by a local gardening group, this arrangement would sit outside of planning.



Image above: Illustrative public realm

- 1 Pavilion
- 2 Proposed Building Entrance
- (3) Cafe Spill Out
- Cycle Parking
- 5 Vent
- (6) Woodland Trail
- Raised Timber Edges to
 Planting Bed
- Bark Mulch Paths

Trees

111. The proposed tree palette would include diverse species for climate and disease resilience and would increase canopy cover by providing a total of 101 trees. Schedule 7 of the s106 agreement for the OPP 18/AP/1604 deals with trees. Schedule 7, Part 2, Paragraph 2.1 states that unless otherwise agreed by the Council, the Developer covenants not to remove any of the 49 trees and groups of trees shown on the tree retention plan located at Annex 25 of the agreement. The 12 trees categorised for removal are in accordance with the Tree Retention Plan of the s106 agreement and have been classed as category C (low quality). The Urban Forrester confirmed that the loss of 12 C category Plane and Robinia trees has been verified on site and accords with the previously consented tree

strategy and s106 agreement. Trees planted in meadows and lawn areas would comprise a mulch bed at the base of the tree to protect against mowing.

Planting

112. The proposed planting palette would comprise a variation of planting types including garden planting for pollinators and visual attraction, rain gardens, drought tolerant species and bio retention features with a mixture of herbaceous grasses and perennials, and other planting mixes as demonstrated by the planting location plan below.

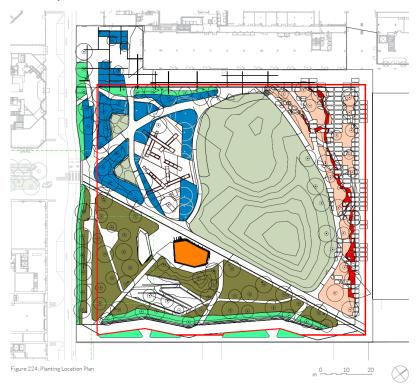


Image above: Planting location plan



113. The OPP contains conditions relevant to this application including Condition 57 'Tree protection measures' to avoid damage to the existing trees and Condition 74 'Hard and soft landscaping' which would include cross sections and plans, detailed planting specifications and maintenance regime amongst other items to

ensure that the Council may be satisfied with the details of the landscaping scheme. In addition, details of appropriate native planting, rain gardens, SuDS and other items would be submitted via Condition 76 'Biodiversity, habitat and planting'.

Sustainable Drainage Systems (SuDS)

114. The proposed development would include bio retention rain gardens and proprietary systems, such as tree pit storage. The runoff entering the proprietary system would be pre-treated using catch pits and trapped gullies before discharging to the proposed bio retention rain gardens and tree pit storage. Further details of SuDS would be provided via Condition 63 secured by the OPP.

<u>Irrigation</u>

- 115. The proposed irrigation system would deliver 20 litres of water to each tree per hour with a maximum capacity of 100 litres to each tree in a 24 hour period. The irrigation system would comprise sensors to ensure irrigation is only provided when necessary and the system would be managed by the onsite estate management team.
- 116. Overall, the proposed development would form an important new asset for the local community and a major destination for visitors as part of the masterplan. The different character areas are considered to be well placed in relation to sun tracking so that the mounded lawn and Dry Garden areas face most direct sunlight, with Bosque and Woodland character areas set in more appropriate conditions to ensure successful establishment and use. The proposed strategy is considered to improve biodiversity and introduce climate change mitigation benefits.

Ecology and biodiversity

- 117. P60 of the Southwark Plan 2022 states that development must contribute to net gains in biodiversity through including features such as green and brown roofs, soft landscaping, nest boxes, habitat restoration and expansion and improved green links. This is supported by Policy GG2 and D8 of the London Plan 2021. Policy G6 of the London Plan 2021 states that proposals which reduce deficiencies in access to nature should be considered positively and development proposals should manage impacts on biodiversity and aim to secure biodiversity net gain.
- 118. The existing condition of the site is a highly urbanised environment comprising the Surrey Quays Leisure Park and Printworks building and is surrounded by roads and other areas of infrastructure. The site is not subject to any nature conservation designations however is located approximately 300 metres from Canada Water Dock, a designated Site of Importance for Nature Conservation and 200 metres

from Greenland Dock SINC and Russia Dock Woodland SINC and Local Nature Reserve. All existing habitats on the site, with the exception of 10 existing trees, are proposed to be removed, followed by reprofiling and the creation of green roofs, herbaceous shrub planting, rain gardens, lawn and scattered trees.

119. The proposed development includes a number of ecological enhancements including specifying plant species with high wildlife value, planting fruit and nectar rich species to provide food for birds and insects, varied planting to provide a prolonged flowering period, specifying a wide range of species to increase biodiversity, use of tree species to improve local diversity, introduction of bird and bat boxes, retaining existing trees where appropriate and using SuDS in place of traditional drainage systems. In addition, the proposed pavilion building comprises a UK native species wildflower green roof and on the vent structure some panels can be removed to allow for planting to grow up and onto the vent structure.



Image above: Indicative locations for ecological habitats

- 120. Mandatory Biodiversity Net Gain requirements will be introduced in November 2023 as part of the Environment Act 2021. Although Reserved Matters will not be required to fulfil mandatory BNG if the Outline Permission was approved prior to November 2023.
- 121. Notwithstanding the mandatory requirements 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.

- 122. The OPP predated adoption of the 2021 London Plan and Southwark Plan 2022 nevertheless the impact of the development upon ecology and biodiversity was robustly considered as part of the OPP (within the Environmental Statement) when the principle of the development was established. Appropriate ecological surveys were submitted and those surveys have subsequently been updated. The masterplan redevelopment will significantly enhance provision of public open space and opportunities for habitat creation throughout the town centre.
- 123. A Biodiversity Net Gain Assessment was submitted with the application which details the ecological surveys undertaken at the site and adjacent areas within the wider CWM to date including an 'Extended' Phase 1 Habitat Survey and update site walkover and Preliminary Roost Assessment.
- 124. The Biodiversity Net Gain Assessment states that following the development's completion, the Defra Biodiversity Metric 3.1 Calculation Tool confirms the development would result in a net gain for biodiversity for 697.63% for habitats. The aim is to achieve a target net gain of 10% through habitat creation on site, a target that the proposed development considerably surpasses.
- 125. An Ecology Management Plan was also submitted which provides a framework for the creation and long term management of the proposed habitats to be created and enhanced as part of the proposal. The Ecology Management Plan was also submitted under 23/AP/0280 to satisfy Schedule 3, Part 2, Paragraph 2.2 pursuant to the Park of the s106 agreement and was agreed in March 2023.
- 126. The Ecology Management Plan includes the following:
 - A description of the baseline conditions of the site, drawing on information gathered from baseline ecological surveys identifying habitats and species present.
 - An evaluation of the conservation status of the Site, including Important Ecological Features (IEFs) and their relative importance in a local, regional and national context, together with the potential / future baseline of the Site and long-term design objectives.
 - Landscape management aims and objectives.
 - Trends and constraints which could affect the management of the Site and ecological value.

- Management specifications for each habitat to be created and those existing habitats to be retained, to ensure they are appropriately protected and enhanced.
- Consistency with the Biodiversity Net Gain proposals for the Site.
- An annual work programme, setting out the tasks required for each habitat (existing and created), their frequency and timing, and responsibility for implementation.
- 127. The plan suggests periodic monitoring reviews on an annual basis for the first 5 years following the completion of the development then every 5 years going forward. The Ecology Management Plan covers the management of the site for an initial 10 year period, following which a full review of the plan would be undertaken. Based on the results of the full review and periodic monitoring reviews, the Ecology Management Plan would be updated, or a new one written, as necessary for the following 10 year period in consultation with the council and London Wildlife Trust.
- 128. Given the current low ecological value of the habitats present at the site, as demonstrated in the Ecological Management Plan, it is considered that the provision of the new habitats proposed would enhance the value of the site via the creation of larger and more ecologically valuable habitats as well as artificial habitats for birds, bats and insects, which would be provided within the development.
- 129. The Park would form part of the green link, a corridor encompassing a series of green spaces through the masterplan site linking Russia Dock Woodland to the east with Southwark Park to the west. As the ecological value of the site establishes, a 'stepping stone' habitat would be provided for enhancement of faunal species movement within the local area.
- 130. The ecological aims and objectives in the ecological management plan include protection of ecological features, creation and enhancement of habitats of ecological value (green roof, herbaceous planting, rain gardens, lawn and scattered trees), provide enhanced opportunities for fauna (including at least 3 bat boxes, at least 3 bird boxes and provision of at least 2 log piles and 2 insect boxes) and provision of a framework for ongoing management and maintenance of the site and monitoring the efficiency of the ecological management plan.
- 131. The Pavilion building would comprise a wildflower blanket on its roof which would be Buglife approved. The green roof would provide ecological and environmental benefits including improved biodiversity, habitat creation for flora and fauna, storm water management, environmental masking and improved air quality.
- 132. The council's ecologist confirmed satisfaction over the inclusion of rain gardens and advised that log piles should be installed vertically to provide habitat for stag beetles, an informative is recommended to remind the applicant of this advice.

Specific details would be covered by conditions secured by the OPP, namely Condition 63 sustainable drainage, Condition 74 hard and soft landscaping, Condition 75 green roofs and walls, Condition 76 biodiversity, habitat and ecology and Condition 89 external/artificial lighting – public realm.

Design

- 133. Policy D8 of the London Plan 2021 states that public realm should be well designed, safe, accessible, inclusive, attractive, well connected, related to the local and historic context and easy to understand, service and maintain. Street furniture and surface materials should be of good quality, fit for purpose, durable and sustainable and lighting should be carefully considered and well designed. Public realm plays an important role in creating a sense of place and development proposals should consider different times of day and night, days of the week and times of the year in its design. Policy D8 states that proposals must demonstrate an understanding of how people use the public realm and take into consideration desire lines for people walking and cycling. Buildings should be designed to activate the public realm and provide natural surveillance. Policy D3 expands on the importance of the design led approach in development proposals.
- 134. P13 of the Southwark Plan 2022 states that development must ensure height, scale, massing and arrangement respond positively to the townscape, character and context. In addition, the policy ensures that buildings, public spaces, open spaces and routes are positioned according to their function, importance and use. A high quality public realm is one that encourages walking and cycling and is safe, legible and attractive. Design must be accessible and inclusive for people of all ages and abilities and there must be provision of opportunities for formal and informal play and adequate outdoor seating for residents and visitors, this is corroborated by Policy D8 of the London Plan 2021. Policy D5 of the London Plan 2021 states that development should provide high quality people focused spaces that are designed to facilitate social interaction and inclusion and development should be convenient and welcoming with no disabling barriers.
- 135. P14 of the Southwark Plan 2022 focuses on design quality and states that development must provide high standards of design including building fabric, function and composition and innovative design solutions using durable, quality materials specific to the site's historic context, topography and constraints. In addition, there should be provision for adequate daylight, sunlight, outlook and active frontages and entrances to promote activity and successfully engage with the public realm.

Park design

136. The overall proposed design of the Park is supported and considered to be high quality, attractive public realm. It is considered to be successful in creating separate, distinct areas which will each offer a different experience of the space.

A sun path analysis has been undertaken for the site to help inform where amenities and activities would be best located and help inform the type of planting species. The sun path modelling includes the massing for Plots F, H and G and uses the approved massing from the neighbouring Canada Water Dockside masterplan site. The summer solstice results demonstrate that the park would receive good sunlight throughout the day which would support a range of different passive and active uses as well as support a range of different habitat and planting types.

- 137. The hard landscape proposals for the park are in accordance with the hard landscape strategy set out within the Masterplan Public Realm Design Guidelines approved by the OPP. High quality surfaces are proposed which provide a coherent theme connecting key spaces and enabling ease of wayfinding and access. The outer park route adjacent to development zones and the main diagonal route through the centre of the park is proposed as an exposed aggregate in situ concrete finish as it is a key pedestrian and cycle route. An informative has been attached to remind the applicant that the landscape condition would need to include details of measures required to prevent pooling on footpaths.
- 138. The secondary routes are proposed in a self-binding gravel finish (compacted for a suitable surface for all users). As a minimum standard, materials for the park must accord with the adoptable standard detailed in the Southwark Streetscape Design Manual. The park will be constructed in full accordance with the plans (including all elements such as SuDS, soft landscape, play equipment, furniture etc.) at the point at which the park (or part of the park in accordance with the s106 requirements) is required to be open to the public with the exception being a temporary finish to hard surfaces only, to avoid the permanent finish being damaged during works and requiring replacement. Details of hard landscaping would be submitted via Condition 74 of the OPP.
- 139. The Design and Access Statement contains details on kerbs and edges with metal edges, concrete edges and timber edges proposed in the park. In addition details are provided on street furniture including litter bins, benches, tables, street lighting, cycle racks and play equipment. A signage and information strategy provides overarching principles of clear and concise wayfinding, concentrating informative signage at key entry points, including educational and informative panels around the site to highlight key features, ecology and history and helping to address any accessibility and inclusivity issues. Further details of kerbs and edges, signage and street furniture would be submitted via Condition 74 secured by the OPP.

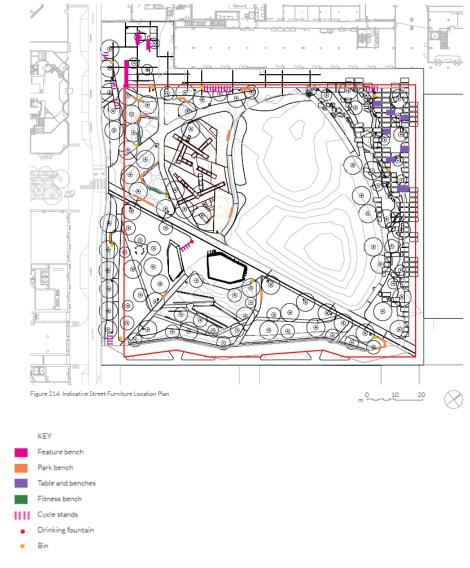


Image above: Indicative street furniture location plan

140. With regard to sports and fitness, fitness benches and fixed equipment would be provided in the lawn pocket spaces adjacent to the play area. Further details of sports facilities would be submitted via Condition 74, the applicant has been reminded to design facilities which are simple to use and inclusive for a range of age groups. In addition, the park would form part of a larger 5 kilometre running route connecting Southwark Park, Russia Dock Woodland, Canada Water Dock and Greenland Dock.

Pavilion

141. The Pavilion building would be the focal point within the Park and provide café facilities and public toilets. The proposed location and orientation of the Pavilion building is based on the proposed routes through the park and pedestrian sight

- lines and views out from the café in the Pavilion would maximise views out towards the park through openable vertical slide windows.
- 142. The Pavilion would comprise a 63 sqm café providing approximately 28 covers, 22 sqm of unisex public toilets (including a fully accessible DDA compliant WC and 2 baby change facilities with an additional 3 cubicles) and ancillary support uses including an office/dry store, plant space and bin store. The Pavilion would comprise a wildflower blanket on the roof.



Image above: Pavilion layout plan



Image above: Pavilion section

143. The proposed design of the park pavilion structure is supported. The scale and massing is considered to be appropriate for the space it occupies and it sits well within the park setting. The angular form ensures the pavilion does not dominate the open space as well as delivering a well-articulated and high quality structure. The extensive use of glazing further adds a sense of openness to the structure which again reduces its impact on the open space as well as making the pavilion welcoming and active. The use of timber fins to punctuate the pavilion adds visual interest to the structure as well as giving a natural feel, appropriate to the park setting. Overall, the pavilion is an attractive, well detailed and well-designed modern structure. Further details of materials and mock ups would be submitted via Condition 69 and detailed section drawings would be submitted via Condition 70 already attached to the OPP.



Image above: Pavilion and vent elevations

Vent structure

- 144. The vent requires a clear internal area of 38 sqm, giving a total footprint of 45 sqm. The vent is proposed to be clad in polished metal to reflect the landscape and would incorporate vertical planting and exposed concrete. The design of the vent is supported and appears more industrial and closed in appearance when compared to the pavilion, but has been well designed, given the technical constraints of housing a vent. It has an appropriate scale and massing which utilises an angular form, similar to the pavilion, as well as reflective panels to reduce any impact on the surrounding open space.
- 145. Taken together, the Pavilion building and vent structure read as distinct, and individual entities with separate uses and functions. The vent is also subservient in scale and design to the pavilion which is clearly differentiated by the higher level of detailing as the 'main' building in the park and will attract the most interest. The common use of the reflective metal panels in both structures, however, brings a consistency to the overall design and forms a good relationship between the two. Overall the design of the vent is supported, further details of materials and mock ups would be submitted via Condition 69 and detailed section drawings would be submitted via Condition 70 secured by the OPP.



Image above: CGI of café and vent

Play space

- 146. Policy S4 of the London Plan 2021 states that development proposals for schemes likely to be used by children and young people should increase opportunities for play and informal recreation and enable children and young people to be independently mobile. For large scale public realm developments, incidental play should be incorporated to make the space more playable. The Mayor's Play and Informal Recreation SPG 2012 provides guidance on what makes a good quality place for play citing inclusion, access to nature and safety and security as considerations, which are considered to have been taken into account in the design of the proposed development.
- 147. SP2 of the Southwark Plan 2022 cites play spaces and leisure activities as places where everyone can benefit from all activities and help create a sense of community. SP3 builds on this and states that development should deliver a top quality children's playground in every local area and P13 states that development must provide opportunities for formal and informal play.
- 148. Children's Play Space is defined in the s106 agreement as outdoor areas for children to play and which may include play features and equipment designed to cater for the needs of children of a range of ages and abilities and which targets those aged between 0 5 years, 5 11 years and/or 11+ (youth/adult). The

applicant has submitted an application to discharge Schedule 18, Part 2, Paragraph 2.2 'Children's Play Space Strategy' under reference 21/AP/1916. The consented RMA for Development Zone L (21/AP/3775) is unable to meet the playspace yield required on site and it was agreed that the surplus of Zone L's 5 and overs play space yield (925 sqm) would be met off site, in the park.

- 149. The adventure play area within the park would be a destination play space, embedded within 2 rows of trees and would provide a key play offer to the wider local neighbourhood. In total, 981 sqm of play space is provided in the park, including 925 sqm offset from Development Zone L. The 981 sqm does not include the lawn, learning garden and other paths and playtrails. The playground would be divided into two main zones, the adventurous zone with more challenging play equipment and the family oriented zone with easier accessible play equipment. The zone in the centre would focus on sensory experiences and would be fully accessible and could be used by everyone. All play zones would be accessible to everybody and would be designed in full compliance with the BS EN 1176, BS EN 1177 and all applicable play standards. A well-drained sandpit would be located in the centre of the family oriented area, where the least movement between play structures is expected and toddlers could play undisturbed.
- 150. The adventure play space has been influenced by the nearby Printworks building with truss beams used as the main construction elements in the design. Play tunnels would comprise a pair of truss beams wrapped with a transparent web mesh to ensure that children would not fall out of the tunnels, which would be supported by columns. The tunnel ends would be made from perforated steel plates with pictures depicting the history of the area. The range of tunnels proposed include a sensory oriented tunnel, paper sheet climber, medium slide, easy slide, fast slide, challenging climber, maze tunnel and intergenerational platform.



Image above: Adventure play space plan

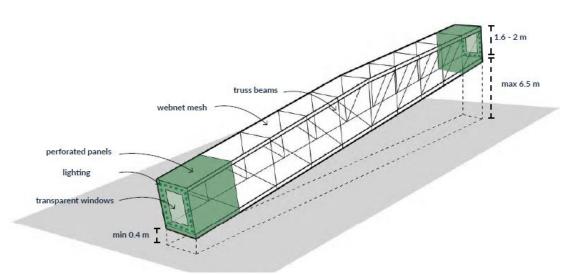


Image above: General principle play structure

151. The play structures would be aligned with the angles of the opposite Pavilion and vent buildings to visually tie them together. At the side of the playground closest of the Pavilion, a platform with seating edges would be provided. The raised platforms would also support the participation of wheelchair users in the play space. The proposed design of the play area is supported as this will deliver an ambitious and exciting experience. There is clear inspiration from local heritage and it is considered to have been well designed and well detailed.

152. The proposed play structure has been reviewed by a Royal Society for the Prevention of Accidents (RoSPA) safety inspector and the concept design has been approved in general. The applicant has confirmed that RoSPA will stay involved in the next stages of design and an informative is recommended to remind the applicant to ensure this.

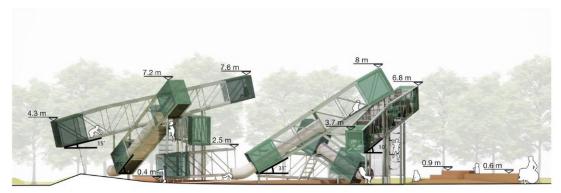


Image above: Elevation

- 153. In terms of accessibility and circulation, all areas of the playground can be accessed and crossed at ground level in all directions by all users. The floor material would provide enough grip, even in wet circumstances, to move safely in and around the playground. Fencing around the play area is not considered to be required as there would be 4 wide entrances with the rest of the playground enclosed by raised platforms and/or planters which would establish an informal demarcation to the space. The Design and Access Statement comprises details of the material pallet for the play space and further details would be submitted via Condition 74.
- 154. The applicant has carefully considered designing spaces and facilities for all users, and most notably teenage girls to feel safe and included in accessing the play space. The playground would be sited in an open setting to allow for natural surveillance, there are a number of through-routes and entrance/exit points, the play elements would be intergenerational and would provide a range of opportunities for play. Play structures would be open and transparent allowing good visibility, lighting has been considered to ensure users of the playground feel safe and secure and ample seating has been proposed to encourage social interaction and natural surveillance. In addition, the applicant has carefully considered play opportunities for groups with special needs including provision of a distorting mirror, wobbly path, telephone tubes, tactile surface, chalk board, swings and embossed signage. The intention is to not separate the space and demarcate zones for special groups but to integrate these into the playground design, which is accepted and encouraged.

155. Overall, it is considered that the proposed design of the park would create an agefriendly, attractive and inclusive public realm for all users, would be well lit with clear open routes, include benches and areas of seating to encourage social interaction, provide facilities to promote health and fitness and would enhance access to nature and open green space, thereby promoting wellbeing.

Designing out crime

- 156. Policy D3 of the London Plan 2021 states that development should reduce opportunities for anti-social behaviour, criminal activities, and terrorism, and contribute to a sense of safety without being overbearing or intimidating. Developments should ensure good natural surveillance, clear sight lines, appropriate lighting, logical and well-used routes and a lack of potential hiding places. P16 of the Southwark Plan 2022 expands on principles to design out crime in development proposals and states that there should be clear and uniform signage to help people move around, making the public realm safer and more attractive for people to use. Policy D11 of the London Plan 2021 states that development should include measures to design out crime that, in proportion to the risk, deter terrorism, assist in the detection of terrorist activity and help mitigate its effects.
- 157. The Security Strategy for the proposed development aims to balance the use of passive natural surveillance with active electronic security system deployment. Pedestrian movement and control, wayfinding, crowded spaces, electronic security, signage, safety and security and lighting are all discussed in the Security Strategy. The park would accommodate features such as benches, lighting columns and other types of street furniture to limit and restrict potential for an errant, hostile vehicle approach, whilst maintaining pedestrian permeability. The Pavilion would comprise security rated, securely fixed door sets and security rated glazing as well as other physical security measures including an Automated Access Control System.
- 158. The Metropolitan Police were consulted in the application and stated that considerable time and effort has gone into ensuring that the proposal is well lit, active, benefits from informal and formal surveillance and is designed in line with Secure by Design recommendations. The Metropolitan Police confirmed that the developer has been in contact to discuss the proposals and stated that they are satisfied that the Secure By Design award could be achieved for this development. An informative is recommended to remind the applicant to keep in contact with the Metropolitan Police throughout the build programme for the proposal, particularly if there are any issues that may require discussion. In addition, Condition 73 attached to the OPP, would ensure that before any above grade works begin, details of security measures, including any CCTV shall be submitted and approved by the council, with security measures implemented prior to occupation.

Archaeology and heritage

- 159. 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.
- 160. 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). 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.
- 161. P23 of the Southwark Plan 2022 states that development must preserve archaeological remains of local importance in situ unless the public benefits of the development outweighs the loss of archaeological remains. The policy states that development must conserve the archaeology resources commensurate to its significance.
- 162. Policy HC1, Heritage conservation and growth, of the London Plan 2021 states that development plans and strategies should demonstrate a clear understanding of the historic environment and the heritage values of sites or areas and their relationship with their surroundings. Development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. Policy P21, Conservation of the historic environment and natural heritage, of the Southwark Plan 2022 emphasises the importance of heritage considerations and states that historic assets of local importance help define historic character, provide a sense of place and enrich the townscape.
- 163. While the site location is not within a Conservation Area or within the curtilage of a Listed Building, it would sit over the former dock edge between Quebec Dock and the adjacent timber sheds. This former dock edge forms a key marker within the design for the park and aligns to key pedestrian movements within the masterplan and would feature an inscribed linear metal strip. More recent local heritage is reflected in the play structure which would include truss beams

influenced by the Printworks building, located nearby to the site.

- 164. Heritage features would be incorporated into the Woodland Walk, which would meander through the Woodland Garden, as a playable trial. The Design and Access Statement details that the playable trail could include references to the heritage of the area and explore the process of timber from tree logs to deal to create different structures to climb over and timber carvings and other artefacts could be used. In addition, the Design and Access Statement comprises a list of common words and terminology used by the Dockers which could be used within the park and incorporated into street furniture such as benches and playable features. Further details and locations of playable features would be submitted via Condition 74.
- 165. The Council's Archaeologist stated they have no archaeological comments to make on the application and confirmed that it is good to see the line of the Quebec Dock included in the design. As required by the OPP, archaeological recording should continue within this area to monitor groundworks associated with the construction of the Park.

Environmental matters

Construction management

166. Schedule 23 of the s106 (to which this RMA will be bound) secures the provision of detailed CEMPs for each development plot. 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.

Fire safety

- 167. Policy D12 of the London Plan 2021 expects all development proposals to achieve the highest standards of fire safety and requires applications to be supported by an independent Fire Strategy, produced by a third party suitably qualified assessor.
- 168. Policy D12 (A) applies to all developments. As per policy requirements, developments must ensure suitably positioned unobstructed outside space for fire appliances to be positioned on and appropriate use as an evacuation assembly point. In addition, developments must be designed to incorporate appropriate features, which reduce the risk to life and the risk of serious injury in the event of a fire, including appropriate fire alarm systems and passive and active fire safety measures and be constructed in an appropriate way to minimise the risk of fire spread. Policy D12 (A) states that there must be provision for suitable and convenient means of escape, and associated evacuation strategy for all building users and there must be a robust strategy for evacuation which can be periodically

- updated and published, which all-building users can have confidence in. Finally, there must be suitable access and equipment for firefighting, which is appropriate for the size and use of the development.
- 169. The submitted Fire Safety Strategy comprises details of the competency and qualifications of the authors, design approach and methodology, development description, evacuation, active and passive fire protection, external fire spread, access and facilities for firefighting. The proposed Pavilion building is not classified as a 'relevant building' therefore a Planning Gateway One Fire Statement has not been submitted. In addition, as a single storey structure, no evacuation lifts are proposed to the Pavilion building.
- 170. The submitted document demonstrates that the proposed Pavilion building addresses the requirements of London Plan Policy D12 (A). The London Fire Brigade was consulted in the application and confirmed they have no observations to make. The Fire Brigade stated that if any material amendments to the application are proposed, a further consultation may be required.
- 171. The applicant submitted a Reasonable Exception Statement for the vent structure. The vent structure is not a building and would not be occupied, therefore does not have any detection or active fire safety measures and assembly points would not be required. The statement states that should the vent undergo maintenance, the assembly point within section 5 of the planning fire safety strategy would be suitable. Space provisions for fire appliances for both the pavilion and vent are noted in Section 8 and Figure 3 of the planning fire safety strategy. The vent structure would be enclosed in concrete walls. The statement confirms that there is no evacuation strategy for the vent, however should the vent structure be occupied for a short period of time, e.g. for maintenance, then a suitable evacuation strategy should be developed during the risk assessment for working within that space. The statement states that the vent structure is not an accessible area, but rather akin to infrastructure and does not require any equipment to facilitate firefighting operations.
- 172. The submitted Fire Safety Strategy and Reasonable Exemption Statement cover 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 prepared the Fire Safety Strategy and the Reasonable Exemption Statement, not planning officers who make planning decisions.

Light pollution

173. P16 of the Southwark Plan 2022 states that development must be designed with effective street lighting that illuminates the public realm enabling natural surveillance and avoiding the creation of dark, shadowed areas. Policy D8 of the

London Plan 2021 states that in the public realm, lighting should be carefully considered and well designed in order to minimise intrusive lighting infrastructure and reduce light pollution. The lighting of the public realm demands careful consideration to ensure it is appropriate to address safety and security issues, and make night-time activity areas and access routes welcoming and safe, while also minimising light pollution

- 174. The submitted Design and Access Statement comprises a section on the lighting proposals and states that the lighting masterplan for the Canada Water development and the British Standards (BS 5489-1:2020) have been adhered to. The lighting proposals demonstrate consideration for issues including ecology, light pollution, energy, character, accessibility, security, safety, legibility and circular economy and embodied carbon.
- 175. The Park would comprise appropriate lighting levels across the site, with higher lighting levels at level changes, steps and slopes and lighting at entrances and junctions would be brighter. There would be pockets of low-level lighting around selected feature seating, and some areas of the park, including the play feature would be lit more theatrically. Light spill effects to neighbouring occupiers from the Pavilion building would be unlikely to occur due to the distance of surrounding receptors from the Park structure.
- 176. The lighting strategy proposes to leave parts of the Park (the lawn, meadow and woodlands) unilluminated to avoid disturbance to natural habitats and introduce a control system to switch off non-essential lighting. The submitted Ecology Management Plan states that the presence of excess light spill has the potential to affect the behaviour and movement of nocturnal species however the proposed lighting strategy is considered to minimise such impacts as far as practicable whilst taking public health and safety into account. The Ecology Team stated that the lighting strategy is sympathetic to wildlife.
- 177. The Council's Environmental Protection Team stated that they have no objections to the submitted lighting scheme and the Metropolitan Police stated that the proposal would be well lit and designed in line with Secure by Design recommendations. Condition 89 attached to the OPP ensures that prior to the opening to the public of any areas of public realm, details of any external lighting (including design, specification and power) shall be submitted to the Council. The condition would ensure the balance is met between the safe illumination of the public realm, protecting the amenity of surrounding occupiers and important ecological receptors.

Sustainability and energy

178. 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.
- 179. London Plan Policy SI2 'Minimising Greenhouse Gas Emissions' requires all major development to be net zero carbon with a minimum on-site reduction of 35% against the Part L 2013 baseline for both residential and non-residential uses. Southwark Plan Policy P70 'Energy' requires major residential development to be net zero carbon with a 100% on-site reduction against the Part L 2013 baseline. Major non-residential development must also be net zero carbon, but with a minimum on-site reduction of at least 40% against the Part L 2013 baseline. As Policy P70 'Energy' is more recently adopted than London Plan Policy SI2, the onsite carbon emission reductions required by P70 is the up-to-date policy for major development within the borough
- 180. Where a development cannot reduce its operational carbon emissions to zero, any residual carbon emissions must be offset to meet the net zero target. For mixed use major development, residual operational carbon emissions must be offset for both residential and non-residential uses. Offsetting is achieved by way of a financial contribution towards the 'Green Buildings Fund', Southwark's Carbon Offset Fund, for the total residual emissions of the development.
- 181. Part L Building Regulations 'Conservation of Heat and Power' have now been updated from Part L 2013 to Part L 2021. This update results in the baseline performance of new development improving by ~27% for non-residential development. In practice, this means to meet this regulation that buildings must now be built to use less energy and heat that results in less carbon emissions being emitted through their operation. New development must achieve further carbon emission reduction over a higher Part L baseline, to meet planning policy compliance with London Plan Policy SI2 'Minimising Greenhouse Gas Emissions' and Southwark Plan Policy P70 'Energy'
- 182. A site wide approach to energy and carbon emission reductions was approved as part of the OPP. Schedule 18 of the OPP s106 agreement (to which this RMA will be bound) sets out the necessary obligations for each RMA. The following obligations have been secured:
 - submission of a masterplan-wide Energy Review to identify the most appropriate energy solution for the development including an evaluation of the opportunity to connect to a District Heat Network (DHN) or an External Heat Network (EHN) - to be submitted upon implementation of a plot that would create more than 100,000 GEA of floor space or each whole multiple of 100,000 sqm;
 - each RMA to include an Energy and Sustainability Plan which must address up-to-date development plan policies, demonstrate how policy targets will be met, be consistent with the approved site wide strategy and demonstrate future proofing for a DHN or EHN;

- necessary carbon offset contributions for each RMA must be calculated according to current adopted calculations (at the time of determination of the RMA) and are payable upon implementation of that RMA; and
- five-year monitoring reports to be submitted post construction.
- 183. It should be noted that the café and vent structure do not amount to 'major development' given the overall floor area. Nevertheless the applicant has submitted an Energy Strategy to demonstrate how the proposals would address climate change policies. The proposal is considered to respond positively to sustainability standards as the submitted materials demonstrate careful consideration to materials specification, water conservation and biodiversity. In addition, the Park would promote sustainable modes of transport and promote accessible walking and cycling routes. The proposed Pavilion employs a passive design and introduces a UK native species wildflower green roof, to help mitigate the future impacts of climate change.
- 184. For the play structure, the Design and Access Statement comprises details of sustainability considerations for the proposed materials. The elevated play structures would be made from steel and the safety flooring would be comprised of two layers with the thicker sub layer to be made from recycled material, the top layer could also be made from renewable cork.
- 185. Sustainable sources, practices and reuse of materials are encouraged and supported by officers and further details regarding the materiality of the proposal will be submitted as part of Condition 74 attached to the Outline Permission.

Energy

186. The proposed Pavilion building would comprise an all-electric system utilising air source heat pumps and heat recovery. A backup generator is not being proposed. The structure would achieve an overall reduction in regulated carbon dioxide emissions of 12% against the Building Regulations 2021 baseline via on site measures.

Be Lean

- 187. The Pavilion design proposes a high performance building fabric, efficient systems and passive design strategies. The café space would be dual aspect to allow cross ventilation.
- 188. Measures proposed to optimise passive design include high efficiency glazing throughout to enhance the thermal envelope performance and to minimise solar gains and overheating in the summer. In addition, the design would comprise low infiltration rates on the façade to reduce heating and cooling demand, introduce external shading devices to reduce solar gains and overheating, promote smart sensing and control and maximise natural ventilation with mechanical ventilation

using heat recovery proposed for the café and store areas. The siting of the Pavilion optimises building orientation, opening areas and shading from façade elements to mitigate summer overheating risk. The Sustainability Statement confirms that a saving of - 30% has been achieved with the proposed Be Lean measures.

Be Clean

189. With regard to the Be Clean measures, the Pavilion building proposes to utilise an air source heat pump. Given the size of the Pavilion building, the applicant concluded that the provision of a district energy connection is not feasible, which is considered to be agreeable given the nature of the proposal. As such no carbon savings can be achieved via be clean methods.

Be Green

- 190. As stated above, the proposed development would utilise heat pumps which would achieve a saving of 41%.
- 191. Photovoltaic Panels are not proposed on the structures due to minimal overall annum output available as a result of a lack of available area and a large amount of shading from neighbouring plots.

Future park management

- 192. The management of the public realm in the Canada Water Masterplan will be undertaken by British Land. Schedule 18 of the s106 agreement states that the Estate Management Strategy must ensure that the areas accessed by the public within the development provide a safe, clean and attractive environment and accords with the Framework Estate Management Strategy. The Park would be a public space with no restrictions to access beyond the s106 requirements.
- 193. The Design and Access Statement comprises the Management and Maintenance Strategy and highlights cleanliness, repair and replacement and horticultural health as key factors to sustain a high quality public realm. There would be a dedicated cleaning team for the public realm areas of the masterplan. The masterplan would also benefit from a 24 hour control room to dispatch patrols to help manage any security issues. Details are also provided for cleaning and maintenance of the pavilion and vent including the green roof and internal vent in the Design and Access Statement.
- 194. With regard to maintenance, Schedule 18, part 4 of the s106 states that with effect from the date on which the public are permitted access to each part of the public realm, the developer shall permanently maintain, cleanse and drain the public realm at its own expense. In addition, the developer is responsible at its own expense for permanently maintaining a system of lighting to the reasonable

- satisfaction of the council and ensuring that the lighting operates effectively at all times whilst open to the public, subject to matters outside its reasonable control.
- 195. Schedule 8 of the s106 agreement focuses on public facilities in the Canada Water Masterplan. Policy S6 of the London Plan 2021 states that large scale developments that are open to the public, and large areas of public realm, should provide and secure the future management of free publicly-accessible toilets suitable for a range of users including disabled people, families with young children and people of all gender identities and free 'Changing Places' toilets designed in accordance with British Standard guidance BS8300:2:2018. Public toilets should be available 24 hours a day where accessed from areas of public realm.
- 196. Zone P is identified as a location for public toilets, the s106 agreement stipulates that toilets shall be made available to members of the public between dawn and dusk free of charge every day of the year. The s106also obligates the Developer to maintain the toilets to a clean and safe condition.
- 197. The Design and Access Statement comprises illustrative details on the signage and information strategy for the proposed development. Full details will be submitted for approval via condition 74. The principles of the strategy are supported as it would allow for clear wayfinding around the site with signage concentrated at key entry points to the park, without obstructing circulation routes. In addition, the strategy proposes to include educational and informative panels and would specifically identify routes that are accessible and step-free.

Transport and highways including cycle parking

- 198. Chapter 9 of the NPPF promotes sustainable transport and champions attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking. Development should create places that are safe, secure and attractive and minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter and respond to local character and design standards.
- 199. P50 of the Southwark Plan 2022 states that development must ensure safe and efficient delivery and servicing that minimises the number of motor vehicle journeys. P51 emphasises that development must enhance the borough's walking networks by providing footways, routes and public realm that enable access through development sites and adjoining areas and ensure routes and access are safe and designed to be inclusive to meet the needs of all pedestrians, with particular emphasis on disabled people and the mobility impaired. Attention must be paid to the location of street furniture to allow the movement of pushchairs, wheelchairs and mobility scooters. In addition, P51 supports new and existing green links across the borough.

- 200. P53 states that development must provide cycle parking that is secure, weatherproof, conveniently located, well lit and accessible, this is supported by Policy T5 of the London Plan 2021.
- 201. The Park would be sited in the centre of the residential Park Neighbourhood with the routes across the area characterised by the TfL Healthy Streets approach and prioritising the pedestrian experience in their design. The Park would form part of the green link extending across the Masterplan from Russia Dock Woodland to Southwark Park.
- 202. The Park has been designed as a space for pedestrians and would not be accessed by motor vehicles apart from fire tender and maintenance vehicles for emergency and maintenance access. Such vehicles would enter the Park from New Brunswick Street along the Park edge and be managed by the Estate Management Team.
- 203. The proposed development would not comprise car parking spaces and the pavilion building is not anticipated to be a trip generator as most staff and visitor trips would be undertaken by foot, bicycle or public transport. Highways matters for this application site have been set by prior Reserved Matters Applications for Park Walk (22/AP/2580) and New Brunswick Street (21/AP/4616) that informs vehicle access to the site. The proposed development of the Park and associated structures has been assessed by the Transport Policy Team who confirmed there are no transport or traffic concerns.
- 204. The proposed design considers desire lines across the site and to the wider area resulting in a coherent footway network. The Park comprises a hierarchy of primary, secondary and tertiary routes with the main primary route being a shared pedestrian and cycle interface.
- 205. Two long stay and six short stay 'Sheffield Stand' cycle parking spaces are proposed adjacent to the Vent structure, in close proximity to the Pavilion building. The proposed cycle parking provisions are adequate in terms of purpose, access, aesthetics, and fall in line with London Plan and LCDS requirements. Cycle parking facilities fit in with public realm proposals for the area and have good access to the surrounding plots and their residential provisions, and the requirements for the park.
- 206. An outline Delivery Servicing and Refuse Management Plan (DSRMP) has been provided that covers the main site proposals. The DSRMP shows vehicular access for loading/servicing/refuse collection. All delivery, servicing, or refuse activities/vehicles will be carried out from the loading bays on New Brunswick Street (the details of these have been addressed in 21/AP/4616). Maximum daily delivery and servicing trips is estimated at 8 vehicles per day.

207. The Pavilion would allow space for three 240 litre bins for mixed dry recycling, food waste and litter from the Park, with an additional 660 litre bin for residual waste. The DSRMP states that waste will be collected every day from the café and the space provided is capable to hold two days' worth of waste.

Amenity impacts on nearby residential occupiers and surrounding area

- 208. P56 of the Southwark Plan 2022 states that development should not be permitted when it causes an unacceptable loss of amenity to present or future occupiers or users. Amenity considerations to be taken into account include privacy and outlook of occupiers to both existing and proposed homes, actual or sense of overlooking or enclosure, impacts of smell, noise, vibration, lighting or other nuisances and daylight, sunlight and impacts from wind and on microclimate. The adopted 2015 Technical Update to the Residential Design Standards SPD 2011 expands on the relevant policy and sets out guidance for protecting amenity in relation to outlook, privacy, daylight, sunlight and overshadowing.
- 209. P66 focuses on reducing noise pollution and enhancing soundscapes. New spaces proposed as part of development should assess the potential to enhance a place's character and identity through the acoustic environment and positive public soundscape. Major development is required to demonstrate how the noise pollution impacts created during the construction process will be reduced, mitigated and managed appropriately to minimise harm to neighbours of the site. Policy D14 of the London Plan 2021 corroborates the principle of P66 and states that development proposals should avoid significant adverse noise impacts on health and quality of life.
- 210. P65 of the Southwark Plan 2022 states that development must reduce exposure to and mitigate the effects of poor air quality through design solutions such as ventilation systems, urban greening, orientation and layout of buildings taking into account public realm and amenity space users.
- 211. It is considered that the proposed Park in the Canada Water Masterplan would create an important new asset for the local community and would improve the amenity of adjoining occupiers and the surrounding area by enhancing outlook and creating opportunities to dwell, socialise and experience nature. Furthermore, the Park would extend the proposed Green Link across the masterplan and improve access between open green spaces in the wider area, which is considered to be a positive benefit of the development.

Privacy, outlook, overlooking and enclosure

212. The proposed Pavilion building would measure 5.63 metres and the Vent structure would measure 5.8 metres at their highest points respectively. Given the location

of the structures near the centre of the Park site, and their modest scale and massing, the proposed development is not expected to give rise to any adverse privacy, outlook, overlooking or sense of enclosure issues for future surrounding residents.

Impacts of smell, noise, vibration and lighting

- 213. As an important area of public realm in the Masterplan, it is inevitable that there would be a degree of noise arising from the successful use of the space and facilities to be provided. It is anticipated that there would be activity in the park throughout the day and into the evening and any activity and noise that would result would be typical of a town centre location. The successful use of the café and play structure is considered to be essential to the longevity of the park. It is not unusual for public spaces such as this to be located in town centre locations alongside residential properties and those residents choosing to live in a town centre should anticipate a mix of uses taking place. Any excessive noise, disturbance or anti-social behaviour would be managed initially by the applicant as part of the management plan and if necessary the statutory powers that exist within the environmental health legislative framework if excessive noise should occur.
- 214. The proposed Vent is an air outlet from the Zone G basement car park and is required for its safe operation. Ventilation of the car park is required to remove nitrogen oxide and particulate matter from car exhaust to maintain good air quality in the basement and discharge smoke, in the event of a fire. The vent would then discharge immediately into the public realm, within the Park. A wildflower blanket is proposed to be installed on the roof of the adjacent Pavilion building which would assist in reducing a proportion of gaseous pollutants and dust particles from the immediate environment. The Zone G basement car park and Vent infrastructure forms part of the Zone G RMA (22/AP/2439).
- 215. The Vent would be located at a distance of at least 35 metres from Development Zones F, G and J. Appendix C of the Environment Statement comprises an Air Quality Assessment in respect of the Vent and concludes that proposals are in conformity with the likely significant air quality effects previously identified in the approved OPP Environmental Statement, which identified that emissions from traffic and plant associated with the proposed development would be insignificant/negligible.
- 216. EPT have reviewed the submitted air quality assessment and stated that it demonstrates the suitability of the car park vent arrangement and confirmed they have no objections to the vent. Environmental issues such as contamination and plant noise are covered separately by OPP conditions.
- 217. Whilst no information has been submitted regarding the Pavilion café kitchen extraction system and proposed odour abatement plant, condition 88 attached to

the OPP would ensure that that the ventilation ducting and ancillary equipment will not result in an odour, fume or noise nuisance to nearby sensitive receptors and will not detract from the appearance of the building in the interests of amenity. An informative is recommended to remind the applicant to submit details of the kitchen extraction system.

- 218. With regard to noise, the submitted Environmental Statement Statement of Conformity states that the nearest noise sensitive receptors are greater than 10 metres from the Vent, therefore noise levels are predicted to be lower than the typical daytime background noise level, with the Vent expected to be barely audible during daytime hours. These findings align with the conclusions from the approved Canada Water Masterplan Environmental Statement.
- 219. The Design and Access Statement contains details on the lighting proposals for the site. The majority of the luminaires proposed would be aimed downwards to avoid unnecessary light pollution for nearby residents. In the instances where the luminaires would aim upwards, the DAS confirms that trees or other surfaces would block light spillage. EPT confirmed they have no objections to the submitted lighting scheme. Condition 89 attached to the OPP would ensure that external lighting is appropriately designed and located to balance the safe illumination of the public realm with the amenity of future residential occupiers. Due to the distance of the surrounding receptors and the café use proposed within the Pavilion building, light spill effects are unlikely to occur at residential blocks surrounding the Park.

Planning obligations

- 220. 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
- 221. This application is bound by the s106 obligations secured in the legal agreement attached to 18/AP/1604. For this particular RMA there is no requirement for additional mitigation beyond that secured at Outline stage.

Mayoral and borough community infrastructure levies

222. 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 Borough 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 investments in London as a whole, while the Borough CIL will provide for infrastructure that supports growth in Southwark.

223. The site is located within Southwark CIL Zone 2, and MCIL2 band 2. Based on information obtained from CIL form 1 dated 20-Jan-23 and the Area Schedule P2 dated Nov-22, the gross amount of CIL is approximately £25,267.88. It should be noted that this is an estimate, floor areas will be checked when related CIL Assumption of Liability form is submitted, after planning approval has been secured.

Community involvement and engagement

Pre application engagement

- 224. This application was accompanied by a Statement of Community Involvement which sets out the pre-application engagement undertaken in support of this RMA, an overview of the engagement context and approach and details of comments received and how feedback was considered. A two-stage approach to consultation was adopted. The first stage of engagement took place between May to August 2022 and involved pre-consultation engagement with key stakeholder groups, community groups and local residents to gain feedback for emerging proposals for the Park and Pavilion. The second stage of engagement involved a two week public consultation between 17 October to 31 October 2022, where proposals could be accessed via the virtual exhibition website and two in person exhibition events.
- 225. The SCI confirms that the following engagement was undertaken by the applicant prior to submission of the application:
 - Rotherhithe and Surrey Docks councillors invited to briefings
 - 16 stakeholder meetings across the two stages of engagement
 - 210 people attended public drop in events across the two stages of development
 - 115 unique users visited the virtual exhibition between 17-31 October 2022
 - 1027 views of the virtual exhibition between 17-31 October 2022
 - 67 feedback forms submitted via the virtual consultation website, or in person, across the two stages of engagement
 - 2 e-newsletters sent to a mailing list of c.2,500 local residents and businesses
 - 15,695 social media impressions and 525 social media engagements across the two stages of engagement
 - 10 social media posts across Twitter, Facebook and Instagram during stage one of engagement

- 21 social media posts across Twitter, Facebook and Instagram during stage 2 of engagement
- 24 posters displayed in the local area to promote the two stages of engagement
- 226. The SCI also contains details of the materials shown across the two stages of engagement including the information boards for the Rotherhithe Festival, pop-up banners for the drop-in session, e-newsletter, emails to representatives, poster locations, social media posts, feedback forms and photos of in person events, amongst other materials.
- 227. The level of pre application consultation undertaken by the applicant is considered to be an acceptable effort with those affected by the proposals. The use of both digital and in person methods to engage is encouraged and supported by officers.
- 228. As part of its statutory requirements, the Council sent letters to local residents and businesses affected by the proposals within a 100 metre radius of the site (equating to 17 letters sent). The 100 metre radius limit for neighbour consultation letters accords with already determined RMAs within the Canada Water masterplan. In addition, the Council issued a press notice in Southwark News, posted 4 site notices around the vicinity of the redline boundary and displayed the application on the Southwark Council website. Adequate efforts have therefore been made to ensure the community has been given the opportunity to participate in the planning process.
- 229. Full details of consultation undertaken by the Local Planning Authority in respect of this application are set out in Appendix 3. The responses received are summarised at the start of this report.

Consultation responses from internal consultees

- 230. Arboricultural Services Team:
 - No comment received
- 231. Archaeology Team:
 - The Archaeology Team confirmed they have no archaeological comments to make upon the reserved matters elements of this application, however they confirmed that it is good to see that the line of the Quebec Dock is included in the design. As required by the overarching application archaeological recording should continue within this area monitoring groundworks associated with the construction of the garden.
- 232. Community Infrastructure Team:

• The CIL Team confirmed that the site is located within Southwark CIL Zone 2, and MCIL2 band 2. Based on information obtained from CIL form 1 dated 20-Jan-23 and the Area Schedule P2 dated Nov-22, the gross amount of CIL is approximately £25,267.88. It should be noted that this is an estimate, floor areas will be checked when related CIL Assumption of Liability form is submitted, after planning approval has been secured.

233. Network Development Construction Management Team:

No comment received

234. Local Economy Team:

 The Local Economy Team confirmed they are content with the proposal and welcome the café at the pavilion.

235. Ecology Team:

• The Ecology Team stated that the inclusion of rain gardens is good and the lighting strategy is sympathetic to wildlife. The Ecology Team stated that the management plan is also fine and log piles should be installed vertically to provide habitat for stag beetles. The Ecology Team stated that the BNG assessment is unverified as no metric work sheet has been provided but it is clear that the development will provide BNG. Overall the proposed landscaping and planting provides biodiversity net gain and meets the Urban Greening factor score.

236. Environmental Protection Team:

• EPT confirmed the submitted air quality assessment demonstrates the suitability of the car park vent arrangement and have no objections to this. Environmental issues such as contamination and plant noise are covered separately by outline consent conditions. EPT have no objections to the submitted lighting scheme and the statement of conformity shows compliance with the previously approved ES in all areas relevant to EPT. An informative has been attached to planning application reminding the applicant of Condition 88 attached to the OPP which would cover the park café kitchen extraction system and proposed odour abatement plant. It will be necessary for EPT to review this information via Condition 88 to ensure there is no loss of amenity in the park or for surrounding occupiers as a result of commercial kitchen cooking odours/fume.

237. Highways Development and Management Team:

 Highways have no comments to make since it concerns non-highway proposals; the adjoining highway, New Brunswick Street is not being adopted.

238. Harbour Master:

No comment received.

239. Urban Forrester:

 The Urban Forrester confirmed they are happy with the proposed location and extent of the tank and pipework and confirmed that the planting schedule is acceptable should elm (Ulmus Rebona or similar) be included in place of a few propose Zelkova or Parrotia. There is a welcome mix of trees including evergreen species. The proposed Birch should be more drought tolerant ie Betula lenta or maximowicziana. The planting schedule should also include disease resistant Elm, eg Ulmus Rebona, whilst species of Oak more likely to be resilient to climate change such as Quercus castaneifolia and/or Q. frainetto are preferable to the proposed Q. rubra. Details of a minimum 5 year landscape management plan are needed, this would be secured via condition, as well as planting/tree species. The Urban Forrester stated that high quality surfaces are proposed and the different use zones are well placed in relation to sun tracking to ensure successful establishment and use. Cross sections show how the undulating ground form allows the use of rain gardens at appropriate locations and how planting is achieved above the basement incursion. The loss of 12 trees is more than compensated by replacement planting of 101 trees such that there is increase in canopy cover within the site, thereby satisfying Policy 61. Retention of 9 mature Plane trees is well placed to screen and accommodate the new play structure. The loss of C category Plane and Robinia trees has been verified on site and accords with the previously consented tree strategy and Section 106 Agreement. The design provides biodiversity net gain and meets the Urban Greening factor score.

240. Parks and Cemeteries Team:

No comment received.

241. Public Health Team:

No comment received.

242. S106 Team:

No comment received.

243. Flood Risk Management Team:

• The Flood Risk Management Team stated that they have no comments on the application.

244. Transport Policy Team:

• The Transport Policy Team stated that the proposal does not have transport of traffic concerns. The park itself will not be accessed by motor vehicles, and consideration has been given to cycle/pedestrian interface. The proposed cycle parking provisions are adequate in terms of purpose, access, aesthetics, and fall in line with London Plan and LCDS requirements. The proposed delivery/servicing/refuse is considered to be acceptable and would be consolidated with surrounding plots as much as possible.

245. Waste Management Team:

No comment received.

Consultation responses from external consultees

246. Department for Housing, Communities and Local Government:

No comment received.

247. Environment Agency:

 The Environment Agency confirmed that they are not a statutory consultee for reserved matters applications so will therefore not provide comments. The Environment Agency recommended that the LPA take into account any planning conditions, informatives or comments provided for the outline permission when assessing this reserved matters application.

248. Fire and Emergency Department:

 The London Fire Brigade stated that they have no further observations to make but it should be ensured that is any material amendments to this consultation is proposed, a further consultation may be required.

249. London Borough of Lewisham

No comment received.

250. London Underground:

 The London Underground confirmed that London Underground/DLR Infrastructure Protection has no comment to make on this planning application as submitted.

251. Planning Casework Unit:

 The Planning Casework Unit confirmed they have no comments to make on the environmental statement.

252. Natural England:

 Natural England confirmed they have no comments to make on this reserved matters application. The lack of comment from Natural England does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes. It is for the local planning authority to determine whether or not this application is consistent with national and local policies on the natural environment.

253. London Overground:

No comment received.

254. Metropolitan Police Service:

• The Metropolitan Police Service stated that considerable time and effort has gone into ensuring that the proposal is well lit, active, benefits from informal and formal surveillance and is designed in line with SBD recommendations. The Metropolitan Police confirmed that the developer has been in contact to discuss this scheme along with other elements of the scheme and are satisfied that the SBD award could be achieved for this development. The developer should continue to keep in contact with the Metropolitan Police throughout the build program for this proposal, particularly if there are any issues that may require discussion.

255. Friends of Russia Dock Woodland:

No comment received.

256. Southwark Park Association 1869:

No comment received.

257. Sporting England:

 Sporting England stated that the proposal does not appear to be relevant to the provision of sport facilities on the development and therefore Sport England has no comments. The Pavilion building includes a café and public toilets but not sport facilities.

258. Transport for London:

 TfL confirmed that the proposal is unlikely to result in any strategic transport impacts so have no further comments.

259. Thames Water:

No comment received.

260. UK Power Networks:

No comment received.

Community impact and equalities assessment

- 261. 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.
 - 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
- 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.
- 262. The protected characteristics are: race, age, gender reassignment, pregnancy and maternity, disability, sexual orientation, religion or belief, sex, marriage and civil partnership.
- 263. The council must not act in a way which is incompatible with rights contained within the European Convention of Human Rights.
- 264. The council has given due regard to the above needs and rights where relevant or engaged throughout the course of determining this application. The OPP was subject to detailed assessment of the impact upon equalities (equalities impact assessment and socio economic chapter of the ES) and the outline permission allows a range of uses, specific parameters and mitigation, all of which this application complies with.
- 265. The Equalities Impact Assessment submitted as part of the OPP set out that the Hollywood Bowl attracts a wide spectrum of users and as such the loss of these uses was not anticipated to have any specific impacts on groups with protected characteristics that wouldn't otherwise affect the wider population. The provision of new leisure facilities within the masterplan site would benefit the whole community including those with protected characteristics. The OPP established the acceptability of the loss of the existing leisure facilities at which time a decision was made that demolition of the existing leisure facilities was acceptable in terms of impact from an equalities perspective.
- 266. The council has given due regard to the above needs and rights where relevant or engaged throughout the course of determining this application. The positive impacts have been identified throughout this report. They include:

- Inclusive design and access in the Pavilion building including two fully accessible WCs, circulation spaces having level access throughout, 1500mm wide corridors to allow ease of access and wheelchair turning, all doors to meet ADM regarding clear opening width, operating force, ironmongery and colour contrast. All doors would be to an appropriate clear width and would have a 300 mm unobstructed return to the pull side.
- The park would have a legible layout, level or gently sloping routes for pedestrians with suitable ground surface and appropriate widths, provision of a variety of seating located at reasonable intervals no more than 50 metres apart, provision of clear spaces next to some seating for wheelchair users to sit next to their companions or if preferred transfer to the benches, street furniture located alongside circulation routes so to not create barriers or hazards and planting and landscape features to provide a sensory experience for all visitors.
- Pedestrian access routes would be generally wider than 1800 mm and no less than 1500 mm wide in any case, with 1800 mm wide by 2000 mm long passing places at regular intervals. Any pinch points along the route would not be less than 1200 mm wide.
- Changes in levels across the site would be no steeper than 1:21 and pedestrian routes will have crossfalls no steeper than 1:40.
- Pedestrian access routes will be non-slip, even and level and will meet BS8300 recommendations in regard to surface undulations and finish of joints between adjacent paving units. All surfaces will provide similar levels of slip resistance. Care will be taken to ensure that any changes in colour will not be mistaken for steps.
- There would be appropriate lighting levels across the scheme with higher lighting levels are level changes, steps and slopes and lighting at entrances and junctions will be brighter.
- Safer public spaces (through the various proposed active and passive security and surveillance measures) would benefit all groups, but in particular older people, disabled people and women.
- The playground will be designed according to the BS-EN 1176 and 1177 and all applicable play safety standards. The zone in the centre of the playground will focus on sensory experiences, is fully accessible and can be used by everyone. All play zones would be accessible to everybody the zoning is only a general indication of the expectable main users. All areas of the playground can be accessed and crossed on ground level in all directions by all users.
- 267. It should be noted that the OPP precedes adoption of the Southwark Plan 2022 and consequently the requirement for submission of a Development Consultation Charter. Nevertheless as discussed above the OPP was subject to full scrutiny of the social and equalities impacts that could arise from the redevelopment using the ES. A Statement of Conformity was submitted to demonstrate that the ES considerations, conclusions and mitigation secured are still relevant in light of the detailed RM proposals. Furthermore this RMA was accompanied by a Statement of Community Involvement which demonstrated that sufficient public engagement

- has taken pace in accordance with the Engagement Strategy approved as part of the OPP.
- 268. Officers are satisfied that equality implications have been carefully considered throughout the planning process and that Members have sufficient information available to them to have due regard to the equality impacts of the proposal as required by Section 149 of the Equality Act 2010 in determining whether planning permission should be granted.

Human rights implications

- 269. 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.
- 270. This application has the legitimate aim of seeking 'reserved matters' approval for a development zone for which OPP has already been granted. 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 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?	YES		
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		

Conclusion

271. The proposed development of a pavilion, vent structure, play structure and landscape characters would encourage recreation, play, and opportunities to dwell and provide an important new asset for the local community. The landscape character areas have been formed in response to a number of routes through the masterplan and influenced by a micro-climate and sun path analysis. The provision of the park is secured as a planning obligation by the OPP.

- 272. The Pavilion building would be the focal point within the Park and provide café facilities and public toilets. The proposed design of the park pavilion structure is supported. The scale and massing is considered to be appropriate for the space it occupies and it sits well within the park setting. The angular form ensures the pavilion does not dominate the open space as well as delivering a well-articulated and high quality structure. The Pavilion and vent structures have been designed as a single sculptural form responding to key sight lines within the park.
- 273. The proposed development includes a number of ecological and biodiversity enhancements and would retain existing trees where appropriate and would utilise SuDS in place of traditional drainage systems. In addition, the proposed pavilion building comprises a UK native species wildflower green roof and on the vent structure some panels would be removed to allow for planting to grow up and onto the structure.
- 274. The proposal would comply with the principles of sustainable development and is considered to create an age-friendly, attractive and inclusive public realm for all users. The Park would be well lit with clear open routes, include benches and areas of seating to encourage social interaction, provide facilities to promote health and fitness and would enhance access to nature and open green space, thereby promoting wellbeing.
- 275. It is therefore recommended that reserved matters approval be granted, subject to the recommended informatives and conditions.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Site history file:TP- 468-G	Environment and	Planning enquiries telephone:
Application file: 23/AP/0233	Leisure and Growth	020 7525 5403
Southwark Local	Department,	
Development Framework	160 Tooley Street,	Planning enquiries email:
and Development Plan	London,	planning.enquiries@southwark.
Documents	SE1 2QH	gov.uk
		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

AUDIT TRAIL

Lead Officer	Stephen Platts, Director of Planning and Growth			
Report Author	Rosie Sharkey, Planning Officer			
Version	Final			
Dated	18 September 2023			
Key Decision	No			
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER				
Officer Title		Comments sought	Comments included	
Assistant Chief Executive – Governance and Assurance		No	No	
Strategic Director, Environment, Neighbourhoods and Growth		No	No	
Strategic Director, Housing		No	No	
Date final report sent to Constitutional Team		19 September 2023		

Recommendation (draft decision notice)

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 BL CW Holdings Ltd. **Reg.** 23/AP/0233

Number

Application Type Approval of Reserved

Matters

Recommendation Case Number 468-

G

Draft of Decision Notice for the following development:

Application for the approval of reserved matters (Access, Appearance, Landscaping, Layout and Scale) in relation to the development of a Park including public realm, dedicated play space and landscaping works and the development of a pavilion building and vent structure within Development Zone P, pursuant to hybrid planning permission ref. 18/AP/1604 dated 29th May 2020.

For information purposes: the Park would be sited between Development Zones F, G, H and J of the Canada Water Masterplan. The Pavilion building (café, public toilets, bin storage, plant and back of house facilities) would be 105sqm GEA and maximum 11.83 metres AOD high. The vent structure would be 45 sqm GEA and maximum 12 metres AOD high.

This is an application for subsequent consent accompanied by an Environmental Statement. Consequently the application is accompanied by a Statement of Conformity submitted

pursuant to the Town and Country Planning (Environmental Impact Assessment) regulations 2017. This ES Statement of Conformity should be read in conjunction with the Canada Water Masterplan ES which can be viewed in full on the Councils website (18/AP/1604).

Canada Water Masterplan - Land Bounded By Lower Road (West), Redriff Road (South), Quebec Way (East) Surrey Quays Road And Canada Water Dock (North) And Site At Roberts Close London

In accordance with application received on 27 January 2023 and Applicant's Drawing Nos.:

Existing Plans

Proposed Plans

Other Documents received

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.

- The applicant is advised that it will be necessary to maximise sustainable urban drainage systems on Zone J notwithstanding the acceptance of the principle of the location for the attenuation tank and pipework sited under the Park
- The applicant is advised to provide full details of the attenuation tank and associated pipework when submitting Condition 74 for the Park.
- 4 The applicant is advised to install log piles vertically to provide a habitat for stag beetles.
- The applicant is advised to include measures required to prevent pooling on footpaths when submitting Condition 74.
- The applicant is advised to involve the Royal Society for the Prevention of Accidents (RoSPA) in the next stages of design for the play structure.
- The applicant is advised to keep in contact with the Metropolitan Police throughout the build programme for the proposal, particularly if there are any issues that may require discussion.
- The applicant is advised to submit details of the Pavilion café kitchen extraction system and proposed odour abatement plant under Condition 88

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 15 Conserving and enhancing the natural environment

Chapter 16 Conserving and enhancing the historic environment

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

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 SD10 Strategic and local regeneration

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

Policy D3 Optimising site capacity through the design-led approach

Policy D4 Delivering good design

Policy D5 Inclusive design

Policy D8 Public realm

Policy D11 Safety, security and resilience to emergency

Policy D12 Fire safety

Policy D14 Noise

Policy S4 Play and informal recreation

Policy S6 Public toilets

Policy HC1 Heritage conservation and growth

Policy G1 Green infrastructure

Policy G4 Open space

Policy G5 Urban greening

Policy G6 Biodiversity and access to nature

Policy G7 Trees and woodlands

Policy SI 1 Improving air quality

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 T5 Cycling

Policy T7 Deliveries, servicing and construction

Southwark Plan 2022

ST1 Southwark's Development targets

ST2 Southwark's Places

SP2 Southwark Together

SP3 Great start in life

SP5 Thriving neighbourhoods and tackling health equalities

SP6 Climate Emergency

AV.15 Rotherhithe Area Vision

P13 Design of places

P14 Design quality

P16 Designing out crime

P18 Efficient use of land

P21 Conservation of the historic environment and natural heritage

P23 Archaeology

P35 Town and local centres

P45 Healthy developments

P47 Community uses

P49 Public transport

P50 Highways impacts

P51 Walking

P53 Cycling

P56 Protection of amenity

P57 Open space

P59 Green infrastructure

P60 Biodiversity

- P61 Trees
- P62 Reducing waste
- P65 Improving air quality
- P66 Reducing noise pollution and enhancing soundscapes
- P68 Reducing flood risk
- P69 Sustainability standards

NSP81 Harmsworth Quays, Surrey Quays Leisure Park, Surrey Quays Shopping Centre and Robert's Close

Planning history of the site and nearby sites

Reference and Proposal

Status-GRANTED – Major Application 29/05/2023

18/AP/1604

Hybrid application seeking detailed planning permission for Phase 1 and outline planning permission for future phases, comprising:

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

Detailed planning permission for the following Development Plots in Phase 1:

Plot A1 (south of Surrey Quays Road and west of Deal Porters Way) to provide uses comprising retail (A1-A5), workspace (B1) and 186 residential units (C3) in a 6 and 34 storey building, plus basement;

Plot A2 (east of Lower Road and west of Canada Water Dock) to provide a leisure centre (D2), retail (A1-A5), and workspace (B1) in a 4, 5 and 6 storey building, plus basement; Plot K1 (east of Roberts Close) to provide 79 residential units (C3) in a 5 and 6 storey building;

Interim Petrol Filling Station (north of Redriff Road and east of Lower Road) to provide a petrol filling station with kiosk, canopy and forecourt area. Each Development Plot with associated car parking, cycle parking, landscaping, public realm, plant and other relevant works.

Consultation undertaken

Site notice date: 20/02/2023

Press notice date: 02/02/2023

Case officer site visit date: n/a

Neighbour consultation letters sent: 01/02/2023

Internal services consulted

Urban Forester

Ecology

Design and Conservation Team [Formal]

Archaeology

Community Infrastructure Levy Team

Design and Conservation Team [Formal]

Local Economy

Ecology

Environmental Protection

Highways Development and Management

Ecology

Urban Forester

Flood Risk Management & Urban Drainage

Transport Policy

Urban Forester

Waste Management

Statutory and non-statutory organisations

Environment Agency

London Underground

Natural England - London & South East Re

Metropolitan Police Service (Designing O

Transport for London

Thames Water

Neighbour and local groups consulted:

Hollywood Bowl 3A The Mast Leisure Park Teredo Street

Thrive Business Hub The Mast Leisure Park Teredo Street

Phantom Peak Surrey Quays Road London

Tedi London Building 11 Quebec Way London

The League Of Adventure Canada Street London

Flat 1 1 Teredo Street London

Dirtybird Restaurant Printworks Surrey Quays Road

1 Teredo Street London Southwark

Surrey Quays Leisure Park Surrey Quays Road London

Printworks Surrey Quays Road London

Fattie Arbuckles The Mast Leisure Park Teredo Street

Uci Cinema 2 The Mast Leisure Park Teredo Street

Gala Bingo The Mast Leisure Park Teredo Street

The Mast Leisure Park Teredo Street London

3 Teredo Street London Southwark

Flat 2 1 Teredo Street London

1 Surrey Quays Road London Southwark

Re-consultation:

Consultation responses received

Internal services

Urban Forester

Ecology

Design and Conservation Team [Formal]

Archaeology

Community Infrastructure Levy Team

Design and Conservation Team [Formal]

Local Economy

Ecology

Environmental Protection

Highways Development and Management

Ecology

Urban Forester

Flood Risk Management & Urban Drainage

Transport Policy

Urban Forester

Statutory and non-statutory organisations

Environment Agency

London Underground

Natural England - London & South East Re

Metropolitan Police Service (Designing O

Transport for London

Neighbour and local groups consulted:

- 13 Winterbrook Road London SE24 9HZ
- 3 Osier House 14 Quebec Way London
- 7 Niagara Court Canada Estate London

MUNICIPAL YEAR 2023-24

OPEN COMMITTEE:

PLANNING COMMITTEE (MAJOR APPLICATIONS) A
Original held in Constitutional Team; all amendments/queries to Gerald Gohler, Constitutional Team, Tel: 020 7525 NOTE:

OPEN

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Councillor Sarah King	1		
Councillor Reginald Popoola	1		
Councillor Cleo Soanes	1		
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Councillor Emily Tester (reserve)		CONSTITUTIONAL TEAM	
		Gerald Gohler	3
MEMBER OF PARLIAMENT (Electronic)		TOTAL PRINT RUN	
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		List Updated: 20 September 2023	