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Item No. 8.2	Classification: Open	Date: 26 July 2022	Meeting Name: Planning Committee
Report title:	<p>Development Management planning application: Application 21/AP/4712 for: Approval of Reserved Matters</p> <p>Address: Zone F, Canada Water Masterplan, Surrey Quays Road Southwark, SE16 7LL</p> <p>Proposal: 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.</p> <p>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).</p>		
Ward(s) or groups affected:	Rotherhithe and Surrey Docks		
From:	Director of Planning and Growth		
Application Start Date	04.03.2022	Application Expiry Date	03.06.2022
Earliest Decision Date	07.04.2022	Extension of Time End Date	01.08.2022

RECOMMENDATIONS

1. That planning permission be granted subject to the additional conditions and informatives as set out in the draft recommendation at Appendix 1.
2. It should be noted that this Reserved Matters Application is bound by the s106 legal agreement and conditions attached to the Outline Planning Permission 18/AP/1604.
3. That environmental information be taken into account as required by Regulation 26(1) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended)

EXECUTIVE SUMMARY

4. This is a Reserved Matters Application (RMA) for works within Canada Water Development Zone F following the grant of outline planning permission for the Canada Water Masterplan (CWM). The development will accommodate 410 residential units and 39,743 sqm (GEA) of commercial floorspace comprising office (Use Class B1) and flexible workspace/retail (A1-A4/B1).
5. The application relates to Zone F of the Masterplan which fronts Surrey Quays Road and covers a portion of the Surrey Quays Leisure Park, including sections of the existing Odeon cinema, and a hardstanding are to the north of existing Pizza Hut building, and the entrance/security hut for the existing Printworks site. The main Printworks building is located within Zone H for which a separate RMA (21/AP/3338) has been submitted. The Zone F proposal is for two buildings known as F1 and F2, which are separated by a new pedestrian route known as Higher Cut.
6. Building F1 is a 37 storey residential tower with a 5 storey “nib” building providing additional residential floor area. F2 consists of an office podium building, up to 10 storeys in height, with a 34 storey residential tower above. All of the proposed residential homes are market units. The required associated affordable housing is being provided elsewhere within the Masterplan site, as allowed for under the OPP s106 agreement.
7. The proposal would largely accord with the principles of the Masterplan as approved by the Outline planning permission (OPP) 18/AP/1604 save for some minor amendments to the approved Plot Extent and Maximum Height Parameter Plans which have been regularised by way of a Non-Material Amendment application as discussed in more detail below.

8. The submission of this application follows a series of pre- and post-application discussions as a result of which improvements were secured in respect of the detailed design.
9. The development would deliver a significant number of new residential units, which is strongly supported by both development plan policies and the requirements of the OPP. Equally, the significant quantum of commercial floorspace would bring positive economic benefits to the borough in accordance with the OPP and development plan policies. 7 retail/workspace units at ground floor level will provide important activation of the buildings' frontages.
10. The office building design seeks to respond to the industrial heritage of the site whilst offering a modern and flexible office environment intended to become a distinctive employment destination within the town centre. The two residential tower buildings would provide exemplary architecture that would be visible from long distances helping to raise the profile of the area. This has been achieved through the arrangement of the towers, in context with the linked commercial building to the base of F2, and by providing slender towers which exhibit a well articulated arrangement of three distinct elements that form the towers. The buildings' height and articulation reflect the central character of Zone F and assist in marking the both the future public park within the Masterplan and routes towards it.
11. The buildings will respond positively to the future planned public realm surrounding the site (Printworks Place, Park Walk Place and Park Walk) and will also help waymark important east-west and north-south pedestrian routes.
12. The proposal responds positively to transport and sustainability policies and there would be no significant harm to neighbour amenity. The land use, quantum, height, design and general arrangement conform to the documents approved under the OPP (save for the non-material changes as agreed). Subject to the appropriate mitigation secured by the conditions and s106 obligations attached to the OPP and the additional recommended conditions to control servicing and operational impacts and compliance with detailed sustainability strategies the proposal is considered to be in line with the principles and parameters of the Masterplan and compliant with development plan policies.

PLANNING SUMMARY TABLES

Housing

Homes	Private Homes	Private HR	Aff.SR Homes	Aff.SR HR	Aff.Int Homes	Aff.Int HR	Homes Total (% of total)	HR Total
Studio	31	34	-	-	-	-	7.5	31
1 bed	132	268	-	-	-	-	32.2	268
2 bed	209	663	-	-	-	-	50.9	663
3 bed	38	196	-	-	-	-	9.3	196
4 bed +	0	0	-	-	-	-	0	0
Total and (% of total)	410	1,161	-	-	-	-	100	1,161

Commercial			
Use class and description	Existing GIA	Proposed GIA	Change +/-
Use Class E (a) to (f) Retail/financial services	0	2,049	+2,193
Use Class E (g) i) Office	0	36,064	+37,541
Employment	Existing no.	Proposed no.	Change +/-
Operational jobs	N/A	2,225-2,895	+2,225-2,895

Parks and child playspace			
	Existing area	Proposed area	Change +/-
Public Open Space	N/A	TBC	TBC
Play Space	N/A	370	+370

Carbon Savings and Trees	
Criterion	Details
CO2 Savings beyond Part L of the Building Regs.	64.9% for residential dwellings 43% for commercial areas
Trees lost	54 trees within the Zone F boundary All on-site trees identified for removal under OPP
Trees gained	The 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 sqm) are planted across the Masterplan site. For Zone F, nine larger trees are proposed along the Zone edge fronting Surrey Quays Road. Eleven trees are proposed within Higher Cut, which provides the new public access route between the two plots within Zone F, whilst a further nineteen trees are proposed within Park Walk Place.

Greening, Drainage and Sustainable Transport Infrastructure			
Criterion	Existing	Proposed	Change +/-
Urban Greening Factor	N/A	0.28	+0.28
Greenfield Run Off Rate	Unknown	8.1 l/s	/
Green/Brown Roof Coverage	0	2,470	+2,470
Electric Vehicle Charging Points (on site)	0	5	+5
Cycle parking spaces	N/A	1,449	+1,449

** Greenfield run off rates were calculated and agreed as part of the OPP and as such there is no rate specific to Zone H. The Masterplan-wide rate will be known upon completion of all RMAs.*

BACKGROUND INFORMATION

Site description and its role within the Canada Water Masterplan

13. The Canada Water Masterplan (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.
14. The shopping centre is 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 and Global Generation Paper Garden Charity.
15. Permission was granted to British Land in May 2020 for the Masterplan scheme, which envisages the complete transformation of the Canada Water area, creating a major new town centre with a diverse mix of jobs, shops, homes, leisure activities and cultural facilities. Construction is underway on Plots A1, A2 and K1 which were approved in detail as part of the Outline Permission as well as the Dock improvements which was granted RMA in January 2022.
16. 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. The Masterplan will deliver a series of buildings subdivided into development zones focussed around three urban spaces, one being Canada Water Dock, an important wetland habitat, the Town Square and a new park.

17. The image below shows each of the approved plots.



Image: Site plan illustrating the Development Zones which form the Canada Water Masterplan

18. This application relates specifically to Zone F which is located within the centre of the masterplan across a portion of the Surrey Quays Leisure Park, which includes sections of the existing Odeon cinema, the entrance/security hut for the existing Printworks site and a hardstanding area to the north of the Pizza Hut building. The demolition of these buildings is approved under the OPP. Zone F covers an area of approximately 0.99 hectares. Once complete, the Zone will be accessed from Surrey Quays Road to the west, New Brunswick Street, a newly created street to the north-east and Park Walk, new vehicle free street to the east of the Zone. The detailed design of Park Walk and New Brunswick Street will be secured under separate RMAs. The OPP requires an east-west public route to be provided through the Zone.



Image: Location of Zone F of the Masterplan showing the wider context and the public route through the Zone required by the OPP.

19. The site is not located within a Conservation Area nor within the curtilage of a Listed Building, however, there are listed buildings in close proximity to the site. The Protected London View from Greenwich Park Wolfe Statue to Tower Bridge and to St Pauls Cathedral passes through the southern part of the CWM area but not Zone F.

The following area designations apply:

- Canada Water Major Town Centre
- Canada Water Opportunity Area
- Canada Water Action Area
- Canada Water Strategic Heating Area
- Air Quality Management Area
- Identified Tall Building Location
- Flood Zone 2/3
- Site Allocation NSP81
- Strategic Cultural Area

20. This Plot lies away from the Transport for London Road Network (TLRN) and Strategic Road Network (SRN), the roads surrounding the site being borough roads, although the Rotherhithe Roundabout (TLRN) and Lower Road (SRN) are within close proximity of the site. Canada Water Underground and bus stations are within walking distance providing access to Jubilee line services and London Overground services on the extended East London Line. Surrey Quays Station is situated close to the southwest of the site. A wide range of buses operate in the area. The site has a PTAL rating of 6a, which indicates 'excellent' access to public transport services.

Surrounding sites

21. Zone F is bounded to the west by the public highway of Surrey Quays Road, beyond which are the Surrey Quays Shopping Centre, the Canada Water Dock and the Unit 1 of the Canada Water Retail Park. Unit 1 and Unit 4 of the Canada Water Retail Park, which is located further to the north of Zone F, currently comprise a range of meanwhile uses but are also subject to redevelopment proposals under 21/AP/2655 and 21/AP/2610 (linked through a s106 agreement) which received a resolution to grant from the Planning Committee in March 2022.
22. The applications seek outline planning permission, for the demolition of all existing buildings and construction of three buildings to provide an office-led development, comprising up to 158,786 sq.m. (GEA) of employment space and town centre uses.
23. Three substantial buildings between 55m AOD and 110m AOD are proposed. The detailed design of each building would be subject to approval as part of future RMAs. However, the current application includes a set of parameter plans and other control documents, which demonstrate the maximum building envelopes for each block

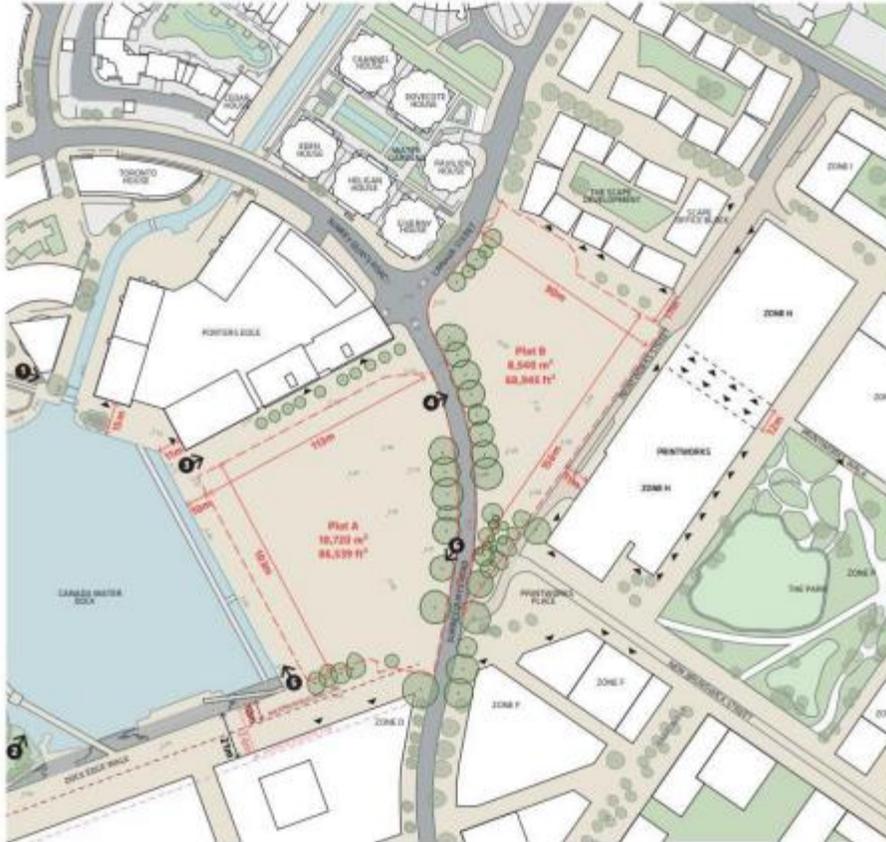


Image: Site plan of the illustrating the two sites which form planning applications 21/AP/2655 and 21/AP/2610 with the proposed Canada Water Masterplan to the south west and east. Zone F is located dues south.

24. These two sites to the north were formerly part of a wider site granted planning permission in 2013 under reference 12/AP/4126. Phase 1 was built out in 2019 and is known as the Porters Edge development. It comprises 235 residential units, a retail store and offices occupied by Decathlon, and other small retail units. Application 21/AP/2655 which was received resolution to grant at Planning Committee in March 2022 proposes development on what would have been Phases 2, 3 & 4 of 12/AP/4126. The historic permission remains live, and although it is unlikely that the 2013 permission will be further built out, it remains a material consideration, when considering the impacts on and from the impacts on and from the development proposals within Zone F. Consequently, there are two distinct built development scenarios which could feasibly be constructed at the adjoining sites. As a result, key technical assessments submitted with the Zone F RMA, such as the Daylight and Sunlight and Wind, have considered the impact of the two alternative development scenarios which could be built (the extant

permission – 12/AP/4126, or the recent 21/AP/2655 which received a resolution to grant earlier this year).

25. To the northeast of Zone F is the expansive Former Harmsworth Quays Printworks building (“Printworks building”) which was constructed as a Printworks in the 1980s and extended in 2000. The building forms Zone H of the CWM and a RMA application for an office-led use of the building is currently under determination by the council. The proposals include the construction of a new southern extension with a two storey height roof extension provided above the Press Hall.
26. Currently enclosing Zone F around its southern eastern perimeter are the commercial buildings of the Surrey Quays Leisure Park, which stand to the equivalent of 3/4 residential storeys in height, and a large area of surface level car parking. Outline permission has been granted as part of the CWM to redevelop these sites to provide a range of medium-rise mixed-use developments some of which will include tall building elements.

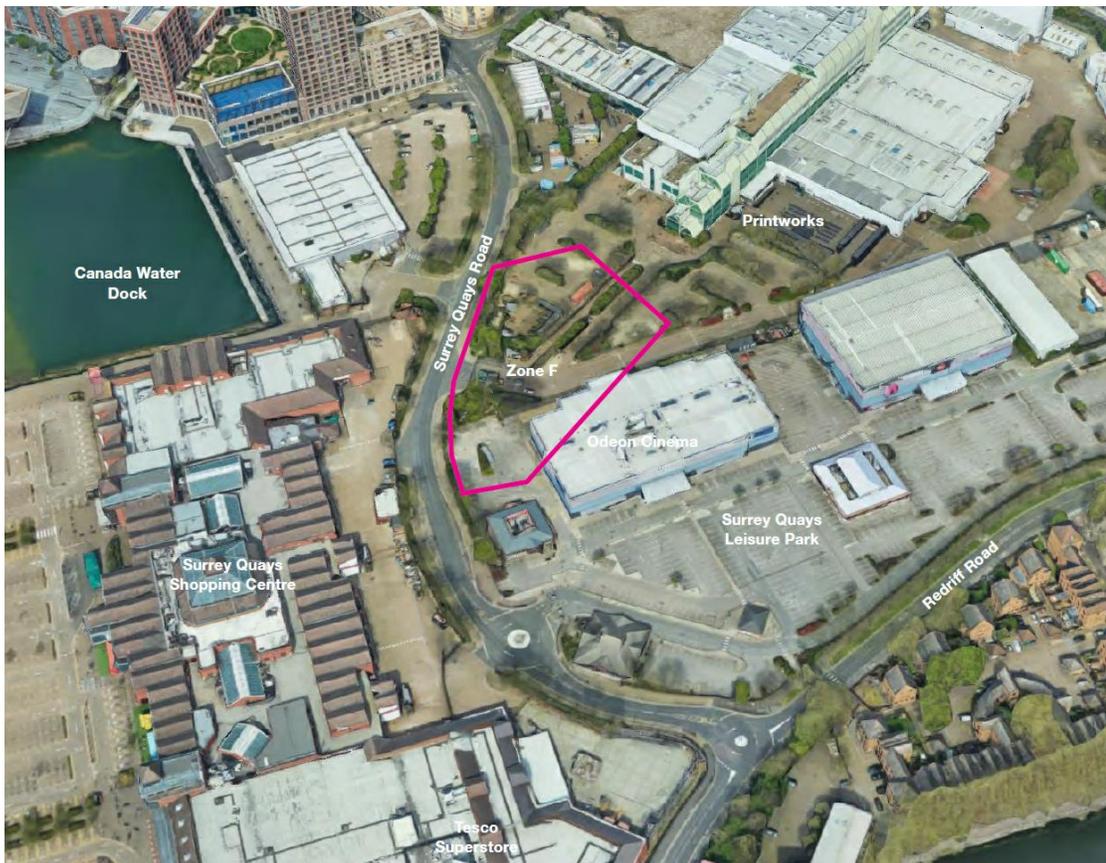


Image: Aerial image of the central area of the CWM, with Development Zone F edged in red and the nearby buildings and routes annotated.

Details of proposal

Overview

27. 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'.

28. The outline part of the planning permission 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 and basement extents. The permitted uses for each Masterplan Zone are controlled by the Parameter Plans, Development Specification and Design Code documents which set out the

detailed design principles, together form the approved documents against which each subsequent Reserved Matters application should be assessed.

29. This Reserved Matters Application (RMA) covers the matters of access, appearance, landscaping, layout and scale for Buildings F1 and F2 which form Development Zone F and which were not determined in detail under the OPP 18/AP/1604.
30. For clarity these comprise:
 - ‘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 and includes: (a) screening by fences, walls or other means; (b) the planting of trees, hedges, shrubs or grass; (c) the formation of banks, terraces or other earthworks; (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and (e) the provision of other amenity features;
 - ‘Layout’ – the way in which buildings, routes and open spaces within the Development are provided, situated and orientated in relation to each other and to buildings and spaces outside the Development.
 - ‘Scale’ – the height, width and length of each building proposed within the Development in relation to its surroundings
31. The OPP defines a range of potential uses and maximum floorspace caps which can be delivered within each Zone as well as an overall cap for the Masterplan site (as identified in the table below).



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 (SQ 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	B1	41,500	27,600	80,300	19,000	38,500	5,000	67,600	1,500	11,500	-	-	-	282,500
Hotel	C1	-	-	7,500	-	-	-	-	-	-	-	-	-	7,500
Assisted Living	C2	-	-	-	3,700	-	15,500	14,400	20,200	9,700	-	-	-	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	2,500	-	150	45,650
Leisure/ Cultural	D2	-	-	20,000	7,500	7,500	-	25,000	-	-	-	-	-	51,500*
Night Club	Sui Generis	-	-	1,500	-	-	-	1,500	-	-	-	-	-	1,500
Student Accommodation	Sui Generis	27,300	23,000	-	-	31,200	30,000	-	-	-	-	-	-	50,300
Energy Centre	Sui Generis	2,000	2,000	-	-	-	-	-	-	-	-	-	-	2,000
Primary Sub-Station	Sui Generis	-	-	-	3,000	-	-	-	-	3,000	-	-	-	3,000
Multi-Storey Car Park	Sui Generis	-	17,200	-	17,200	-	-	-	-	-	-	-	-	17,200
Petrol Filling Station	Sui Generis	-	3,000	-	3,000	-	-	-	-	-	-	-	-	3,000
Transport Infrastructure (potential second entrance to SQ Station)	Sui Generis	500	-	-	-	-	-	-	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-	-	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) (excluding public toilets, parking and plant)		656,200												

32. The proposal is for two separate buildings known as F1 and F2. The specific breakdown of proposed floor areas between the buildings shown in the table below. The table includes a comparison of the proposed GEA against the maximum floor areas allowance set by the Development Specification, as shown in the previous table. The proposed total floor area does not exceed the 89,900 sq m floor area limit.

Land Use	Permitted Allowance (GEA sqm)	Development Plot F1 Proposals (GEA sqm)	Development Plot F2 Proposals (GEA sqm)	Overall Development Zone F Proposals (GEA sqm)
Residential	57,700	26,103	20,715	46,818
Workspace	38,500	-	37,541	37,541
Retail	3,700	460	1,733	2,193
Parking and Plant	8,000	1,636	6,080	7,716

33. The proposal is for:

- A ground + 36-storey residential tower (Plot F1);
 - A ground + 33-storey residential tower (Plot F2)
 - A ground + 9-storey office podium building forming part of Plot F2
 - The development will also provide seven flexible workspace/retail units (Class A1-A4/B1) located on the ground floors across buildings F1 and F2.
34. The Parameter Plans identify Zone F as being an appropriate location for two tall buildings, up to +125m AOD and +116m AOD which, together with the neighbouring Zone G to the south, form the 'Central Cluster' at the heart of the CWM. The two residential towers comply with these height limits.
 35. The CWM Design Guidelines identify the Central Cluster as a key area at the centre of the Masterplan which has the important role of bringing together the new Town Centre to the west and the Park Neighbourhood to the east, and between high density consented schemes to the north and low-to mid-rise existing buildings to the east.
 36. The Central Cluster's distance from lower neighbours as well as its position at the heart of an Opportunity Area makes it the rational location for a concentration of tall buildings. 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.
 37. In terms of access, the Central Cluster will prioritise the pedestrian experience of the public realm and plays an important part connecting the other parts of the Masterplan. In particular, the broad bases of Development Zones F and Zone G RMA (anticipated to be submitted during August 2022) will create the enclosure for the new public Park and the pedestrianised Park Walk, defining the public realm.



Image: Site diagram showing the arrangement of the two blocks that make up Zone F.

Block F1

38. Block F1, the taller of the two buildings at 37 storeys, would occupy the southern part of the Development Zone, bounded by Surrey Quays Road to the west, which is a key vehicular route through the masterplan. Park Walk is to the east, providing a direct linear pedestrianised route from the new Town Square to the Park, a key focal point within the Masterplan. Immediately to the south, within the red line, is a new area of public realm called Park Walk Place. The northern elevation of F1 is bounded by Higher Cut, a curved pedestrian route providing permeability between Blocks F1 and F2.
39. F1 would be would be residential-led, providing 235 homes all in market tenure. A range of 1-, 2-, and 3-bedroom units are proposed. 47 'wheelchair user dwellings' are proposed throughout the building across a range of unit sizes.

There are two separate retail units fronting Higher Cut, Surrey Quays Road and Park Walk.

40. The building has a slender, octagonal form with chamfered corners. Towards its base it has a small five storey “nib” element which provides a communal rooftop amenity space along Park Walk for use by residents.
41. Above the “nib” the tower element has a regular symmetrical plan based around a central core, with no more than 8 residential units per floor. The tower’s chamfered form creates a range of aspects to each residential unit. Balconies are accommodated in large “cuts” which help protect privacy between residential units. Every residential unit, apart from a single studio located at 2nd floor level, has a private external balcony. In addition, two small communal amenity areas are provided within two roof areas at the top of the tower, whilst a larger area atop the ‘nib’ provides play and communal amenity space.
42. At ground floor level, F1 has a prominent residential entrance fronting Park Walk Place which is recessed within the facade, providing a sheltered entrance. Residential cycle storage for F1 is provided at first floor level accessed via the main ground floor reception, or a more direct cycle entrance. Stairs with wheeling gullies or a dedicated cycle lift are available for larger cycles. Two accessible car parking spaces are provided within the Higher Cut.
43. The residential elements will be clad in glazed tiles for the tower elements. Across the buildings the glazed tiles will vary across a gentle range of green and blue tones and hues. The lower ‘nib’ buildings will use more solid, reflective glazed bricks which are smaller in scale, helping create a more solid base.
44. Across the buildings it is proposed that the colour of balustrade and window frames will be developed alongside the glazed tile and brick selection to act as an accent to the proposed colour palette. The balconies are proposed to be made from concrete, with painted steel balustrades.
45. Glazed sawtooth spandrel detailing is employed between windows, which creates a repetitive, vertical language within the façade. Windows are aluminium with chamfered reveals which frame the windows and set them back into the façade.

Block F2

46. Plot F2 consists of a podium office up to 10 storeys in height; rising above the podium is a residential tower up to 34 storeys in height. At ground floor level there would be a generous office entrance opening onto Printworks Place, an

internal service yard accessed from Surrey Quays Road, and 5 separate retail/workspace units providing active frontages along the perimeter of the block. A basement joins both buildings below ground, facilitating shared plant and servicing from a single point of access on Surrey Quays Road.

47. The generous office floorplates address Surrey Quays Road and Park Walk, with a central atrium area that provides daylight into the depth of the plan while providing a central focus to the floorplates animated by the primary lift core, access bridges and washrooms. Two external amenity areas for office occupiers are provided at office levels 7 and 9. Cycle parking is accessed from the main office lobby and is located at lower ground floor with showers and changing facilities at upper ground level.
48. The residential entrance would front New Brunswick Street, being clearly distinct from the accesses to the offices and retail units. F2 would provide 175 homes all in market tenure. A range of 1-, 2-, and 3-bedroom units are proposed. 21 'wheelchair user dwellings' are proposed throughout the building.
49. As with Block F1, the residential tower element has a regular symmetrical plan based around a central core, with no more than 8 residential units per floor. Again, the building's chamfered form is utilised to create varied aspects to each residential unit, and each has access to a private external balcony. A large communal amenity and play area is provided at 13th floor level.
50. For the residential tower element, the approach to materials and detailed design mirrors F1, however distinct materials are used to differentiate between the commercial use of the lower floors and the residential tower. For the office, a façade framework creates a variation in expression across the elevations, employing light grey concrete piers, whilst red toned concrete spandrel panels support a horizontal bands of glazing. An aluminium window system is proposed and will be openable to allow for natural ventilation. A dark spandrel band is designed to mark the uppermost floor.
51. The residential unit mix across both buildings is provided within the table below.

Unit	F1 Proposed		F2 Proposed		Total Proposed	
	No.	%	No	%	No	%
Studio	16	7%	15	9%	31	7.56%
1b2p	74	31%	58	33%	132	32.20%
2b4p	121	51%	88	50%	209	50.97%
3b6p	24	10%	14	8%	38	9.26%

Total	235	100%	175	100%	410	100%
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Landscaping, public space and greening

Trees

52. The OPP established that all existing trees within Zone F will be removed to enable the redevelopment of the zone.
53. A Tree Planting Strategy prepared by Townshend Landscape Architects is submitted with this application. Nine larger trees are proposed along the Zone edge fronting Surrey Quays Road. Eleven trees are proposed within Higher Cut, which provides the new public access route between the two plots within Zone F, whilst a further nineteen trees are proposed immediately within Park Walk Place to the south of Block F1, although a permanent landscaping scheme for this space will be developed as part of a future Park Walk RMA.

Communal amenity, play and public space

54. With respect to communal amenity space, F1 would be served by a large communal terrace at 4th floor and two smaller terraces at 34th floor level. The 4th floor space provides the children's play area for F1 within a walled area containing a variety of door stop play with lawn, mounds, stepping stones, wooden play equipment and terrace furniture providing seating. A small internal amenity area of 35 sq m also opens onto the 4th floor external amenity space.
55. Two smaller terraces at 34th floor are focussed on communal amenity space, and do not provide playspace. They are designed with planted buffers, sensory planting and seating which will benefit from impressive rooftop views across London, and combined provide 100 sq m amenity space. In addition, F1 would have two internal shared residential spaces areas at 2nd and 3rd floors measuring circa 100 sq m each. These are likely to provide home working, seating and meeting spaces and both have access to small communal balcony areas measuring 6 sq m and 9 sq m.



Image: Visualisation of the F1 communal terrace and play area.

56. F2 has a single large garden area atop the roof of the office building, at residential level 13. This is broken down into a series of spaces positioned along a walkable route, which provide a variety of seating areas. Play centred areas provide variety of free-play areas, natural play mounds, tactile play experiences and wooden play equipment which allows different ages to co-exist.
57. F2 would also provide two areas of external amenity space for the office occupiers within the podium building. These are a long slim terrace at level 7 fronting Park Walk, whilst a larger communal roof terrace is provided at level 9. The external environment allows the office users to break out from their internal working environment and enjoy a variety of types of recreation with areas for exercise, outdoor meetings and socialising. The areas will be a mixture of hard surfaces, with seating and planted buffers to ensure the spaces are versatile for a range of uses. A selection of trees which are suitable to grow on roof conditions are also proposed across all the external amenity areas.

Public realm

58. Surrey Quays Road on the Zone's western side provides a key vehicular access. Public realm proposals involve the addition of new street trees within a generous pedestrian footway, the creation of rain gardens to provide greenery and attenuate rainfall, seating and visitor cycle parking integrated into pockets in the planting. Sufficient "spill out" space is maintained outside the retail units at ground floor level. Primary pedestrian routes leading east- west will be accommodated with appropriate crossings on Surrey Quays Road.
59. Higher Cut will be developed to provide an east-west pedestrian link between F1 and F2, connecting Surrey Quays Road and Park Walk. Given its location between two tall buildings a mixture of shade tolerant species will be selected. Proposed tree and vegetation planting is within raised planters which also incorporate areas of seating. To ensure an active frontage is maintained, 4 retail units will address the Higher Cut, and it is envisaged that areas of seating associated with the retail uses can be incorporated within the public realm creating further activity. Two accessible car parking spaces for use solely by residents of the accessible residential units are proposed within the northern extent of the Higher Cut, accessed from Surrey Quays Road.
60. An area of temporary landscaping is proposed at Park Walk Place, immediately in front of the residential entrance to F1. The proposed temporary finishes enable a temporary landscaping scheme and surface for emergency vehicles, and will be superseded by a future RMA for Park Walk which adjoins Development Zone F's eastern boundary. A temporary surface of resin bound gravel with planters, trees and seating areas for people to sit and enjoy whilst also providing wind mitigation.
61. Throughout the public realm a mix of granite, granite setts and resin bound gravel (within the temporarily landscaped areas only) is proposed. A mixture of timber benches integrated into planters and street benches are provided within Higher Cut, Park Walk Place and along Surrey Quays Road. 76 short stay cycle parking for the residential, office, and ground floor retail/workspace uses are also provided across the public realm.

Consultation responses from members of the public and local groups

62. Letters were sent to local residents when the application was validated in March 2022, at this time the application was advertised as EIA development in the local press and 5 site notices were erected around the application site.

63. A total of 4 representations have been received. In total there were no letters of support, 1 neutral and 3 objections. The comments have been summarised in the table below.

Objections	Officer Response
<p>Over-development</p> <ul style="list-style-type: none"> • The proposed buildings will be out of scale to existing local buildings. • The proposed buildings are too tall and too high density. • The proposal is out of keeping with the local neighbourhood. • The development should be accompanied by a secondary school, transport links and community space. • The proposals have learned nothing from the recent pandemic with regards for people's need for outdoor and green space. 	<ul style="list-style-type: none"> • The quantum of proposed residential units and height of the buildings complies with the maximum parameters set by the OPP. • The redevelopment will make a valuable contribution to the townscape and character of the area. • The assessment of the OPP modelled the future demand for school places, and identified that the demand from secondary school places can be absorbed into existing local schools. However, the expansion of local primary schools would be required. The OPP s106 agreement secures financial payments to deliver entry expansion and a top-up payment commensurate with the number of additional homes. • The provision of private and communal amenity space complies with the requirements of the OPP. • Whilst there is limited green space being provided within the red line boundary for this plot

	<p>there are important green spaces that will be delivered throughout the Masterplan. A public park is proposed adjacent to Zone F.</p>
<p>Strain on existing traffic and transport</p> <ul style="list-style-type: none"> • With the cancellation of further transport links to the peninsula, the proposals do not take into account the inadequate transport infrastructure in the area whilst increasing the housing stock. 	<ul style="list-style-type: none"> • The impact of the redevelopment of the town centre on existing transport infrastructure was fully assessed as part of the OPP. A substantial package of mitigation measures including in-kind works and financial payments towards transport and infrastructure improvements was secured to deal with the significant increase in demand that will be generated by the redevelopment. • This development is intended to be car free save for disabled parking provision and servicing/deliveries. As such it will not significantly increase traffic or parking demand. The development seeks to maximise sustainable modes of transport and has made provision for walking and cycling in the design. Further, substantial contributions would be paid towards increasing

	public transport infrastructure as secured in the OPP.	
<p>Green spaces, wildlife and trees</p> <ul style="list-style-type: none"> • The development will negatively affect local flora and fauna. • The development will result in the loss of mature trees. New trees that are planted often don't survive the transfer (as evidenced by those outside the new Decathlon store almost all of which are dead already). 	<ul style="list-style-type: none"> • The impact of the masterplan development on existing trees was fully assessed as part of the OPP. As part of this assessment trees which were not suitable to be retained were identified. Trees which could be retained were also identified. The 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 sqm) are planted across the Masterplan site. • Impacts upon ecology by way of bat roosting or nesting birds has been duly considered and appropriate surveys undertaken 	
<p>Neighbour impacts</p> <ul style="list-style-type: none"> • The development will reduce daylight and sunlight. • The development will cause negative wind impacts. 	<ul style="list-style-type: none"> • Given the relationship of the buildings to existing and planned future buildings, and for the reasons set out in detail in this report below the development would not have an adverse impact on light for neighbours. 	

	<ul style="list-style-type: none"> The application submission details wind mitigation measures which will ensure that wind impacts will be satisfactorily mitigated. 	
<p>Design</p> <ul style="list-style-type: none"> The tall buildings are aesthetically unpleasant. The development should be lower, and more in style of the surrounding area. 	<ul style="list-style-type: none"> The design of the proposed buildings complies with the maximum parameters, Development Specification and Design Codes approved as part of the OPP. The detailed design of the buildings would provide exemplary architecture that would be visible from long distances helping to raise the profile of the area. 	
<p>Car parking</p> <ul style="list-style-type: none"> Southwark Council plans to start charging local residents for parking permits, not because we local residents need them but because the Council want to accommodate significant development with inadequate parking provision. 	<ul style="list-style-type: none"> This development is intended to be car free save for disabled parking provision and servicing/deliveries. As such it will not significantly increase traffic or parking demand. The development seeks to maximise sustainable modes of transport and has made provision for walking and cycling in the design. Further, substantial contributions would be paid towards increasing public transport infrastructure as secured in the OPP. 	

<p>General dislike of the proposal</p> <ul style="list-style-type: none"> • House prices in the neighbourhood are dropping rapidly (and will be exacerbated by the creation of 410 new homes). • The proposed office space is likely to remain empty. • The plans for more shops are not viable given the mass shift to online purchases. This is a development for the 1990's not the 2020's. • The Council know the development will be hugely disruptive for residents. • The development offers nothing to the local community 	<ul style="list-style-type: none"> • The impact of development on local house prices is not a material planning consideration. The provision of a significant quantum of new residential unit accords with development plan policies for this area and the OPP. • There is no evidence to suggest that the long-term demand for high quality office space within London has declined. The provision of a significant quantum of high quality, flexible office space accords with development plan policies for this area and the OPP. • Construction traffic routes, working hours and mitigation measures would be controlled via a Construction Environmental Management Plan to minimise disruption. 	
Neutral comments	Officer response	
<ul style="list-style-type: none"> • Please include appropriate measures for biodiversity including swift bricks, in accordance with NPPG Natural Environment Paragraph 023 & 	<ul style="list-style-type: none"> • The provision of appropriate biodiversity measures including bat brick/boxes, bird boxes and bespoke insect habitats has 	

Southwark Local Plan/ Biodiversity Action Plan.	been secured under the OPP. Condition 76 of the OPP	
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Planning history of the site, and adjoining or nearby sites

64. The site benefits from outline planning permission (18/AP/1604) for a multi-phased redevelopment known as the Canada Water Masterplan.
65. A full history of decisions relating to this site, and other nearby sites, is provide in Appendix 3 and has also been discussed where relevant within this report.

KEY ISSUES FOR CONSIDERATION

Summary of main issues

66. The main issues to be considered in respect of this application are:
- Principle of the proposed development in terms of land use including affordable workspace;
 - Conformity with Outline Permission
 - Environmental impact assessment
 - Design, including layout, scale and appearance
 - Heritage considerations
 - Landscaping and ecology
 - Archaeology
 - Impact of proposed development on amenity of adjoining occupiers and surrounding area, including privacy, daylight and sunlight
 - Transport and highways, including servicing, car parking and cycle parking
 - Environmental matters, including construction management, flooding and air quality
 - Energy and sustainability, including carbon emission reduction
 - Planning obligations (S.106 undertaking or agreement)
 - Mayoral and borough community infrastructure levy (CIL)
 - Consultation responses and community engagement
 - Community impact, equalities assessment and human rights
67. These matters are discussed in detail in the 'Assessment' section of this report.

Legal context

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

Planning policy

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

ASSESSMENT

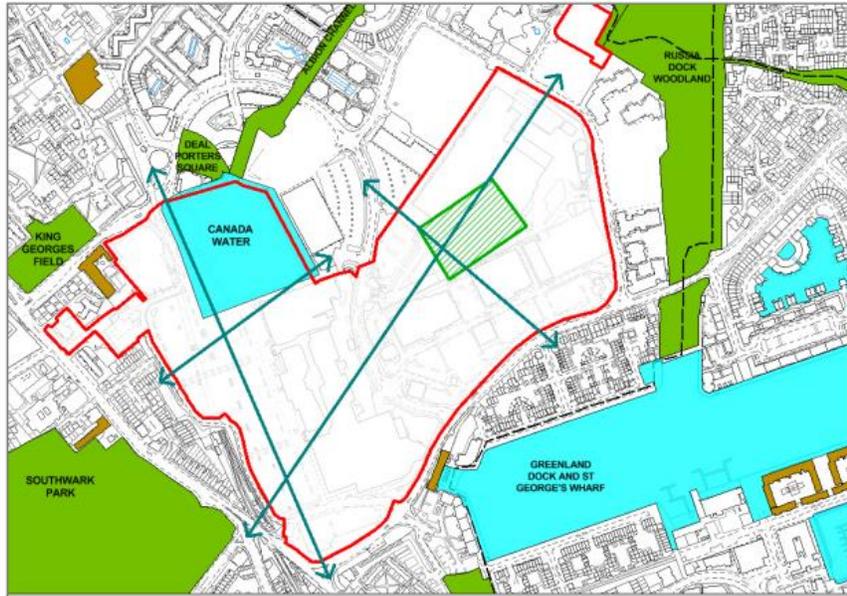
Principle of the proposed development in terms of land use

Relevant policy designations

71. The site is within the Canada Water Opportunity Area, which the London Plan describes as aiming to deliver 5,000 new homes and 20,000 jobs. The Southwark Plan (2022) outlines that the Canada Water Major Town Centre will provide at least 40,000sqm (net) of new retail floor area. 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.
72. The site is located within AV.15 Rotherhithe Area Vision. Development in Rotherhithe should:

- Create a new destination around the Canada Water Dock which combines shopping, civic, education, and leisure, business and residential uses.
- Provide as many homes as possible of a range of tenures including social housing while respecting the local character. There will be opportunities for taller buildings on key development sites;
- Transform Canada Water into a new heart for Rotherhithe with a new leisure centre, shops and daytime and evening events and activities around the Dock and in the Harmsworth Quays Printworks.
- New retail space will be provided including a new department store and independent shops, offices and places to eat and drink;
- Provide new education opportunities and health services which will include new school places and a health centre with GPs and could include colleges and universities;
- Complement and improve the historic character, including the docks, and the unique network of open spaces, water and riverside;
- Prioritise walking and cycling and improve public transport, including improved links to Southwark Park, the river, boat services and docks, completion of the Thames Path, a new river crossing to Canary Wharf, better circulation of buses, enhanced cycle routes to support expansion of cycle hire to the area and creating 'healthy streets';
- Improve traffic flow on the road network, particularly on Jamaica Road and Lower Road;
- Provide a range of flexible employment spaces, including premises suitable for smaller businesses;
- Improve roads, pavements and cycleways, particularly the local environment around Albion Street and Lower Road.

73. The site is located within Southwark Plan (2022) site allocation NSP81: Harmsworth Quays, Surrey Quays Leisure Park, Surrey Quays Shopping Centre and Robert's Close.



74. The allocation identifies a minimum residential capacity for the allocation area to provide 2,000-3,995 new homes, and states that development of the site must:
- Provide retail uses; and
 - Provide a new health centre (E(e)) of approximately 2,000m²
 - Provide new education places for 14-19 year olds (F.1(a))
 - Provide new homes (C3)
 - Provide enhanced public realm and civic space - 13,696m²
 - Provide employment floorspace (E(g), B class)
 - Provide leisure uses
75. The allocation confirms that the comprehensive mixed-use redevelopment of the site could include taller buildings, subject to consideration of impacts on existing character, heritage and detailed townscape.
76. 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.

Harmsworth Quays provides an opportunity to expand the town centre eastwards to incorporate uses and activities which 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.

The site should accommodate improved walking routes to Canada Water Station and to public open spaces, with redevelopment enhancing Canada Water Basin for people and wildlife. The scheme should provide links to existing cycle routes and proposed Cycle Super Highway (if the scheme is provided)."

Current land uses and proposed losses

77. Development Zone F contains a section of the Odeon cinema, building and the entrance/security hut for the Printworks building. The OPP for the Masterplan establishes the acceptability of the demolition of each of these buildings, and the loss or relocation of each of the uses.
78. Of particular note, the OPP establishes the acceptability of the demolition of the Odeon cinema, 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.
79. The cinema could be delivered within either Development Zone H, F, D or E (the 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.

80. 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. 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.
81. 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. As we move into recession we are likely to see the situation worsen.
82. The loss of the Printworks security hut is also acceptable as the Printworks itself is the subject of a separate Zone H RMA (21/AP/3338) which involves significant extensions and alterations associated with the use of the building. In the event that the current use of the Printworks building continued following implementation of a Zone F RMA, there is ample space for re-provision of the security hut on that site.

Residential use

83. London Plan Policy H1 (Increasing Housing Supply) identifies that councils should optimise housing delivery on suitable brownfield sites, particularly within Opportunity Areas.
84. 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.
85. The aforementioned London Plan and Southwark Plan policies support in principle the redevelopment of Zone F for a mixed use scheme. Furthermore, the proposed use and quantum 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 410 new residential units within Zone F, which will contribute to meeting this target, is strongly supported by both planning policy and the requirements of the OPP.

86. 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 F is not capped by the OPP, Condition 5 of the decision notice limits the total residential floorspace to 57,700 square metres GEA.
87. 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.
88. A Housing Delivery Plan for Zone F has been submitted under reference 22/AP/1005 and the obligation has been discharged. The Housing Delivery Plan sets out that Zone F would deliver 410 homes, amounting to 46,818 sqm GEA of residential floorspace (Class C3), and thus not exceeding the upper limit set for the Development Zone by the OPP (57,700 sqm GEA).
89. The Housing Delivery Plan also explains that, with 912 residential units committed for delivery as part of the Phase 1 Plots (Plots A1 and K1) and submitted RMA's (410 within this Zone F RMA, and a further 237 units within the Zone L RMA), there are 1088 units remaining to be delivered across the Masterplan in order to comply with the 2,000 minimum number that ultimately needs to be delivered. At this point in time, the obligation remains achievable, noting nearly 50% of the 2,000 unit minimum will have been delivered by these earlier development zones.
90. For the reasons given above, the quantum of housing proposed at Zone F complies with the thresholds established by the OPP.

Affordable housing

91. 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.

92. 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.
93. 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.
94. There is no affordable housing proposed within Zone F, and all of the 410 units proposed will be market housing.
95. Affordable housing is proposed within the RMA for Zone L (21/AP/3775) which is scheduled for consideration at 26th July committee meeting. Zone L will deliver 237 homes, of which 174 of the homes would be affordable comprising 137 social rent units and 37 intermediate units.
96. The housing proposed at Zone L would deliver 787 habitable rooms, comprising 504 social rented habitable rooms, 99 intermediate habitable rooms, and 184 open market habitable rooms. The applicant's Housing Delivery Plan proposes

that Zone L will be the third zone in CWM to be delivered, following Zones A1 and K1. The affordable housing delivered by these two consented zones are:

- Zone A1 – 25 hab rooms, constituting 4% of the total hab rooms (605) in the zone; and
- Zone K1 – 258 hab rooms, constituting 100% of the total hab rooms (258) in the zone.

97. Upon completion of Zone L, and in combination with the housing targeted to have already been delivered at Zones A1 and K1, 53.7% of all habitable rooms across the CWM area would be in affordable tenures (with the remaining 47.3% being market habitable rooms).

98. The below table sets out the wider anticipated sequencing of the CWM zones, and with them the attendant affordable housing.

Housing delivery based on anticipated sequencing of residential Zones					
	<u>No. of homes in Zone</u>	<u>No. of hab rooms In Zone</u>	<u>No. of affordable hab rooms in Zone</u>	<u>Affordable hab rooms as a % of total in Zone</u>	<u>Affordable hab rooms as a % of running Masterplan-wide total</u>
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	419	1,311	863	65.8%	42.4% (of 4122)
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 42.4% of habitable rooms in affordable tenures .					

Employment uses

99. The OPP establishes a degree of flexibility of proposed uses to be delivered across the masterplan. In addition to new residential accommodation, the OPP establishes that Zone F can deliver a significant amount of high quality workspace. The proposals will provide a quantum of workspace close to the maximum allowed by the OPP, and therefore supports adopted policy and the site allocation vision to deliver jobs at Canada Water.
100. The RMA proposes 37,541 sqm (GEA) office floorspace (excluding parking and plant) within Zone F. The principle of additional office floorspace within Zone F is established by the OPP which sets a maximum cap of 38,500 sqm (excluding parking and plant). Consequently, the proposed use and significant quantum of office floorspace is allowed for and entirely consistent with the approved Development Specification for the OPP. As set out below, both London Plan and Southwark Plan policies support the provision of this plot being developed for a mix of residential and commercial uses.
101. Promoting the economy and creating employment opportunities is a key priority for the planning system. The site lies within a London Plan Opportunity area (Policy SD1) and within a defined Major Town Centre (Policy SD6). London Plan Policy GG5 requires local planning authorities to plan for sufficient employment and industrial spaces to support economic growth whilst Policies E1 and E2 deal specifically with the provision of B Use Class space (now called Class E(g) since the change to the Use Classes order in 2021). London Plan Policy E11 requires development proposals to support employment, skills development, apprenticeships, and other education and training opportunities in both the construction and end-use phases.
102. Southwark Plan Policy SP4 seeks to ensure that Southwark can develop a strong, green and inclusive economy. To achieve this the development plan aims to deliver at least 460,000sqm of new office space between 2019 and 2036 (equating to around 35,500 jobs). The policy states that around 80% of new offices will be delivered in the Central Activities Zone. Additional offices will be delivered in the Canada Water and Old Kent Road Opportunity Areas and in town centres, the policy sets a target of 20,000 jobs to be delivered in Canada Water. Policy SP4 further requires 10% of all new employment floorspace to be affordable workspace for start-ups and existing and new small and independent businesses in Southwark. Finally, the policy identifies Canada Water as appropriate for delivering 40,000sqm of retail floorspace.

103. This proposal has the potential to deliver 2,225 – 2,895 FTE jobs. This level of employment would make a valuable contribution to the borough and should be regarded as a significant positive benefit of the scheme.

Affordable workspace

104. London Plan Policy E2 requires the provision of a range of low-cost Class B1 business space to be supported to meet the needs of micro, small and medium sized enterprises and to support firms wishing to start up and expand.

105. Policy E3 of the London Plan deals specifically with affordable workspace and identifies the circumstances in which it would be appropriate to secure affordable space.

106. Southwark Plan Policy P31 deals with affordable workspace. Criterion 2 of the policy requires Major 'B Use Class' development proposals to deliver at least 10% of the floorspace as affordable workspace on site at a discounted market rent for a period of at least 30 years.

107. It should be noted the OPP for this site predates the formal adoption of the London Plan (2021) and the Southwark Plan (2022) and therefore formal adoption of any affordable workspace policies. Nevertheless, affordable workspace has been secured as part of the OPP S106 obligations to which this RMA will be bound. It is not open to the Planning Authority to re-negotiate affordable workspace provision as part of a subsequent RMA as this has been established by the OPP.

108. To confirm, across the Outline Phases of the Masterplan (excluding Plots A1/A2/K1 which received detailed planning permission under 18/AP/1604) Schedule 21 of the OPP S106 secures the following obligations:-

- 4,900 sqm GIA of affordable retail space to be offered at 20% discount on market rent for a period of 10 years post practical completion
- 11,500 sqm GIA of Co-Working space for a period of 15 years post practical completion
- 7,000 sqm of discounted workspace to be offered at 25% discount on market rent for a period of 15 years post practical completion

109. The obligation requires the affordable retail and workspace to be provided at phased trigger points linked to the phased delivery of commercial floor space across the site but allows sufficient flexibility for it to come forward within any of the plots.

110. The following trigger points have been secured

Affordable Retail

- Not to occupy more than 10,000 sqm of retail floorspace until not less than 980 sqm of affordable retail space has been provided
- Not to occupy more than 20,000 sqm of retail floorspace until not less than 1960 sqm of affordable retail space has been provided
- Not to occupy more than 30,000 sqm of retail floorspace until not less than 2940 sqm of affordable retail space has been provided
- Not to occupy more than 40,000 sqm of retail floorspace until not less than 3920 sqm of affordable retail space has been provided
- Not to occupy more than 49,000 sqm of retail floorspace until not less than 4900 sqm of affordable retail space has been provided

Affordable workspace

- Not to occupy more than 75,000 sqm of workspace (excluding the Phase 1 development) until not less than 3,500 sqm of affordable workspace has been provided
- Not to occupy more than 150,000 sqm of workspace (excluding the Phase 1 development) until not less than 7,000 sqm of affordable workspace has been provided

Co working space

- Not to occupy more than 75,000 sqm of workspace (excluding the Phase 1 development) until not less than 3,500 sqm of co working space has been provided
- Not to occupy more than 150,000 sqm of workspace (excluding the Phase 1 development) until not less than 7,000 sqm of co working space has been provided
- Not to occupy more than 225,000 sqm of workspace (excluding the Phase 1 development) until not less than 11,500 sqm of co working space has been provided.

111. Plot H, L and F as proposed in the current RMAs would deliver circa 83,000 sqm GEA of workspace which means there will be a requirement to provide the first tranche of affordable and co-working space as part of this phase of the development.

112. The legal agreement is worded in a way which requires the applicant to confirm the location of affordable retail and workspace units 6 months prior to practical

completion of a plot which includes retail or workspace development rather than upon submission of an RMA. As such, there is no requirement at this stage for the applicant to confirm whether any of the commercial/retail space within the Printworks building will be affordable. It has however been confirmed that the internal design is such that it could be accommodated by affordable or non-affordable workspace occupiers or a combination of both.

113. For the reasons set out above the proposal accords with the OPP in respect of affordable workspace provision.

Retail and food & drink floorspace

114. This application proposes a series of 7 smaller units located along each elevations of both blocks F1 and F2, and which will be occupied either by office or for retail or food and drink uses. As a town centre location it is entirely appropriate for this development to include a range of retail/café uses. Furthermore retail and café uses are allowed for within the approved Development Specification for the OPP. The proposed location will provide important activation within Higher Cut, Surrey Quays Road, New Brunswick Street and Park Walk.

115. 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.

Basement

116. A basement is proposed spanning the subterranean area beneath buildings F1 and F2. The areas will be used for residential and commercial servicing, plant and back of house areas, residential cycle parking and to provide space required for attenuation tanks. The depth of all excavations are minimised and do not breach the approved basement extents shown on the Proposed Basement Extents Parameter Plan.

Land use summary

117. As discussed above the proposal is to deliver a mixed use residential and commercial scheme providing 410 residential units and a significant quantum of office floor space with other appropriate town centre uses. This is consistent with the approved OPP and would support the emergence of Canada Water as

a major town centre and employment hub, whilst meeting need for the provision of new homes.

Conformity with outline permission

118. The Development Specification approved under the OPP sets a maximum GEA cap for the whole of the CWM (excluding Phase 1) of 656,200sqm (excluding public toilets, parking and plant). There is also a further requirement to deliver at least 2,000 homes and 46,962 sqm GEA of retail and leisure and 46,962 sqm GEA of office floorspace.
119. The Development Specification identifies which land uses are considered appropriate for each of the Development Zones, whilst also setting maximum floorspace limits for each of the uses. The table below identifies the proposed floor areas for each of the proposed Zone F uses and compares these against the maximum GEA caps set within the Development Specification. The table demonstrates that the proposed uses and the respective quantum of floor area are in compliance with the approved Development Specification.

Land use (excluding parking and plant)	Plot F1 (GEA sqm)	Plot F2 (GEA sqm)	Total floorspace (GEA sqm)	Dev Specification cap
Residential	26,103	20,715	46,818	57,700
Office	-	37,541	37,541	38,500
Retail	460	1,733	2,193	3,700
Total	26,563	59,989	86,552	91,900

120. Paragraph 1 of Part 1 of Schedule 11 to the Section 106 Agreement and Annex 15 prescribe the housing mix for Development Zone F. This requires a maximum of 10% of residential units to be studio flats, all of which are required to be market housing units. 7.5% of the proposed units are studios, and all are market units. This complies with the OPP requirements.
121. The S106 agreement also dictates that a minimum of 60% of residential units shall have two or more bedrooms. 60.2% of the proposed residential units are two or three bedroom units. For Zone F, the S106 agreement does not dictate a minimum proportion of 3+ bed units. Consequently, the proposed mix his complies with the OPP requirements.
122. As a result of the detailed design development for the Zone F buildings, it has been necessary to amend the Parameter Plans approved under 18/AP/1604.

This is because two areas of the detailed design would have marginally exceeded the height parameters set within the building's staged heights shown in the 'Proposed Maximum Heights' Parameter Plan. There is a further area where a 400-600mm wide portion of the Plot F2 office protrudes beyond the Maximum Heights Parameter Plan, at the set-back step in height in the northern part of the site near Printworks Place. This only occurs at levels 9 and 10.

123. The non-material increases in height relate to small areas on the lower parts of the building, and do not result in an increase to the Zone's principal maximum height. It was also proposed to alter the shape of the limit of deviation for the proposed public route through Zone F. This allowed a slightly re-positioned curved public route rather than a linear route prescribed by the Parameter Plan. These minor amendments to the originally approved Parameter Plans have been regularised by way of a Non-material Amendment Application (21/AP/4235).
124. The proposal fully accords with the approved vehicular access and servicing parameter plans. Furthermore the detailed design of the building in terms of the vertical and horizontal parameters, layout of spaces, entry and exit points, façade treatment, architectural style and materials palette, and routes around and through the site, accord with the principles established by the Development Specification and Design Codes approved as part of the OPP.

Environmental impact assessment

Regulatory Framework

125. 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.
126. At the time of determination of the Outline Planning Permission (OPP) the relevant regulations were the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (the '2011 Regs'). 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 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.
127. 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).

128. 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.
129. The RMA details for Development Zone F 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.
130. As set out above, a non-material amendment has been approved in connection with the RMA for Plots F1 and F2 within Development Zone F because the RMA details fall slightly outside the approved parameters of the OPP. The ES SoC therefore also considers the potential for these non-material amendments to result in any new or changed likely significant residual environmental effects to those identified within the Canada Water Masterplan ES.

Ground conditions and contamination

131. Ground investigation reports completed for Zone F are provided as appendices to the submitted ES SoC. The report provides details of exploratory borehole logs, geotechnical and environmental laboratory test results and groundwater and ground gas monitoring data. It confirms ground conditions to be as per the previous reports undertaken and referenced in the original CWM ES. There are therefore no changes to the likely significant ground conditions effects or mitigation previously identified within the approved Canada Water Masterplan ES in light of this report.
132. Condition 58 of the OPP requires a Phase 2 site investigation for Zone F to be conducted and the results submitted to the council for approval, with further remediation measures to apply if contamination is found to be present. The ground investigation report submitted with the ES SoC, will be submitted to discharge that condition in due course. The Environment Agency has been consulted on this RMA submission and confirm no objection to the proposals, but have requested that they are consulted when the approval of details application for Condition 58 is submitted by the applicant.

Ecology

133. An “Extended” Phase 1 Habitat Survey of Development Zone F which included a Preliminary Roost Assessment (PRA) of the existing buildings and trees within Development Zone F was undertaken in July 2021. This found that a wildlife garden had been created in the southern portion of the car park of the Printworks. The wildlife garden comprises planters planted with a mix of ornamental species, vegetables and herbs, a small pond with predominantly native wetland species and a log pile and insect hotel.
134. This results in a change to the baseline conditions recorded as part of the ‘Extended’ Phase 1 Habitat Survey undertaken in April 2017 (reported in the Canada Water Masterplan ES) which assessed all buildings and trees associated with Development Zone F to have negligible potential for supporting roosting bats. No other changes were identified to the baseline conditions.
135. Although the presence of a log pile, insect hotel and small pond increases the value of Development Zone F for invertebrates, given their limited extent and the surrounding habitats of limited value to invertebrates, any invertebrate population present is likely to be of insufficient size or diversity to be of significant ecological value. Therefore, no significant impacts are anticipated.
136. Zone F does retain its potential for common species of nesting birds. As such, the recommendations previously detailed within the Canada Water Masterplan ES for pre-demolition / pre-clearance nesting bird checks where works are undertaken during the breeding bird season (i.e. March to August) remain valid.
137. In light of the above, it is considered that there are no changes to the likely significant ecology effects previously identified. The mitigation previously identified within the approved Canada Water Masterplan ES remains valid.

Wind

138. The overall form of Plots F1 and F2 would remain similar to the maximum parameter envelope assessed in the Canada Water Masterplan ES. Whilst the NMA will result in minor changes to the approved parameters of Development Zone F, there will be no significant or material change to the wind microclimate effects or mitigation previously identified within the approved Canada Water Masterplan ES as a result.
139. The RMA for Plot F1 and F2 provides the detailed layout and form for both buildings, including the introduction of Higher Cut, a pedestrian route between Plots F1 and F2; confirmation of entrance locations; and the provision of terrace levels to the second, third, fourth and 34th floors of F1 the residential terrace at thirteenth floor of F2, and two terraces associated with the office space at

seventh and ninth floors. Information confirming the locations of entrances and terraces was not available when the assessment of the Outline Proposals, including Development Zone F, was undertaken, as presented in the Canada Water Masterplan ES. As a result, in support of the RMA (as amended by the NMA), Plots F1 and F2 have been assessed qualitatively using the professional judgement of a wind engineer, informed by the wind tunnel testing for the Canada Water Masterplan ES. The results of this assessment are presented in a Pedestrian Level Wind Microclimate Assessment Report for Plots F1/F2.

140. Wind conditions at Plots F1/F2 have been categorised using the Lawson Comfort Criteria, an industry standard approach which provides a set of prescribed criteria for assessing the predicted wind conditions compared against the intended pedestrian uses having regard to the level of comfort required for particular activities (sitting, standing, strolling, walking etc). This approach allows for the suitability for the intended pedestrian uses to be assessed and where windier than suitable conditions identified, appropriate wind mitigation measures to be proposed.
141. In the context of existing surroundings (prior to identified neighbouring cumulative developments being constructed), the ES SoC confirms that wind conditions would be windier than those identified within the OPP ES during the windiest season, due to the absence of buildings situated to the south and south-west to offer shelter. A range of locations including the residential entrance to F1, areas on Park Walk Place, Park Walk, within the Higher Cut areas to the north-west of F2 on Surrey Quays Road, including seating areas, as well as rooftop amenity areas within both F1 and F2, would be windier than suitable for their intended use and would require wind mitigation. In particular, there would be locations with occurrences of strong winds with the potential to be a safety concern to more vulnerable pedestrians and cyclists south of Development Plot F1 within Park Walk Place, in the Higher Cut and on Surrey Quays Road north-west of Development Plot F2.

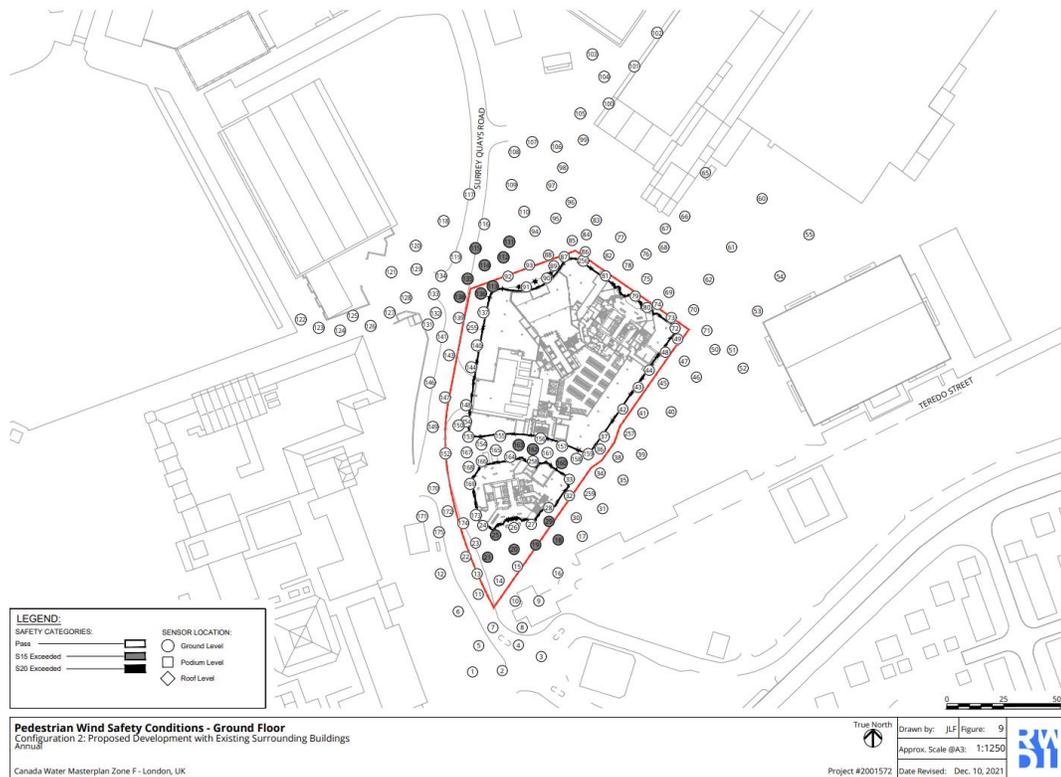


Image: Diagram detailing pedestrian wind safety conditions at ground floor level (proposed development with existing surroundings)

142. The SoC states that as the neighbouring cumulative developments within the other Zones of the Masterplan and nearby development sites are constructed, substantial shelter would be provided from the prevailing southwesterly winds. Wind conditions would be calmer than those presented in the Canada Water Masterplan ES, due to the reduced volume of Development Zone F relative to the maximum massing assessed in the Canada Water Masterplan ES and the detailed design, which would allow wind to more easily flow around the form with reduced impact on the pedestrian levels. As such, wind conditions would generally range from suitable for sitting to standing use, with localised areas of strolling use wind conditions. Therefore all pedestrian thoroughfares and entrances would have suitable conditions for the intended use representing a negligible (insignificant) effect. However, rooftop amenity seating areas would have windier than suitable conditions representing a minor adverse effect prior to the introduction of wind mitigation measures.



Image: Diagram detailing pedestrian wind safety conditions at ground floor level (proposed development with cumulative surrounding buildings)

143. As identified above, prior to the construction of neighbouring cumulative schemes, entrance locations on the southern elevation of Plot F1, within Higher Cut, areas of Surrey Quays Road for the north west of F2, and rooftop amenity areas would have wind conditions that would be unsuitable for their intended uses. In order to improve wind conditions, wind mitigation in the form of the following measures are implemented into the proposed landscaping scheme:

- 3x deciduous trees 6m tall with 1-1.5m tall shrubs to the west of the northern corner north of the pedestrian crossing on Surrey Quays Road, shrubs extended east by 3m towards the building;
- 2x 1m tall pot with a 1m tall shrub at the north-western corner of Development Plot F2;
- A deciduous tree 6m tall in between the proposed trees to the west of F2 on Surrey Quays Road with shrubs underneath all three trees;
- Shrubs 1.5m in height to shelter seating areas outside the office entrance to F2;
- 4x deciduous trees 3m tall to the west of the seating area within Park Walk Place and planter and shrubs extended north-east by 0.5-1m;
- To the level 10 residential amenity roof terrace, the installation of 50%

porous screen 1m in height, additional proposed shrubs, and hedging 1m in height.

144. All mitigations will fall within Development Zone F RMA boundary and within the New Brunswick Street and Printworks Place RMA which has been submitted concurrently. With the proposed landscaping and wind mitigation in situ, all thoroughfare, entrances and amenity areas would have suitable wind conditions for the intended uses and no locations would have with occurrences of strong winds with the potential to be a safety concern to more vulnerable pedestrians and cyclists.

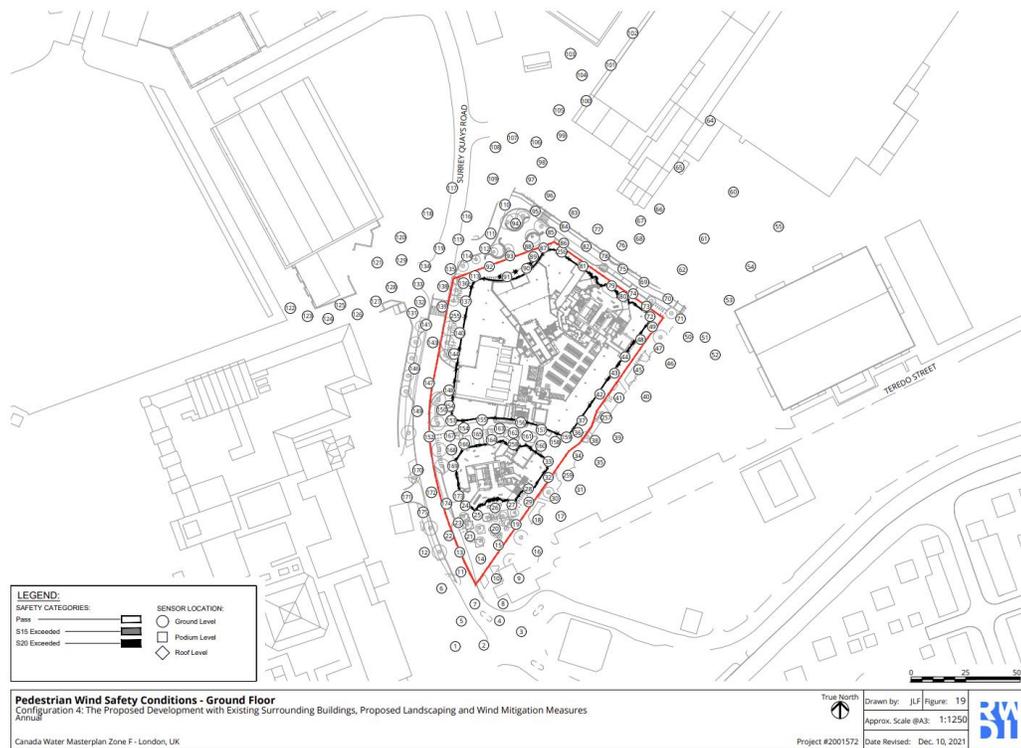


Image: Diagram detailing pedestrian wind safety conditions at ground floor level (proposed development with wind mitigation in place), demonstrating no locations would have with occurrences of strong winds with the potential to be a safety concern to more vulnerable pedestrians and cyclists.

145. As set out previously within this report, there are two alternative development scenarios which could be constructed on the site to the north of Zone F at Unit 1 and Unit 4 of the Canada Water Retail Park. As either of the schemes at the could still be delivered, an Addendum Report providing Additional Cumulative Scenario Wind Microclimate Results (which considers the impacts of the Canada Water Dockside "AIRE" scheme (21/AP/2655) has been undertaken

to ensure that the potential impacts of both development scenarios has been considered.

146. The Addendum report identifies that ground level wind conditions in the assessed scenario would be suitable for the intended uses, and no strong winds posing safety concerns to pedestrians would occur. In short, no new significant wind effects would be introduced through including the Canada Water Dockside "AIRE" scheme (21/AP/2655), as opposed to the historic extant permission (12/AP/4126) which previous wind modelling has factored in.
147. Whilst there would be no potential safety concerns created by Development Zone F, there would, however, be one location with potential safety concerns to more vulnerable pedestrians and cyclists on Dock Edge Walk to the west of Zone F near to the cumulative site subject to the Dockside "AIRE" scheme (21/AP/2655) and the historic extant permission (12/AP/4126). This is likely to be due to the interaction between the neighbouring schemes and CWM Development Zone D and it is expected that this safety concern will be resolved as the RMA applications of both schemes come forward. It is noted that Development Zone F does not make this safety exceedance worse.
148. Using raised tree planters, pots, soft planting and hedges, the wind mitigation strategy provides a safe environment for cyclists and pedestrians, concentrated in vulnerable areas within Zone F. The measures protect the site during interim conditions before the wider Canada Water Masterplan buildings provide Zone F with adequate shelter from strong winds. The temporary scheme in Park Walk Place will be maintained and replaced with a permanent scheme in the Park Walk RMA to be submitted alongside Zone G in due course.
149. There is a condition attached to the OPP requiring submission of detailed wind mitigation measures prior to commencement of above grade works. Such measures would need to take account of the aforementioned factors.
150. Prior to the implementation of the above mitigation measures, wind conditions at thoroughfares, entrances, ground level amenity and rooftop amenity areas of Development Zone F, would introduce new minor and moderate adverse effects. With the implementation of wind mitigation measures, it is considered that significant effects would be mitigated such that there would be no additional significant effects from those previously identified within the approved Canada Water Masterplan ES and the residual effects would be insignificant.

Light pollution

151. The Canada Water Masterplan ES did not assess light pollution from the Outline Proposals as sufficient information was not available at that time. However, the chapter assessed that the likely light pollution effects could range from negligible to major adverse. Now that additional details are available in relation to Zone F a Light Spillage Assessment has been submitted. Development Plot F2 within Development Zone F includes a significant proportion of office space and generous amounts of glazing. Therefore, the potential for light intrusion at night to affect neighbouring residential receptors has been assessed.
152. The ES SoC assesses the impacts from light pollution on residential land uses immediately surrounding Development Zone F. These comprise future CWM Development Zones D and G (both of which are currently approved in outline, but will provide residential accommodation in future RMA's), Development Plot F1 and F2 itself and the extant residential development on the adjacent Decathlon site (Canada Water Sites C and E). Commercial land uses are not considered sensitive to light intrusion, and consequently Development Zone H has not been considered further.
153. The Light Spillage Assessment considers a worst-case scenario where all windows within Zone F are perfectly clean, no blinds are installed, and all lights are on at maximum power throughout the night. However, in terms of future mitigation controls, all external lighting would be switched off for the development between 23:00 and 07:00, unless such light performs a necessary safety or security function at Development Zone F. Where this safety and security lighting is provided and is to be used within this "curfew" period, additional measures would be taken to ensure that this lighting complies with the lower levels of lighting required during these hours.
154. The Assessment identifies that, without mitigation, the light pollution impacts on Zone D could be Major Adverse, Moderate and Major Adverse impacts on Zone G, Moderate Adverse on the adjoining extant residential permission at the Canada Water Retail Park Site. Finally, the impact on Development Plot F2 could be negligible pre-curfew and Moderate Adverse post-curfew. However, night-time light pollution will be minimised through the appropriate location and selection of light controls including time clocks. With this mitigation, the effects are considered to range between Negligible to Minor Adverse. This range of effects conforms with the likely effects which were identified within the CWM ES.

155. External lighting does not form part of the RMA, and has not been considered within the assessment. There are conditions attached the OPP to control external lighting on the buildings and within areas of public realm.

Solar glare

156. The CWM ES did not include the Outline Proposals within the Solar Glare assessment as the detailed façade design had not been developed at that stage. However, the chapter assessed that the likely solar glare effects could range from negligible to major adverse.

157. Development Plots F1 and F2 which form Development Zone F, have the potential to give off solar reflections which would be visible by road users. A detailed technical assessment has therefore been undertaken to confirm the visibility of the Development Plots from neighbouring sensitive receptors and their potential to reflect sunlight.

158. The assessment presents a worst-case scenario assessment as its analysis excludes the surrounding development plots (for which detailed reserved matters design has not yet been granted), neighbouring cumulative schemes and vegetation, all of which would provide further shading and screening from solar reflection for road users.

159. A separate best-case assessment has also been provided which shows Development Zone F in the context of the consented CWM (but without any surrounding cumulative schemes). The detailed massing for Development Plots A1, A2 and K1 have been included alongside the Maximum Parameter envelopes for all the other Development Plots of the CWM. This shows the best-case potential for the future zones to block the view of Zone F or to screen part of the reflections.

160. The solar glare assessment has been undertaken to provide an assessment from nearby road locations which are considered sensitive. The assessment illustrates the potential occurrence of solar reflections from Development Zone F as well as the duration of solar reflections and proximity to a road user's line of sight.

161. There would be no significant effects at 7 of the 16 assessment locations. Of the viewpoints which do see effects, one viewpoint would experience a negligible effect, three viewpoints experience a minor adverse effect, three viewpoints experience a moderate adverse effect and two viewpoints experience a major adverse effect.

162. However, the assessed scenario represents a worst-case condition where the CWM site is cleared, no surrounding Zones of the CWM are built out, no vegetation has been considered and no neighbouring consented cumulative schemes have been implemented. With the Maximum Parameters of the surrounding Development Zones of the CWM in place, notably Development Zones L, H, D and G, effects would be reduced to mainly negligible with two viewpoints experiencing a minor adverse effect (not significant) and one viewpoint (Location 12) experiencing a moderate adverse (significant) effect.
163. Viewpoint 12 relates to a location for a road user travelling south on Surrey Quays Road; three viewpoints have been assessed looking at different traffic lights. Within two of the viewpoints instances of potential solar reflections would be visible throughout the year. However, with the maximum parameters in place a smaller portion of the façade would give off potential solar reflections. Reflections within 5° to 10° of the driver's line of sight would only occur for very short periods of time.

Socio-economics

164. The Applicant's appointed socio-economic specialists (Quod) have reviewed the socio-economic assessment within the Canada Water Masterplan ES in light of the Plot F1 and F2 proposals. The floorspace of Plots F1 and F2 will be within the maximum parameters of Development Zone F of total floorspace and uses of the approved OPP as considered by the socio-economic assessment.
165. Together, Plots F1 and F2 would deliver 2,225 to 2,895 jobs, and 410 residential units resulting in a population of circa 650 residents. This falls within the ranges set out in the approved Canada Water Masterplan ES across all scenarios. Therefore, the proposals for buildings F1 and F2 are in conformity with the likely significant socioeconomic effects identified within the approved Canada Water Masterplan ES.
166. The effects of the Zone F 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.

Transportation and access

167. The Applicant's transport consultants (Arup) have reviewed the Transport Chapter of the Canada Water Masterplan ES and the Transport Assessment (TA) in light of the Plot F1 and F2 proposals. Although the baseline traffic data is not considered to be representative of the current conditions given the Covid-

19 pandemic, it is considered that reliance on the data used for the approved Canada Water Masterplan ES and TA remains appropriate.

168. The total floorspace of Plots F1 and F2 will be within the maximum floorspace parameters of the approved Canada Water Masterplan. The proposals are therefore in conformity with the assessment of likely significant transport effects and the transport related mitigation previously identified within the approved Canada Water Masterplan ES remains accurate and valid.

Noise and vibration

169. The CWM ES submitted with the OPP considered ES noise impacts that might occur as a result of non-residential uses, building plant and road traffic noise associated with the development of the entire masterplan. While some noise from non-residential uses was anticipated, this was considered entirely reasonable given the stated aim to increase the scale and range of the town centre offer, including the night-time economy, at Canada Water.
170. As the proposals for Development Zone F are in conformity with the approved floorspace areas and uses, there will be no significant or material change to the traffic data which was assessed within the OPP. As a result, road traffic-related noise and vibration effects identified within the approved CWM ES remain accurate and valid.
171. 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.
172. All plant proposed for Plots F1 and F2 will be designed in line with the OPP requirements and agreed noise limits. As such, the proposals are and/or will be in conformity with the assessment of noise and vibration likely significant effects.

Air quality

173. The ES for the OPP set out a comprehensive assessment of air quality and the impacts that might be experienced during construction and on completion of the

development. It confirmed that the overall air quality impacts were considered to be negligible on the basis of changes in nitrogen dioxide concentrations and particulate matter for each of 90 identified sensitive receptors.

174. The ES SoC confirms that the traffic data used for the approved CWM ES remains appropriate and the associated traffic generation for Development Zone F would not change.
175. Zone F would be served by air source heat pumps 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 air quality assessment has also been undertaken to assess the cumulative effects of the proposed emergency generators across the Canada Water Masterplan. This confirmed that the cumulative effect of the emergency generators on local air quality is considered insignificant.
176. Given that Zone F only includes seven disabled car parking spaces and there would be no emissions to air from the air source heat pumps, the Development Zone F proposals would be Air Quality Neutral. Accordingly, the proposals are in conformity with the likely significant air quality effects previously identified within the approved CWM ES, which identified that emissions from traffic and heating plant associated with the Development would be Insignificant to Negligible.

Water resources and flood risk

177. A site-wide Flood Risk Assessment was approved for the whole masterplan area as part of the OPP. This confirmed that generally, the site is at low risk of flooding and 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 F, the subject of this RMA.
178. There have been no changes to baseline flood risk data since the production of the FRA approved under the OPP. Surface water runoff would be restricted and attenuated for both Zone F and public realm. Runoff from the plots provides an improvement in runoff rates over the approved strategy.
179. Water storage provision within Development Zone F 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.

180. 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.

Archaeology (buried heritage)

181. As reported in the CWM ES, Development Zone F lies within the extent of the former dock ponds, and MOLA previously assessed that the construction of a basement to a maximum depth of –2.0m OD (plus 1m structural slab) as approved as part of the CWM (Proposed Basement Extents Parameter Plan drawing referenced: CWM-AAM-MP-ZZ-DR-A-07005 Rev P4) would, in the northern half of the plot, entirely remove any surviving remains of the former dock walls and in the southern half entirely remove remains of former early/mid-20th century warehouses. All other archaeological remains will have been removed by the construction of the former ponds.
182. As agreed at OPP no pre-determination investigation works were deemed necessary. Monitoring would comprise a programme of archaeological mitigation works and a programme of archaeological and geoarchaeological evaluation prior to any development beginning (excluding demolition).
183. Planning conditions were imposed within the OPP which require the approval by the council of additional archaeological details prior to commencement of any works (excluding demolition) within Zone F. Condition 64 requires the applicant to secure the implementation of a programme of archaeological and geoarchaeological investigation works in accordance with a written scheme of investigation and Condition 65 requires that the applicant secure the implementation of a programme of archaeological mitigation works in accordance with a written scheme of investigation.
184. In light of the above, the likely significant archaeology (buried heritage) effects are in conformity with the assessment contained Canada Water Masterplan ES and the mitigation previously identified is secured and therefore required to be complied with.

Daylight, sunlight and overshadowing

185. At the time of granting the 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.

186. The daylight consultant has reviewed the RMA details for Plots F1 and F2. Comparison of the 3D model for F1 and F2 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. The comparison has shown that the changes to the Maximum Parameter envelope (as a result of the non-material amendments within 21/AP/4235) are very minor and their location is such that they are unlikely to further obstruct the view of the sky from the closest neighbouring windows. 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.

Townscape, visual and built heritage

187. The non-material amendments to the maximum parameter envelope proposed would be very slight relative to the scale of Development Zone F and the proposed detailed design would not noticeably increase the perceptible scale and bulk of Development Zone F in comparison to the maximum parameters of the approved Canada Water Masterplan assessed within the Canada Water Masterplan ES.
188. Noting the above, the detailed RMA proposals would be in conformity with the townscape visual or built heritage effects assessed in the approved Canada Water Masterplan ES. Accordingly there would be no change to the townscape, visual and built heritage effects or mitigation previously identified within the approved Canada Water Masterplan ES.

Cumulative effects

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

Housing

Dwelling mix

190. Annex 15 of the S106 agreement for the OPP requires that a maximum of 10% of residential units shall be studio flats, and these will all be for market tenure. A minimum of 60% of residential units shall have two or more bedrooms.
191. The table below confirms that the proposed mix complies with the requirements of Annex 15 of the S106 agreement.

Dwelling distribution across Zone F		
Unit size	S106 requirements	Proposed
Studio	10% maximum	31 (7.56%)
1-bed	N/A	132 (32.20%)
2- or more beds	60% minimum	247 (60.24%)
All units	N/A	410 (100%)

192. The proposed mix of units across the two residential blocks is set out in more detail below:

Unit size	F1 Proposed		F2 Proposed		Total Proposed	
	No.	%	No	%	No	%
Studio	16	7%	15	9%	31	7.56%
1 bed	74	31%	58	33%	132	32.20%
2 bed	121	51%	88	50%	209	50.97%
3 bed	24	10%	14	8%	38	9.26%
Total	235	100%	175	100%	410	100%

193. The proposed mix of units across the Zone complies with the requirements of Annex 15 of the S106 agreement. The s106 agreement exempts the most central Zones (B, C, D and F) from the requirement to provide a minimum percentage of 3 bed and larger units. Whilst the percentage of family size (3 bed or more) is relatively low, accounting for just over 9% of the units, it is noted that this complies with the requirements of the OPP which does not set a minimum proportion of 3+ bed units for Zone F. Importantly other Development Zones within the masterplan will deliver higher proportions of family size accommodation. For instance, the OPP requires Zones E, G, H, J and L to provide a minimum of 20% of units with three, four or five bedrooms.

194. Zone F will contribute towards meeting local and strategic housing needs by delivering a significant number of new homes (410). The required affordable housing, in order to ensure an overall minimum of 35% affordable housing by habitable room, will be delivered within the wider CWM area.

Wheelchair dwellings

195. The S106 agreement for the CWM 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 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 CWM S106 as part of the OPP take precedence.

196. This planning application proposes 47 M4(3) 'wheelchair user' dwellings in Buildings F1 and F2 totalling 11.4% of the total number of dwellings within Plot F. These 47 dwellings would be distributed as follows:

- x 16 1-bedroom 2-person units;
- x 26 2-bedroom 4-person units; and
- x 5 3-bedroom 6-person units.

197. The remaining 89% of the proposed dwellings would comply with M4(2) 'accessible and adaptable' standards. Wheelchair user dwellings would not be clustered together and would be distributed across Buildings F1 and F2, to ensure that wheelchair users have a degree of choice over the location and level of their home. 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.

198. Zone F would be car-free, with the exception of 5 accessible on-street spaces for residents and 2 spaces within the service yard for commercial use. 3 accessible residential spaces would be located on New Brunswick Street close to the residential entrance to F2, and a further 2 will be located on Higher Cut, accessed via a vehicle crossover from Surrey Quays Road. This provision equates to 1% of the total number of units.



Image: Ground plan of Zone F1 and F2, with the Blue Badge bays shown in dark blue. Entrances to the residential lobbies are denoted by light green triangular arrows.

199. F1 and F2 provide step-free access throughout both buildings and all outdoor spaces, as well as a compliant mix of wheelchair homes and the provision of conveniently located wheelchair parking spaces. It is considered that Zone F would provide adequately for the needs of wheelchair users.

Density

200. Neither the London Plan nor the Southwark Plan set prescriptive density ranges within which schemes must fall; instead, both encourage the optimisation of 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.
201. The Zone F site occupies an area of 9,982 sq m (1 hectare). The scheme would deliver non-residential floorspace totalling 47,360 square metres (GEA). The proposed residential element would deliver 1161 actual habitable rooms. Whilst the development would provide a high residential density, as demonstrated within this report, the quantum of residential and non-residential floor area, and

the proposed mix of units sits within the required limits set by the approved Development Specification.

202. The proposed massing sits within the vertical and horizontal parameters set by the OPP Parameter Plans. Furthermore, and as explained in within this report, the scheme would:

- deliver a mix of dwelling sizes compliant with the OPP s106;
- provide residential accommodation of a good standard;
- be of a high standard of architectural design; and
- cause no undue harm to the local environment or existing residents' amenity.
-

203. On account of the above, the scheme's density is considered acceptable.

Quality of residential accommodation

204. Policy D6 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. Southwark Plan (2022) Policy P15 requires all development to achieve an exemplary standard of accommodation that will contribute to creating healthy and safe places where people of all ages want to live and can thrive. The policy states that this is especially important for higher density schemes.

Aspect and outlook

205. Southwark Plan (2022) 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.

206. The tower elements of both F1 and F2 have been designed with chamfered corners which allow the introduction of a second aspect to each unit to improve the range and quality of aspects. Balconies to each of the units are accommodated in large cuts, which allow windows within them to provide

additional aspects, whilst at the same time protecting privacy between adjoining units.

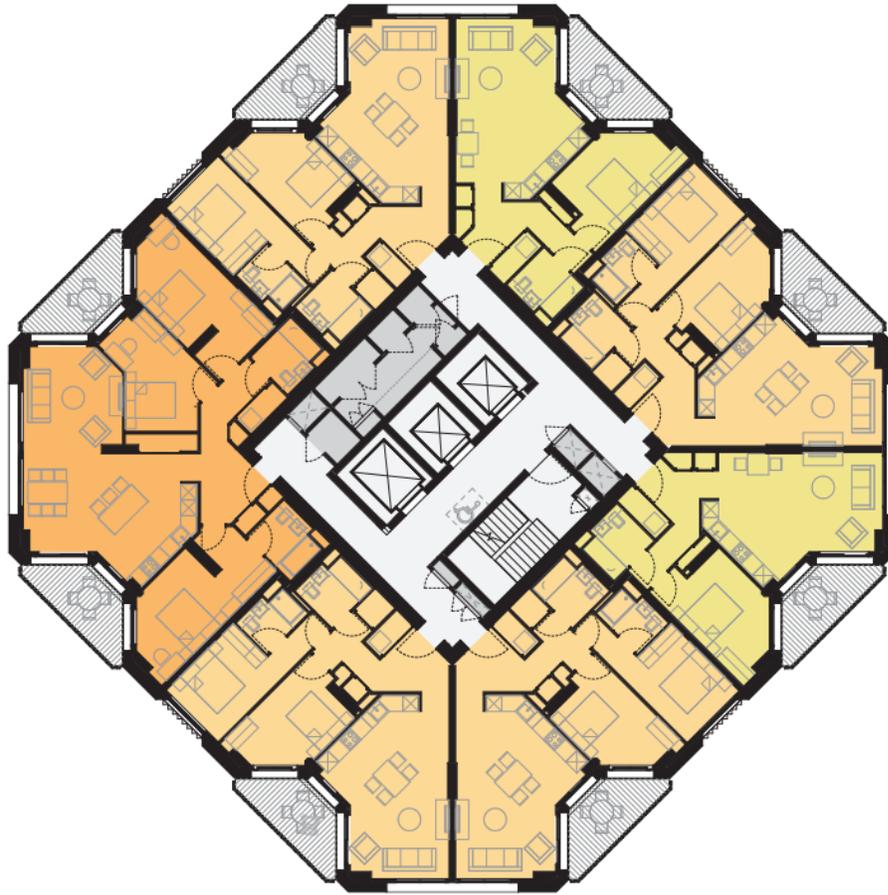


Image: Illustrating a typical floor within the tower, with chamfered corners and additional aspects provided from the balconies.

207. The image above demonstrates that the chamfered corners ensures that each unit benefits from a second aspect, with the exception of a single studio at 2nd floor level within F1 (see image below) This is the same studio which also has no private external amenity space. The studio is south facing, rather than north facing, and has views onto the public realm at Park Walk Place, and will receive high levels of natural light. It is also generously sized (43.8 sq m).



1. Level 2

Image: Illustrating level 2 of F1 and the single studio which will be single aspect.

208. The size of the 3 bed units, and their locations on corners ensures that each is a genuine dual aspect unit with openable windows on two external walls on adjacent sides of the unit, looking in different directions 90 degrees apart. Whilst the smaller units, due to their size, may not have elevations that are set 90 degrees apart, all but the previously highlighted studio have multiple windows looking in more than one direction. This provides various benefits such as better daylight, a greater chance of direct sunlight for longer periods, natural cross ventilation and a greater capacity to address overheating, whilst the primary habitable areas are offered a choice of views. Overall, across both buildings the proposed units are predominantly dual aspect (96%) and allow for natural cross ventilation.

209. The units on the upper floors of both towers will benefit from very unrestricted views given that F1 and F2 are tall buildings. Views from the lower floors will become more enclosed as the wider CWM is constructed, most notably the adjoining plots within Zone G (to the south east) and Zone D (to the south west). These Zones will be developed in accordance with the parameter plans approved under the OPP, which established that the minimum separation of distances of between 20-24m between the plots is acceptable.

210. On the lower floors, there will be a number of units which have more restricted views. These are the north facing units within F1, which looks across Higher Cut directly towards the office podium of F2 (which can be seen in the image below). The office element rises in height level with the residential 12th floor, although the impact will be greater on the units on the lower floors which will have the most restricted outlook.



Isometric View from North East

Image: Visual demonstrating the separation between F1 (left) and the office within F2 (right). The numbers indicate:

- 1 - F2 office, shared rooftop garden;
- 2 - F2 residential terrace;
- 3 - F1 residential terrace;

- 4 - F1 residential tower top amenity areas;
- 5 - Balconies;
- 6 - F2 office terrace;
- 7- Biodiverse roof.

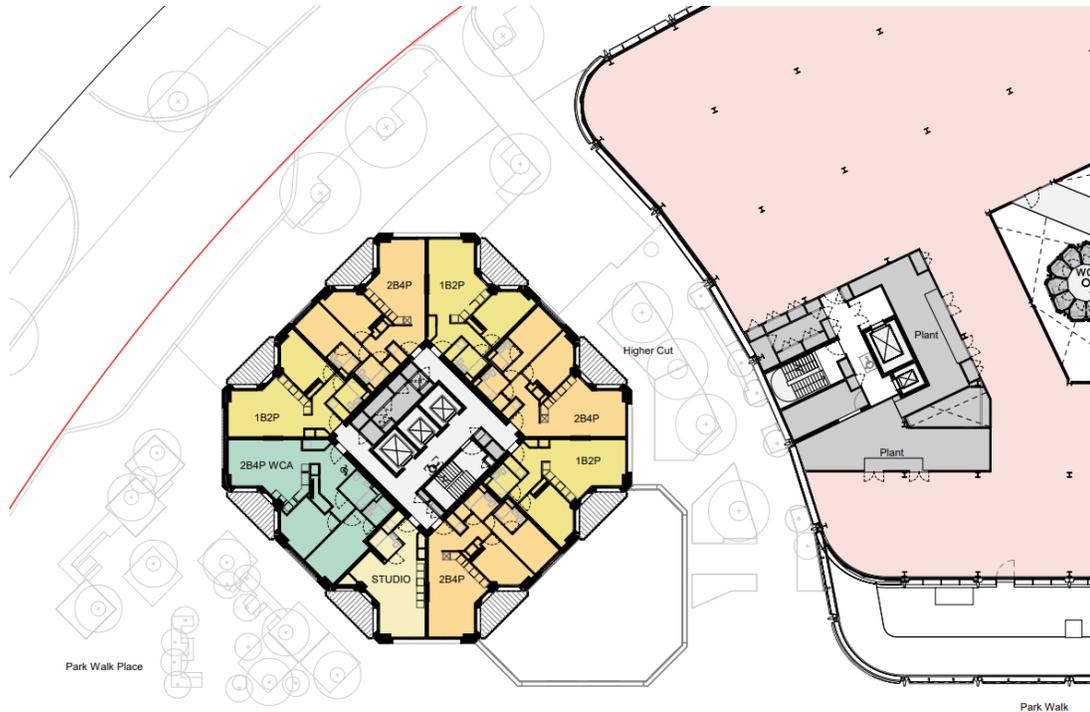


Image: Plan showing the separation between F1 (left) and the office within F2 (right).

211. Units which are located within the chamfered corners of F1, whilst looking towards the office podium, will also benefit from a second aspect away from the neighbouring office. In total, there are 9 units from 4th-12th residential levels which have views predominantly towards the office podium. In each of the units the window and door arrangement around the 'cut' balconies provide some variation of aspect and views ensuring that each unit has more than a single viewpoint directly towards the neighbouring building. Furthermore, the key habitable rooms for each of these flats would have generously proportioned windows to provide occupiers with a broad viewframe. The layout of the units also prioritises the living spaces for long views. Thus, despite the single direction of outward views from these dwellings, the arrangement and orientation of the buildings means the majority of occupiers would, on balance, benefit from an acceptable quality of outlook, with only 9 out of 410 units having views which are predominantly towards the adjoining office building.

212. In summary, the proposal would achieve a clear predominance of dual aspect, with all proposed dwellings benefitting from an acceptable quality of outlook. When balanced against the need to achieve an efficient use of land as required by Southwark Plan (2022) policy P18 (Efficient use of land) and policy D6 of the London Plan 2021, it is considered that the new dwellings' quality of aspect and outlook would be acceptable.

Privacy within the proposed dwellings

213. 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

214. The separation distances to adjoining Zones within the Masterplan are already established by the OPP and are far in excess of 12m required on highway-fronting elevations.

215. As with the outlook considerations assessed in the previous section, the residential units within F1 on residential floors 2-12, face the office element within F2, and consequently have the potential to be most affected by a loss of privacy caused by overlooking from the neighbouring commercial use. The image below shows that the residential and commercial façades would have separation distances between 12m and increasing to 20m as F1's chamfered form cuts away from F2.



Image: Plan typical separation distances between F1 and F2 (5th-12th floors)

216. On the 2nd, 3rd and 4th floors shared residential amenity areas are proposed within the most constrained parts of the floorplan, in order to reduce the potential for overlooking. Within F2, the office core is positioned within the most central location which would have the tightest relationship with F1, and thereby provides visual protection for privacy. The layout of the residential units prioritises the living spaces for long views, whilst bedrooms (which are generally used outside standard office hours) generally have the more close, more direct views to the office building.
217. Overall, a 12m separation distance is maintained to each of the affected windows, and the internal layouts of the units has been developed to mitigate against potential overlooking as far as possible. When balanced against the need to achieve an efficient use of land as required by Southwark Plan (2022) policy P18 (Efficient use of land) and policy D6 of the London Plan 2021, it is considered that the new dwellings' privacy and quality of accommodation would be acceptable.

Internal daylight within the proposed dwellings

218. A daylight and sunlight report based on the Building Research Establishment (BRE) Guidance has been submitted by the applicant, which considers light to the proposed dwellings using the Average Daylight Factor (ADF).
219. ADF is the most appropriate method for analysing new dwellings where the layout and window positions are known. The ADF, which measures the overall amount of daylight in a space, is the ratio of the average illuminance on the

working plane (table height) in a room to the illuminance on an unobstructed horizontal surface outdoors, expressed as a percentage. The ADF takes into account the VSC value, i.e. the amount of daylight received on windows, the size and number of windows, the diffuse visible transmittance of the glazing used, the maintenance factor and the reflectance of the room surfaces. Therefore, it is considered as a more detailed and representative measure of the daylight levels within a living area, but only appropriate when good information about the affected rooms is available.

220. The BRE guidance recommends an ADF of 1% for bedrooms, 1.5% for living rooms and 2% for kitchens. This also adopts an ADF of 2% for shared open plan living/kitchen/dining rooms (LKDs).
221. As previously set out, there are two separate development scenarios which could come forward within the neighbouring site to the north. This is because there is an extant permission (12/AP/4126) for a wider masterplan granted planning permission in 2013 under reference 12/AP/4126. Phase 1 of the masterplan has been built and is known as the Porters Edge development. However, whilst unlikely, the later phases could still be implemented, and is a material consideration. The alternative development scenario for the same site is a 100% commercial masterplan known as the AIRE Scheme. The proposals (21/AP/2655) currently have a resolution to grant, and are likely to be implemented in the future. Consequently, there are two distinct built development scenarios which could feasibly be constructed at the adjoining sites. As either of the neighbouring schemes could still be delivered, the daylight and sunlight report assesses the impact of both scenarios on the new units within Zone. For the purposes of this report the scenario with the historic permission is known as the “Without AIRE Scenario”, whilst the scenario with the recent commercial masterplan is known as the “AIRE Scheme Scenario”.
222. The proposed development contains 1074 habitable rooms requiring ADF testing. The applicant has provided a daylight assessment with the planning application, the results of the impacts of both development scenarios which are summarised in the following tables:

Without AIRE Scenario

ADF results for all proposed dwellings			
<u>Block</u>	<u>Number of rooms tested</u>	<u>Rooms satisfying BRE</u>	<u>Rooms not satisfying BRE</u>
Block F1	623	511 (82% of all F1)	112 (18% of all F1)

			Which breaks down as 70 beds and 42 lkd
Block F2	451	427 (95% of all F2)	24 (5% of all L2) Which breaks down as 20 beds and 4 lkd
Total	1074	938 (87% of all rooms)	136 (13% of all rooms) Which breaks down as 90 beds and 46 lkd

AIRE Scheme Scenario

ADF results for all proposed dwellings			
<u>Block</u>	<u>Number of rooms tested</u>	<u>Rooms satisfying BRE</u>	<u>Rooms not satisfying BRE</u>
Block F1	623	512 (82% of all F1)	111 (18% of all F1) Which breaks down as 71 beds and 40 lkd
Block F2	451	427 (95% of all F2)	24 (5% of all F2) Which breaks down as 20 beds and 4 lkd
Total	1074	939 (87% of all rooms)	135 (13% of all rooms) Which breaks down as 89 beds and 46 lkd

Without AIRE scenario

223. Of the 136 rooms that do not satisfy the BRE guidance, 46 are living, kitchen or dining rooms and 90 are bedrooms.

With AIRE scenario

224. Of the 135 rooms that do not satisfy the BRE guidance, 46 are living, kitchen or dining rooms and 89 are bedrooms.

Conclusion

225. Of the 135 rooms (for the "Without Aire scenario) and the 136 rooms for the "With AIRE" scenario that do not satisfy the BRE guidance, the vast majority are affected by oversailing balconies or decks on the floor above, which reduce direct light to the rooms; given the amenity value these balconies provide, a balanced judgement must be made in this respect. It is important to note that the ADF levels of the non-compliant rooms are not untypical for an inner London location. Given the high density surroundings, it is considered that the proposed dwellings would achieve acceptable internal daylight levels.

226. In summary, while the lower ADFs are a negative aspect of the development, the vast majority in both scenarios (87% of the rooms within the development) would meet the internal daylight levels advised by the BRE guidance. Overall, the quality of accommodation is not such that it would be reasonable to refuse permission.

227. In both scenarios, the studio unit at level 2 of F1, which does not have access to a private balcony, would receive a compliant level of ADF (2%).

Internal sunlight within the proposed dwellings

228. The assessment of sunlight within both new buildings is undertaken using the Annual Probable Sunlight Hours (APSH) test. The APSH test calculates the percentage of statistically probable hours of sunlight received by each window in both the summer and winter months. March 21st through to September 21st is considered to be the summer period while September 21st to March 21st is considered the winter period. The guidelines suggest that windows should receive at least 25% total APSH with 5% of this total being enjoyed in the winter months.

229. The emphasis of the BRE guidance is on living rooms rather than bedrooms and kitchens. The guide recommends that "Sensitive layout design of flats will attempt to ensure that each individual dwelling has at least one main living room which can receive a reasonable amount of sunlight ... Where possible, living rooms should face the southern or western parts of the sky and kitchens towards the north or east."

230. The degree of satisfaction for future occupants is related to the expectation of sunlight; if a room is north facing, or in a densely-built urban area, the absence of sunlight is likely to be considered more acceptable. As the expectation for sunlight within bedrooms is generally lower, only the living rooms and lkd's of F1 and F2 with windows orientated towards 90 degrees of due south have been presented within the report.

Without AIRE Scenario

<u>APSH and WPSH results for all proposed dwellings</u>		
<u>Blocks F1 and F2</u>	<u>Number of rooms tested</u>	<u>APSH - Windows satisfying BRE</u>
	293	255 (87% of all windows tested)

With AIRE Scenario

<u>APSH and WPSH results for all proposed dwellings</u>		
<u>Blocks F1 and F2</u>	<u>Number of rooms tested</u>	<u>APSH - Windows satisfying BRE</u>
	293	255 (87% of all windows tested)

Without AIRE Scenario

231. When looking at the sunlight levels for the 293 living areas with a window facing within 90° of due south, 255 (87%) meet or exceed the recommendation for annual sunlight levels.

With AIRE Scenario

232. When looking at the sunlight levels for the 293 living areas with a window facing within 90° of due south, 255 (87%) meet or exceed recommendation for annual sunlight levels.

Conclusion

233. The results demonstrate that, for living rooms and lkds only, a good level of sun-lighting would be achieved. However, as with the daylight results, the apartments that will experience lower levels of sunlight are generally as a result of being overhung by a balcony. For those located on the lowest storeys, this is also a function of the overshadowing effect of the surrounding context

234. In both scenarios, the studio unit at level 2 of F1, which does not have access to a private balcony, has very good levels of annual and winter sunlight.

Overshadowing of communal external amenity areas

235. The BRE guide suggests that, “at least half of the amenity areas ... should receive at least two hours of sunlight on 21st March”. Although the BRE guidance advises that the best date for preparing shadow plots is the equinox (21st March), it recognises that “plots for summertime (e.g. 21st June) may be helpful as they will show the reduced shadowing then, although it should be borne in mind that 21st June represents the best case of minimum shadow, and that shadows for the rest of the year will be longer”.

236. The applicant’s daylight and sunlight report has assessed the impact of the proposed development in terms of overshadowing on both March 21st and June 21st for each of the proposed amenity spaces across F1 and F2. Good levels of sunlight are seen within the scheme, with all terraces provided at podium and roof level exceeding BRE’s minimum recommendation, apart from one. The affected roof terrace which is located at level 34 of Plot F1 to the north-west, whilst technically falling short of guidance on 21st March, will see the recommended levels two days later (23rd March) and is therefore still considered to perform well.

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

237. The internal area of all of the proposed homes would satisfy the minimum floor areas set out in the Council’s Residential Design Standards SPD.

238. All dwellings would have built-in storage space of a size that meets the minimum requirements of the Council’s Residential Design Standards SPD.

239. In summary, the dwelling, room and built-in storage sizes are considered acceptable.

Floor-to-ceiling height

240. All dwellings would have a floor-to-ceiling height of 2.5 metres. London Plan Policy D6 states that the minimum floor to ceiling height must be 2.5 metres for at least 75% of the Gross Internal Area of each dwelling and the Council's Residential Design Standards SPD, states a minimum headroom of 2.3 metres. This would contribute to the sense of space within all the dwellings.

Internal noise and vibration levels

241. It is recommended that conditions be imposed requiring pre-occupation testing of the separating floors and walls to demonstrate that the relevant acoustic performance standards, as prescribed by the Building Regulations, have been met. This will ensure that the occupiers of the dwellings do not experience excess noise, transmitted either vertically or horizontally, from adjacent sound sources.

On-site storage facilities for refuse and deliveries

242. Both F1 and F2 would have a dedicated waste chute in each residential core direct to waste managed refuse stores at basement level, where refuse is sorted and compacted prior to collection. Both towers also have a managed interim waste store accessed from the ground floor core for larger cardboard items and glass.

243. Although neither of the blocks would have externally accessible storage for deliveries and other bulky items, the buildings will be served by concierges, who will handle deliveries. Drivers will be responsible for the unloading/loading of goods from the vehicle. Goods will be moved to the residential receptions by the driver and can be placed into post boxes or delivery stores, or taken directly to the resident's unit. This is considered acceptable and in line with policy requirements.

Conclusion on quality of residential accommodation

244. The proposal would deliver 410 new homes benefitting from a good quality of outlook, with a large majority of the units being dual aspect. 13% of the proposed rooms would not achieve the internal light levels recommended by the BRE guidelines, which although not untypical for inner London, would compromise the quality of living accommodation to a degree. Sunlight to

bedrooms has not been tested, and whilst it must be acknowledged that there are some instances of room and dwelling size non-compliance, these are on the whole relatively minor, and all flats would nevertheless achieve a logical layout with practically-sized rooms. The high ceilings would contribute to the sense of space and prevent the smaller units from feeling oppressive.

245. The quality of the proposed accommodation is considered to be high.

External amenity space and young people's play space

Private external amenity space

246. 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.

247. 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.

248. With the exception of a single studio at 2nd floor level within F1, every unit has access to a private external balcony. All 3 beds, with the exception of 4 across F1 and F2, would have 10 sq m external balconies. With the exception of the 4 three bed duplex units (2 in F1 and 2 in F2), the amenity space would be provided across two separate balconies per unit, rather than a single larger balcony area. The 4 non-compliant 3 beds (of a total 38) would each have 9.5 sqm balconies. Across the development as a whole 367 of the 410 of the proposed dwelling would not be provided with 10 square metres of private amenity space. In the vast majority of these instances the units would have balconies measuring 9.5 sq m, marginally short of the 10 sq m target, although 5 of the units are provided with private amenity balconies measuring between 5.9 and 6.3 sqm. To compensate for these small private amenity space shortfalls, and as the Council's Residential Design Standards SPD allows, there would be provision of communal amenity space within each of the blocks, as explained in the table below:

Private amenity space shortfall and offset				
	<u>Total private amenity shortfall (sq. m)</u>	<u>Communal requirement (shortfall + 50 sq. m)</u>	<u>Communal provision (sq. m)</u>	<u>Surplus (sq. m)</u>
Block F1	133 sq m	183 sq m	185.9 sq m	+2.9 sq m
Block F2	83.7 sq m	132.7 sq m	225 sq m	+132.7 sq m

249. In summary, the small shortfalls in balconies or terrace sizes is mitigated by the additional external communal amenity areas provided for both F1 and F2, and the private outdoor amenity space provision is considered to be acceptable.
250. A single studio located at 2nd floor level of F1 would have no private outdoor space at all. The studio in question is south facing, would be slightly oversized at 43.8 sqm (compared to a 39 sq m minimum) and would have access to a communal amenity balcony also located at second floor level, a short distance from the studio itself. The unit would also have access to all other external communal amenity areas. On balance, this is considered to be acceptable.

Communal outdoor amenity space

251. As mentioned in the preceding paragraphs, the proposed development would deliver 410.9 square metres of communal outdoor amenity space. This is 135.6 square metres more than the minimum requirement and should be seen as a benefit of the proposal.
252. The communal amenity area is provided within a single large terrace at residential 13th floor level on F2, and across two communal balconies at 2nd and 3rd floors, a larger 4th terrace, and 2 rooftop terraces at 34th floor on F1. The amenity areas provide a variety of spaces for relaxation, socialising and sitting out, and in the case of the 34th floor terraces, expansive views across London. In addition, F1 has three indoor communal amenity space, which whilst not counted in the total amenity space calculations, would provide additional space for residents to socialise.
253. The format and quantum of communal amenity space meets the expectations of policies D6 of the London Plan, and as such is considered acceptable.
254. Planning conditions are recommended requiring details 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. A condition within the OPP secures unrestricted and equitable access to the communal amenity space for all residents within their own block.

Young people's play space

255. The OPP established a methodology to determine the quantum of on-site playspace for each of the Reserved Matters Applications. Annex 24 of the S106 sets out the child yield methodology for the CWM (by child age groups) and Annex 29 sets out that 10 sqm is required for each child.
256. Officers consider on-site play space provision to be the priority given the size of the application site, the importance of play space as part of design quality, and as existing play spaces within the wider Canada Water area are well used by existing communities.
257. Using the child yield methodology the proposed unit mix across Development Zone F results in a total children's play space requirement for the proposed development of 350 square metres. The table below shows how this breaks down across the three age groups within F1 and F2, and how the application proposes to meet the requirements.

<u>Play space provision</u>				
<u>Block</u>	<u>Young person yield from development</u>	<u>Area of play space required (sq.m)</u>		<u>Format of proposed provision</u>
Block F1	Aged under 5	130	= 210 sqm	On-site, Block F1 Level 4 terrace, 212 sq.m [surplus: 2 sq.m]
	Aged 5 to 11	50		
	Aged 12 to18	30		
Block F2	Aged under 5	90	= 140. sqm	On-site, Block F2 Level 13 terrace, 158 sq.m [surplus: 18 sq.m]
	Aged 5 to 11	30		
	Aged 12 to18	20		
<u>Summary</u>				
Both Blocks	Aged up to 11	350	=350	212 sqm (Satisfied on-site)
	Aged 12 to18	50		158 sqm (Satisfied on-site)

258. The London Plan (2021) recommends that under-5s play space be at least 100 square metres in size, in part because the space needs to be of an adequate size to ensure carers can sit and talk while supervising children. Accordingly, the under 5s play space for both F1 and F2 exceeds 100 square metres. Whilst play is provided for older children on-site, as the overall CWM continues to be delivered there will be additional play facilities nearby, most notably at the new public park which will be located a short distance to the north of Zone F.
259. The approach to on-site play across F1 and F2 maximises doorstep' play on-site in a safe and welcoming environment, as well as providing some areas of play space for older children. The two terraces within F1 and F2 provide play centred areas with a variety of free-play areas, natural play mounds, tactile play experiences and wooden play equipment which allows different ages to play together.

Play Spaces Provision per age profile



Image: Plan illustrating the allocation of play areas within F1 and F2

260. The OPP contains a planning condition which requires further details of 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.

Privacy, outlook, noise and odour impacts on nearby residential occupiers

Policy background

261. Policy 56 (Protection of amenity) of the Southwark Plan (2022) seeks to ensure that all development sets high standards for protecting daylight and sunlight and reducing air, land, noise and light pollution and avoiding amenity and environmental problems that affect how we enjoy the environment in which we live and work. The Council's Residential Design Standards SPD expands on policy and sets out guidance for protecting amenity in relation to privacy, daylight and sunlight.
262. The impact of the development in terms of daylight and sunlight was assessed and deemed to be acceptable as part of the OPP. At that time, a building envelope, in terms of the maximum height and footprint of a building on this plot was established, having taken account of known development on neighbouring sites, and the relationship with other parts of the masterplan.

Outlook and privacy

263. 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
264. Given the Development Zone's position within a central area of the CWM, it is located a significant distance from the nearest existing residential properties. The closest identified residential properties are those within Brunswick Quay to the south of the site beyond Redriff Road. There are also existing residential properties within the Porter's Edge development north of the Development Zone.
265. Both are circa 100m from Zone F, and whilst the outlook from neighbouring properties would undoubtedly change, largely because of the form of the towers, it is not considered that the proposals would have any significant impact on the existing residents' privacy or outlook.



Image: Identifying the Development Zones within the Canada Water Masterplan

266. Development Zones D, G and H of the CWM adjoin Zone F. The positioning of each of the neighbouring Development Zones is controlled by the Parameter Plans approved under the OPP, which ensures that sufficient separation distances are maintained between each of the Development Zones. For instance, the Parameter Plans ensure a 24m separation distance between Zone H and Zone F and 20m separations between Zone F and Zone G and Zone H.
267. The proposals for Zones D, G and H are at different stages of design development. However, as Reserved Matters are yet to be submitted for Zones D and G, the final layout of each is currently unknown, and it is not possible to undertake a detailed review of the future proposals. However, as any

forthcoming detailed design must accord with the approved Parameter Plans, the current Zone F proposals will not have an unacceptable impact on the development of future CWM Development Zones. The distances that will be retained are sufficient to prevent any unacceptable level of harm arising by way of loss of outlook or privacy and would comply with the standards set out in the SPD.

268. The RMA for Zone H was recently approved by Planning Committee (11th July 2022). The distance that will be retained between the commercial building on Zone H and the buildings subject of this RMA is sufficient to ensure that an acceptable level of amenity will be afforded to future resident in terms of overlooking and loss of privacy.

Noise

269. London Plan Policy D14 and Southwark Plan Policy P56 require developments to manage the impacts of noise. Noise impact arising from the redevelopment as a whole was assessed in the ES submitted with the OPP and appropriate conditions were attached to prevent any harm arising in terms of plant, equipment and soundproofing. Now that a specific range of uses have been identified for this plot, additional conditions are recommended for this RMA to restrict operating hours for the commercial units, servicing hours and use of the terraces. These additional conditions are necessary to protect the amenity of existing and future residents.
270. Rooftop plant is proposed atop the tower elements within both blocks F1 and F2. The podium roof level of F2 would also incorporate roof-level plant, and there would be twin substations at ground floor level of both blocks. Condition 84 within the OPP controls plant noise and states that the sound level from any plant to be provided within any building within the CWM shall not exceed the Background sound level (LA90 15min) at the nearest noise sensitive premises and the Specific plant sound level shall be 10dB(A) or more below the background sound level in this location.
271. The condition is considered sufficient to ensure that the proposed plant will not have an unacceptably adverse impact on existing or future neighbouring residents.

Noise environment within dwellings

272. The Environmental Protection Team was consulted on this RMA application and is satisfied that no unacceptable noise or disturbance would arise from the range of uses proposed subject to the imposition of a number of conditions to ensure satisfactory internal noise levels within proposed residential units,

control soundproofing between commercial and residential units, and to restrict the commercial unit opening hours (07:00-23:00 Monday – Saturday and 08.00 - 22:00 Sundays and bank holidays) and delivery hours (07:00 to 21:00 on Mondays to Saturdays and 09:00 to 18:00 on Sundays and Bank Holidays).

Odour

273. The OPP permits the use of the ground floor retail units for food and drink restaurant uses, and at this stage units within F2 have been identified by the applicant as being suitable for food and beverage uses. To protect the surrounding dwellings from odour disturbance, the OPP is subject to a condition recommended requiring the Local Planning Authority's approval of a scheme of extraction and ventilation for any restaurant or hot food takeaway uses within the development or any other uses where hot food preparation is to take place.
274. For those units within F2 which could be used for food and beverage operations, a route for a kitchen extract to be ducted up to roof has been allocated in the commercial office core. Were a food and beverage unit to occupy a unit in F1, extract will be via louvres at level 1, utilising a UV filtration system to ensure air quality is acceptable. However, in either scenario, full details would be provided to the council to enable discharge of the planning condition.

Daylight, sunlight and overshadowing impacts on nearby residential occupiers

275. The NPPF sets out guidance with regards to daylight/sunlight impact and states that "when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site". The intention of this guidance is to ensure that a proportionate approach is taken to applying the BRE guidance in urban areas. London Plan Policy D6 sets out the policy position with regards to this matter and states "the design of development should provide sufficient daylight and sunlight to new and surrounding houses that is appropriate for its context". Policy D9 (Tall Buildings) states that daylight and sunlight conditions around the building(s) and neighbourhood must be carefully considered. Southwark Plan Policies identify the need to properly consider the impact of daylight/sunlight without being prescriptive about standards.

276. The Building Research Establishment guidance sets out the rationale for testing the daylight impacts of new development through various tests. The first is the Vertical Sky Component test (VSC), which is the most readily adopted. This test considers the potential for daylight by calculating the angle of vertical sky at the centre of each of the windows serving the buildings which look towards the site. The target figure for VSC recommended by the BRE is 27% which is considered to be a good level of daylight and the level recommended for habitable rooms with windows on principal elevations.
277. The most effective way to assess quality and quantity of daylight within a living area is by calculating the Average Daylight Factor (ADF), this is the most appropriate methods for assessing the potential impact on dwellings where the layout and window positions are known. The ADF, which measures the overall amount of daylight in a space, is the ratio of the average illuminance on the working plane (table height) in a room to the illuminance on an unobstructed horizontal surface outdoors, expressed as a percentage. The ADF takes into account the VSC value, i.e. the amount of daylight received on windows, the size and number of windows, the diffuse visible transmittance of the glazing used, the maintenance factor and the reflectance of the room surfaces. Therefore, it is considered as a more detailed and representative measure of the daylight levels within a living area, but only appropriate when good information about the affected rooms is available.
278. The third method is the No Sky Line (NSL) or Daylight Distribution (DD) method which is a measure to assess the distribution of daylight in a space and the percentage of area that lays beyond the no-sky line (i.e. the area that receives no direct skylight). This is important as it indicates how good the distribution of daylight is in a room. If more than 20% of the working plane lies beyond the no-sky line poor daylight levels are expected within the space
279. In terms of the impact upon neighbouring buildings the OPP included a full assessment of daylight, sunlight and overshadowing impact based on a maximum 3D envelope for each plot as created by the limitations of the parameter plans. By assessing the maximum parameters this represented a worst-case scenario in terms of impact that 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).
280. The impact on neighbours in this respect was deemed to be acceptable at the time of granting the OPP. This included an assessment of the impact upon the Porters Edge development as well as the consented but unconstructed Phases 2, 3 and 4 of the that outline permission and the adjacent CWM plots (Zones G, D, H). Given the assessment undertaken at outline stage it would not be

reasonable to reassess that impact as part of the RMA unless there has been a significant change in baseline conditions or a significant change to the worst case scenario tested at outline stage.

281. There has however been a change in respect of the adjacent development site which contains the unconstructed later Phases 2, 3, 4 of the Porters Edge development. The OPP tested the impact on the extant permission for residential-led redevelopment of that site. It has recently become known that the extant permission is unlikely to be implemented and there is a resolution to grant a new planning permission for commercial redevelopment of that site (21/AP/2655). However, the application submitted under reference 21/AP/2655 fully considered the impact of the approved Canada Water Masterplan development maximum parameters and the relationship was deemed to be acceptable. There is no requirement for this RMA to address this change in circumstances given the 100% commercial nature of the adjoining development.
282. The minor amendments to the height and footprint of the development are not considered to be a significant change to the worst case scenario tested at outline stage as confirmed by the technical specialist responsible for preparing the ES Statement of Conformity.

Overshadowing of amenity spaces

283. 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.

Design

284. The OPP establishes that within the Masterplan tall buildings will play a significant role in transforming Canada Water into a new town centre. Zone F, alongside Zone G, is referred to as the Central Cluster, an area which the OPP identified as a suitable location for tall residential buildings, whilst the neighbouring Zone D is identified as an appropriate location for the tallest building within the Masterplan. The approved Maximum Heights Parameter Plan details the maximum heights for the tall buildings located within Development Zone F; these are +125m AOD at the location of the F1 tower and +116m AOD at the location of Development Plot F2 tower. The drawing also prescribes heights for the base and podium buildings located within Development Zone F; these are +45m AOD and +49m AOD respectively.
285. F1 is residential tower of 37 storeys (ground +36 storeys) built to the maximum

height parameter approved by the OPP of +125.00m AOD. It also has a small podium “nib” element which is five storeys in height. F2 is podium office building of 10 storeys (ground +9 storeys) with a residential tower of 34 storeys (ground +33 storeys), again built to its maximum height parameter approved by the OPP of +116.00m AOD.

Site layout, access and public realm

286. The CWM Parameter Plans and Design Guidelines identify the requirement for a pedestrian route in Development Zone F which would separate the two buildings (F1 and F2) within the Zone, whilst providing pedestrian access between Park Walk and Zone D. The Design Guidelines outlines that there should be no permanent vehicular access in Park Walk, on frontages facing the Park, and secondary pedestrian routes in Development Zone F, with the exception of managed servicing, maintenance and emergency access.
287. The proposed building is surrounded on all sides by public realm which provides pedestrian access around the site. The main public realm areas as part of this RMA are Surrey Quays Road which runs to the west of Zone F, Park Walk Place to the south of F1 and the Higher Cut, a pedestrianised walkway which leads between F1 and F2. As part of a separate RMA it is proposed to create a street along the east of Zone F. This street, named Park Walk, will create a pedestrian and cycle route to the new public park to the north. The detailed design will be secured by a future RMA. Similarly, New Brunswick Street to the north is also outside Zone F, and the detailed design of the street is to be secured under a separate RMA.
288. The main residential entrance to F1 is located to the south, from Park Walk Place, which will form an area of public realm at the south of Park Walk, providing long views to the park itself. It will form a key new pedestrian street linking together Southwark Park and Russia Dock Woodland which forms part of the Masterplan’s Green Link Strategy. Park Walk Place is included within the Zone F RMA to enable a temporary landscaping scheme and surface for emergency vehicles. However, this will be replaced by a future landscaping scheme which will be secured under the wider Park Walk RMA. The temporary landscaping involves temporary resin bound gravel surface with planters, trees and benches providing space for people to sit.

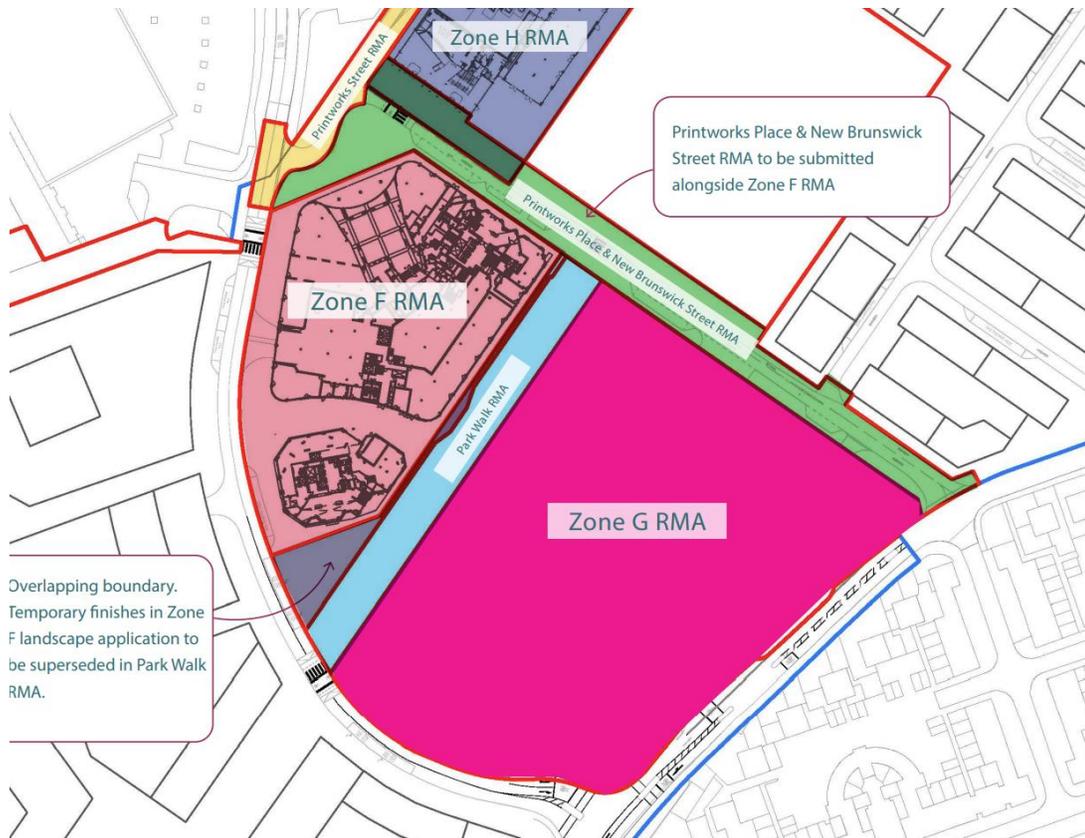


Image: Detailing the site layout and areas of public realm

289. The main F2 residential entrance is located on New Brunswick Street to the north, with the new public park immediately opposite. New Brunswick Street is designed as a neighbourhood street linking Surrey Quays road to Redriff Road further to the south-east. A servicing layby, primarily for the use of ground floor retail units within F2, and 3 accessible car parking spaces for F2, are provided on New Brunswick Street, however vehicular access to the street will be controlled using an access control system further to the south.
290. To the north-west, Printworks Place, which is included within the New Brunswick Street RMA, forms another nodal point, part of the strategic green link which connects Russia Dock Woodland and Southwark Park through the Masterplan. The space also accommodates the meeting of Printworks Street and New Brunswick Street with Surrey Quays Road as well as pedestrian and cycle movement through the space. The main entrance to the F2 office podium as well as the neighbouring Plot H buildings will face onto the space.
291. Surrey Quays Road provides key vehicular access through the masterplan. Tree planting is proposed along the length of Zone F on Surrey Quays Road, and a generous footpath is also proposed. Seating and visitor cycle parking

will be integrated into pockets in the planting. Rain gardens are also proposed which provide an attractive greener, more natural system allowing the water to slowly percolate through the system. In order to activate the street, two retail units are proposed fronting Surrey Quays Road within F2, and an expansive corner retail unit is proposed within F1.



Image: Illustrative view looking along Surrey Quays Road

292. In order to keep as much servicing as possible off-street, an internal ground floor service yard is provided within F2. This is accessed via a dropped kerb and crossing from Surrey Quays Road, and will be used for servicing of the retail, office and residential uses. A further servicing layby is provided adjacent to F1 on Surrey Quays Road.
293. A curved pedestrian route known as the Higher Cut provides a connection from Park Walk to Surrey Quays Road between F1 and F2. Whilst the central areas of F1 and F2 fronting Higher Cut provide cores or back of house areas, the majority of the ground floors of both buildings are occupied by 4 retail units which will open out onto the pedestrian area. Given its position between two tall buildings, the route will be shaded for much of the day, and woodland planting and shade tolerant species are proposed. Raised planters and generous benches and seating areas are proposed, and it is envisaged that the retail units will be able to “spill out” within the area.



Image: Impression of the Higher Cut from Park Walk looking west to Surrey Quays Road

294. A vehicular crossover from Surrey Quays Road accommodates infrequent access for emergency and maintenance vehicles. In addition, as previously covered within this report, two accessible parking spaces for use by F1 residents are proposed within the northern section of the Higher Cut. Whilst the spaces do interrupt this pedestrianised route, it is likely that the spaces will be in infrequent use (given that they are restricted solely for use by residents within M4(3) units in F2) and minimal street markings will ensure pedestrian priority of the space is maintained. If no residents are identified who require disabled parking spaces, this area could be temporarily repurposed with moveable planters to avoid the spaces lying empty and maximise the green and pedestrian environment. A management plan to achieve this (whilst ensuring no disabled user is inconvenienced) can be secured by condition.

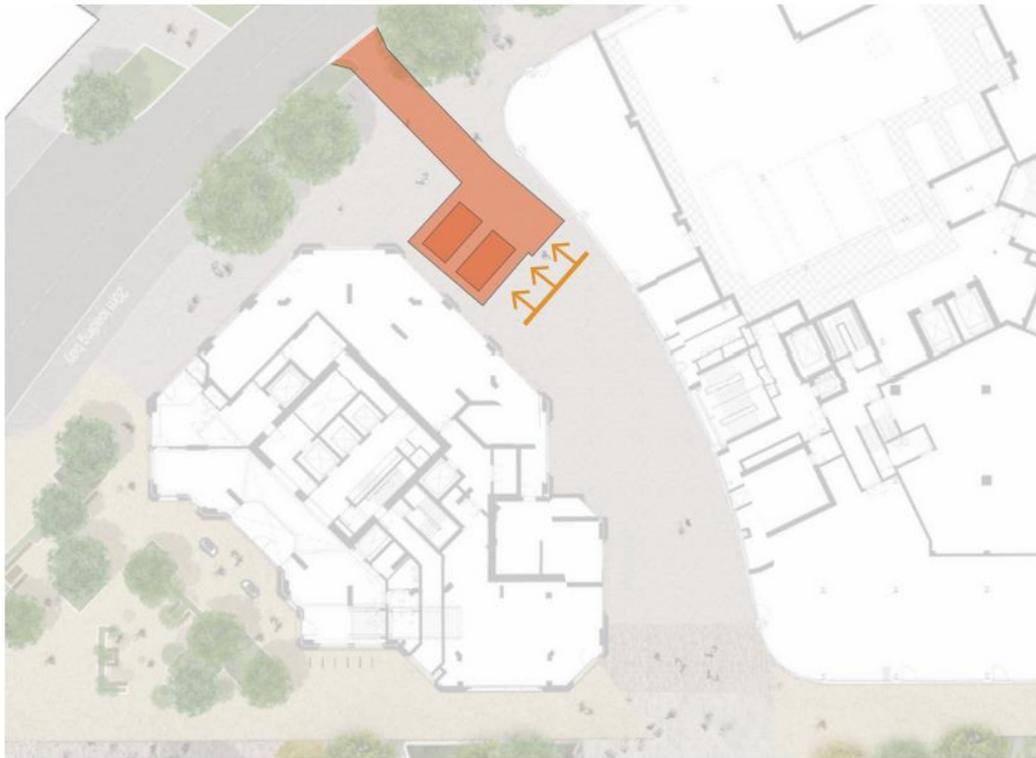


Image: Depicting the access and location of the accessible parking spaces

- 295. Access for cycles is provided through the main residential entrances and office entrances, whilst short-stay cycle parking is provided throughout the public realm.
- 296. The site layout is logical responding well to the context and the approved parameters in terms of locations of buildings and public realm provision. The layout is in accordance with the approved parameter plan and design code, as amended through the NMA in relation to the precise alignment of the Higher Cut route.

Height, scale, massing and appropriateness of tall buildings

- 297. The tower elements of F1 (37 storeys) and F2 (34 storeys, with 10 storey office podium) are +125m AOD and +116m AOD in height. Consequently, they are defined as a tall buildings under the development plan. These heights and specific locations within the masterplan are set out in the approved OPP. What remains to be determined, as part of this RMA, is the design quality.
- 298. The OPP allows for a number of tall buildings throughout the CW Masterplan specifically identifying that tall buildings should be located within fixed locations

within the Central Cluster, which Zone F is located within. The maximum height and width parameters of the Zone F tall buildings have been carefully fixed and are tightly controlled by the approved Parameter Plans as part of the OPP. Both F1 and F2 comply with these set parameters.

299. The grouping of F1 and F2, when brought together with future tall buildings within Zones G and D, will form a coherent composition creating an identity for the area from afar, and setting a transition to the lower neighbouring context towards and beyond the edges of the Masterplan.
300. The F1 and F2 towers form a pair of slender buildings, with octagonal forms which are rotated at 45 degrees to each other, thereby creating visual interest and interplay between the towers. The rotation also ensures that the orientation of F1 relates to the axis of Park Walk, with the residential entrance facing onto Park Walk Place. Similarly, the orientation of F2 relates to the public park, with the residential entrance having a prominent position onto New Brunswick Street and the park immediately to the north. Both towers have chamfered corners which increases their sense of slenderness, whilst their inset balconies help further accentuate the towers' vertical forms.
301. The OPP Design Guide requires the buildings within the Central Cluster to set the enclosure for the Park and the Park Walk, defining the public realm. As a result of its location, the F2 residential tower acts as a marker at the corner of the new public park located immediately to the north. F2 will also form a coherent visual relationship with an adjoining tower within Zone G, which will come forward in a future RMA. Both towers will emerge from lower podium buildings which address the park. Similarly, the F1 tower formally addresses Park Walk Place, providing focus to the key public realm space.
302. Landmark towers, such as those proposed for Zone F, should be of exemplary architecture and act as a way finder to identify important places in the borough. The buildings would be visible from long distances that would help to raise the profile of the area. This has been achieved by the arrangement of the towers in context with the linked commercial buildings to the base of F2, and by providing a well articulated arrangement of three distinct elements that form the towers. Officers are confident that the design adds interest to the skyline and puts the Masterplan on the map. The height and articulation emphasises the central character of Zone F marking both the park and routes towards it and ensures that it would have a presence within the borough and the wider London context.
303. Both F1 and F2 have lower "nib" buildings which are designed to appear as separate forms that add to the diversity of the streetscape, whilst employing the similar language of facade elements. These elements, which are 5 storeys in F1 and 9 storeys in F2, provide a clear expression of the buildings' base,

helping integrate with the scale of the surrounding masterplan, whilst retaining a clear connection to the architecture of the towers.

304. The OPP Design Code requires that the tops of the tall buildings are clearly articulated and are proportionate to the height of the building. The roof profiles of both F1 and F2 are both articulated to accentuate the slenderness of the towers and provide a “crown” with elements set back from the principal façade, creating further visual interest.
305. The F2 office forms a smaller podium building, up to 10 commercial floors in height. It takes up the majority of the floorplate of these levels, providing an open plan office facing all four streets which bound the site. This podium element assists by creating a more human scale where the development addresses both the Park and the pedestrian route along Park Walk. On Park Walk and addressing Printworks Place the height of the office podium steps back to further reduce its visual impact. Along Surrey Quays Road, the F2 office podium has subtly curved facades which provide a positive response to the historic curved route of Surrey Quays Road. Fronting Printworks Place to the north, the office podium has a concave façade, which responds to the public realm while clearly identifying the entrance into the office, addressing visitors arriving from Canada Water station.



Image: Image showing the office podium step back from Park Walk Place

306. The CWM Design Guidelines approved under the OPP set a tall building hierarchy for the Central Cluster with the tallest building within Zone F being to

the south. The RMA follows the Guidelines as the taller F1 is located to the south of the Zone facing Park Walk Place.

307. The division of Zone F into two separate buildings complies with the requirements set by the OPP Parameter Plans and Design Guide, and assists with site permeability with Higher Cut providing direct access through the site, whilst also creating opportunities for active frontages at ground floor level.
308. As covered later in this report, in compliance with the requirements of the London Plan policy D4, the Zone F proposals were presented to Southwark's Design Review Panel in July 2021.
309. Overall the scale and mass of the proposed building is considered to be appropriate for this location and sits within the approved maximum height parameters for the OPP.

Architectural design and materials

310. The CWM Design Guidelines state that materials used should have enduring quality, with natural finishes and deep reveals. Primary building materials should generally be brick, wood, concrete, glass, metal and terracotta. Other materials may be used with care and consideration.
311. The design of the 10 storey F2 office podium takes reference from the industrial history of the area. As a result, the architectural language of frame and infill that exists in local warehouse typologies has been adopted within the design.
312. The building's façade frame is formed of concrete piers, whilst an insulated infill panel formed of profiled concrete spans the bay widths. Spandrel panels support a horizontal band of glazing, helping create grid which is both of a human scale and also proportional to the overall building. The façade creates a series of bays, which provide a strong horizontal rhythm though the use of concrete spandrels supporting the horizontal glazing. A vertical rhythm is maintained with light grey concrete columns between each bay.
313. The design utilises a simple palette of robust materials which resonate with the industrial and dockland history of Canada Water. The textured horizontal spandrel panels are generally a red toned concrete, although a variation of darker grey toned panels are used to highlight the building top. At the top of the building a dark horizontal fin is used terminate the vertical columns. Dark horizontal spandrel banding is also used at the bottom of the building, identifying the base. Where the building turns a corner, the bays are gently curved to soften the massing whilst responding to the geometry of the site.

314. An aluminium window system is proposed, with windows which are openable at the top and mid levels to allow for natural ventilation and improved building performance. Windows which are not north facing contain vertical or horizontal fins which improve the façade performance (in terms of solar shading) whilst still allowing views out.
315. The entrance to the office building faces onto the public space of Printworks Place. A double height colonnade and setback at the base marks the building entrance, and creates a transition between external and internal space at ground floor. The offices benefit from a generously sized reception, which will also be open to members of the public up to the access control barriers which are located deep within the building.
316. Internally, the offices are set around an internal 'courtyard' area with a rooflight which allows natural light and ventilation throughout all floors. The typical office floorplates allow for flexible, adaptable, open plan office space which can be subdivided into up to 4 tenancies per floor to provide a range of tenancy size options.
317. The internal service yard is proposed at ground floor level within the F2 podium building, opening onto Surrey Quays Road. The entrance to the yard will take up two of the ground floor façade bays. Either side of the yard entrance, retail units will maintain ground floor activity within this key frontage. Shutters will enclose the yard when not in use, and the detailed design for these will be secured by planning condition.



Image: View of Printworks Place with the office podium in the foreground and the F1 and F2 tower above.



Image: View from the park of F2, with the taller F1 tower seen to the rear

318. The F1 and F2 residential towers are simple vertical forms clad in robust and refined glazed tiles that adapt subtly to light and orientation. The vertical forms interlock with a more solid brick clad base, expressed within the lower “nib” elements that connect the towers with the ground plane and surrounding scale of the masterplan. The top of the towers are marked with stepped massing, which creates “crowns” to the buildings. The residential entrances at the base of each tower are expressed as a double height stepped façade, which provides residents with a level of protection from the public realm beyond and creates a strongly defined entrance.



Key

- ① Duplex Apartment
- ② Private Residential Terrace Amenity
- ③ Shared Residential Terrace Amenity

Image: Stepped massing, creating “crowns” to the residential towers

319. As previously mentioned, the chamfered corners, and cut inset balconies emphasise the slenderness, whilst enabling residential units to have a variety of aspects. No more than 8 units are accessed from each core.
320. Across both F1 and F2 buildings the glazed tiles will vary between a gentle range of green and blue tones and hues. The lower ‘nib’ buildings will use more solid, reflective glazed bricks which are smaller in scale than the tiles which will be used above. This helps create a more solid base to the buildings.
321. Across the buildings it is proposed that the colour of balustrade and window frames will be developed alongside the glazed tile and brick selection to act as an accent to the proposed colour palette. The balconies are proposed to be made from concrete, with painted steel balustrades.

322. The residential facade has been designed to maximise aspect, daylight and views. A balance between the solidity and the windows minimises overheating and provide sufficient daylight to the internal units. The living room windows are grouped together to form a double order on the facade and accentuate the proportion of glazing and slenderness of the tower. A saw-toothed profile spandrel panel sits between the windows to form the double order and add depth to the facade.
323. The same architectural idea is applied to the bedroom windows, where the single or double bedrooms' windows are grouped with a saw-toothed spandrel that sits between. Overall, this creates a repetitive, vertical language within the façades. Windows are aluminium with chamfered reveals which frame the windows and set them back into the façade.
324. Large scale bay studies have been provided with the submission to demonstrate design quality. Conditions were attached the OPP in respect of securing detailed sample materials and mock panels to ensure high quality execution.
325. To ensure the buildings have a human scale and provide active frontages 7 retail units with are proposed across the ground floor. The submission includes detailed studies which illustrate how the facade design is based on a simple series of bays that provide shopfronts which can be enhanced by tenants subject to their specific requirements. This ensures maximum flexibility to attract a diverse range of potential tenants. A condition attached to the OPP requires full details of the design code for the proposed frontage of the retail units; this will include shopfront designs, advertisement zones, ventilation grilles and awnings. Again, this will ensure high quality execution.

Heritage considerations and impact on protected views

326. 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.
327. Chapter 16 of the NPPF contains national policy on the conservation of the historic environment. It explains that great weight should be given to the conservation of heritage assets. The more important the asset, the greater the weight should be (paragraph 199). Any harm to, or loss of significance of a designated heritage asset should require clear and convincing justification (paragraph 200). Pursuant to paragraph 201, where a proposed development would lead to substantial harm or total loss of significance of a designated

heritage asset, permission should be refused unless certain specified criteria are met. Paragraph 202 explains that where a development would give rise to less than substantial harm to a designated heritage asset, the harm should be weighed against the public benefits of the scheme. Paragraph 203 deals with non-designated heritage assets and explains that the effect of development on such assets should be taken 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

328. Development plan policies (London Plan Policy HC1 and Southwark Plans Policies P19, P20 and P21) echo the requirements of the NPPF in respect of heritage assets and require all development to conserve or enhance the significance and the settings of all heritage assets and avoid causing harm
329. The site does not include any listed buildings and is not in a conservation area. However within the vicinity of the site are a number of heritage assets including: The Grade II Listed Dock Manager's Office and 1-14 Dock Offices on Surrey Quays Road and the Turntable and machinery of the former swing road bridge near Redriff Road. Nearby are the Grade II Registered Southwark Park and the Grade II Listed Former Pumping Station on Renforth Street. The area is rich in undesignated heritage assets and structures including the Canada Water Dock and its associated Dock structures and channels, Greenland Dock and Stave Hill. Further afield are a number of Conservation Areas including the St Marys Rotherhithe and the Edward III's Rotherhithe Conservation Areas, both located on the banks of the river, north of the Masterplan. The north bank of the river in Tower Hamlets also includes a number of conservation areas.
330. Due to the scale and massing of the proposed buildings 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 images 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.

331. 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 F, 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 F buildings will step away from the protected Vista and avoids tall buildings rising sharply along the edges of the protected vista.
332. Another important view is View 6 - London Bridge: downstream - Point B. The updated view demonstrates that the Zone F tall buildings will be seen through the frame and around the southern tower of Tower Bridge. The individual buildings are both elegant in proportion and given the different set height parameters for Zones G and D will there will be an easy differentiation between the buildings within the central Masterplan area. The OPP confirmed that any that 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 F buildings comply with the approved Maximum Parameters this continues to be the case.
333. 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 F 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.
334. The proposed tall buildings would be visible from within the closest conservation areas to the north-west of the site, including from Waterside Gardens on the northern side of the Thames above the buildings in the St Mary's Rotherhithe Conservation Area. In determining the OPP Officers were satisfied that that there is no harm to the setting of the conservation areas. The impact of the introduction of two tall towers with lower podium, contained within the approved Maximum Parameters, formed part of that assessment and the proposal was deemed to be acceptable. This RMA application does not introduce any new considerations in respect of impact on heritage assets. The slightly amended footprint and height would have no discernible impact on views of the development from the nearby conservation areas or longer views of the Masterplan redevelopment from the River Thames. The detailed design of the towers, which falls to be assessed under this RMA, does not raise any new or further concerns about the impact of the buildings on heritage assets.

Design Review Panel

335. The proposed development was considered by the Council's Design Review Panel at the pre-application stage in July 2021. Their full comments are attached as Appendix 6 but in summary the following views were expressed:-
336. The Panel enjoyed the design development of the residential towers and the commercial mid-rise building which they felt demonstrated a clarity of thought and a consistent approach. However, they questioned the language applied to the smaller residential elements – the 'Nibs' – which they felt lacked a clear rationale at that stage.
337. The Panel queried the limited landscaping information and encouraged the designers to integrate the landscape masterplan into their proposals and to explore the possibility of extending the landscape up to and in to the buildings.
338. The Panel generally endorsed the direction of travel and commended the highly sustainable and multi-disciplinary design ambition encouraged by the applicant. They highlighted areas for further development especially in respect of public realm, architectural character and detail as well as environmental performance which they asked the designers to resolve before submitting a planning application.
339. The Panel noted that the presentation did not provide detail on the microclimate and wind effects of the proposed building arrangements. They also wanted to see more about the circular economy principles of the scheme, in order to appreciate how the architects envisage the building's components could be re-used in future.
340. The scheme architects responded positively to the Panel's feedback. They have provided a detailed landscape and public realm strategy within the Design and Access Statement. This has been reviewed by officers, including the Council's Urban Forester, and is considered to be acceptable.
341. The application is also accompanied by additional microclimate and wind assessment information which demonstrates that, subject to identified mitigation measures, the environmental effects are satisfactory. Finally, a detailed circular economy strategy is submitted with the application. This outlines the key circular economy principles that the development will follow.

Inclusive access

342. Policy D5 of the London Plan requires 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. The Mayor provides detailed guidance on creating inclusive neighborhoods in the Accessible London SPG 2004.
343. Southwark Plan (2022) Policy D13 requires development to provide accessible and inclusive design for all ages and people with disabilities. Developments must be designed for diverse communities in Southwark and to ensure accessibility, inclusivity, and interaction, regardless of disability, age or gender, and allow all to participate equally, confidently and independently in everyday activities.
344. The applicant's Access Statement sets out the various inclusive access measures. These include:
- Accessible routes to all connections with local pedestrian routes and public transport
 - Safe spaces and routes for pedestrians and cyclists, segregated from vehicle traffic
 - Provision of accessible car parking spaces including 5 on-street spaces for residents and 2 spaces within the service yard for commercial use
 - Provision of accessible cycle parking spaces for residents, staff and visitors;
 - Wheelchair-accessible sanitary facilities in commercial buildings, including changing facilities for cyclists, and at all reception areas;
 - Step-free access to all parts of the buildings, including balconies and roof terraces
 - 89% of dwellings will be designed to meet Building Regulation M4(2) and 11% of the dwellings will be designed to meet building regulation M4(3);
 - Access to a second lift for all residents of wheelchair accessible homes
 - Emergency evacuation strategy for disabled people including the provision of protected evacuation lifts.
345. The proposal is ambitious in its inclusive design principles creating a convenient and welcoming set of buildings and public spaces that can be entered, used and exited safely, easily and with dignity for all.

Designing-out crime

346. 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.
347. This development will be required to achieve SBD accreditation. Compliance has been secured by way of Condition 73 attached to the OPP which requires the submission of details of security measures prior to the commencement of above ground works for each of the Development Plots.
348. The overall masterplanning strategy for Canada Water aims to build sustainable communities and reduce security risks associated with crime by encouraging and maximising natural surveillance, accommodating active frontages and activity support.
349. These measures will be supplemented by a balance of natural (e.g. overlooked space), technological (e.g. video surveillance systems) and human surveillance. Cognisant of current anti-social behaviour issues, the new development is a very deliberate effort to create a convivial place that can foster positive community activities in the heart of the site.
350. The Metropolitan Police's Secure by Design Officer has assessed the proposal and is confident that certification can be attained.

Public realm, landscaping, trees and urban greening

351. London Plan (2021) Policy G7 and Southwark Plan (2022) Policy P61 recognise the importance of retaining and planting new trees wherever possible within new developments, Policy G5 requires major development proposals to contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage. The policy identifies a scoring system for measuring urban greening on a particular site (Urban Greening Factor) and suggests a target score of 0.4 for developments that are predominately residential, and a target score of 0.3 for predominately commercial development.

Public realm and landscaping

352. With the exception of Surrey Quays Road and Printworks Place, the application boundary for this RMA is drawn tightly around the building structure. The Zone is surrounded by a series of street and public spaces, including the new Park, which are all subject to separate approvals and will, in combination, provide extensive areas of landscape and public realm.
353. This RMA seeks detailed approval for temporary landscaping works within Park Walk Place, at the entrance to F1. Details of the permanent landscape design surrounding the building will come forward as part of separate, future RMAs for Park Walk which runs to the east of Zone F. Park Walk is proposed to be a pedestrianised street with expansive and varied planting and seating areas throughout. The temporary proposals for Park Walk Place comprise temporary resin bound gravel surface with planters, trees which provide wind mitigation providing space for people to sit. The temporary landscaping and public realm also ensures that emergency vehicles can access F1 if necessary.
354. New tree planting is proposed along the length of Zone F on Surrey Quays Road, and a generous footpath is also proposed. Seating and visitor cycle parking will be integrated into pockets in the planting. Rain gardens are also proposed which provide an attractive greener, more natural system allowing the water to slowly percolate through the system.
355. A RMA has been submitted for New Brunswick Street which runs to the north of F2 and Printworks Place (21/AP/4616) which forms the public realm area immediately outside F2's office entrance. The submitted details show that Printworks Place has been designed as a key intersection and area of public realm between the Park Neighbourhood, Central Cluster and Town Centre, as defined in the OPP. The space has been designed for pedestrians and cyclists and would provide planting, seating and opportunities for public art with the intention of creating a space to dwell as well as providing an important link into the entrances to Printworks Building H1 and F2. This application has not yet been approved. The application also includes New Brunswick Street and the submitted details show that the street, which will be vehicular access controlled, will be pedestrian focussed with street trees and planting beds to create year-round visual interest and to contribute to the overall biodiversity of the scheme. Informal play opportunities are to be provided along the pavements to form play trails.
356. The curved pedestrian route known as the Higher Cut provides a connection from Park Walk to Surrey Quays Road between F1 and F2. Given its position

between two tall buildings, the route will be shaded for much of the day, and woodland planting and shade tolerant species are proposed. Raised planters and benches and seating areas are proposed, and it is envisaged that the retail units (which could include food and drink uses) will be able to provide additional tables and chairs allowing them to “spill out” within the area.

357. Having reviewed the design and access statement and landscaping proposals, the council’s Urban Forester considers the materials and specifications to be of a high quality, with appropriately-selected indicative trees and other soft planting.
358. The Urban Forester queried whether the mature trees within pits on the terraces, and in constrained locations at grade would have a minimum 5 cubic metres of soil volume, which is required to support healthy trees of the scale proposed. The applicant has since confirmed that the necessary soil volumes will be accommodated across the development.
359. Trees in pits proposed in the Higher Cut will be above ground level due to the basement level below limiting the available depth. However, this is only the case in this location and not on Park Walk or New Brunswick Street (which will be part of separate RMAs) where there is sufficient depth for tree planting at grade.
360. A draft version of a Landscaping Maintenance Plan was supplied at pre-application stage and officers were able to sense check the document. 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. Similarly, the condition requires detailed planting specifications for all landscaping. The final proposed planting species will be secured at this stage.

Trees

361. A Tree Planting Strategy prepared by Townshend Landscape Architects forms part of this RMA. This complies with the Indicative Tree Planting Plan secured as Annex 27 of the OPP s106 agreement.
362. Standard trees are proposed along the Zone edge fronting Surrey Quays Road, whilst trees within pits are proposed within Higher Cut, which provides the new public access route between the two plots within Zone F. Tree planting is proposed within the temporary landscaping scheme within Park Walk Place, although this will be replaced by a future RMA for Park Walk.

363. The Tree Retention Plan within Annex 17 of the S106 agreement for the OPP establishes that all existing trees within Zone F will be removed to enable the redevelopment of the zone. However, the S106 agreement includes an obligation to ensure that 658 new trees (with a canopy cover of 39,433 sqm) are planted across the Masterplan site.

Green infrastructure, ecology and biodiversity

Urban greening

364. The OPP was not subject to an Urban Greening Factor 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.

365. The proposed development provides landscaped areas across a series of podium and roof terraces for both the commercial and residential occupiers and within the areas of public realm within the Zone fronting Surrey Quays Road, within Higher Cut and Park Walk Place. There are further significant areas of public realm outside, but immediately adjacent, to Zone F. These are Printworks Place, Park Walk and New Brunswick Street, which will be subject to separate Reserved Matters Applications in due course.

The proposed development would achieve an urban greening factor of 0.28, which does not meet the 0.35 target, through a combination of:

- mature shrubs
- rain gardens
- perennial planting;
- standard trees
- trees planted within pits; and
- extensive green roof areas.

366. At ground floor level surrounding the buildings, the development is required to provide large paved areas in order to facilitate pedestrian, cycle and vehicular movement around the building. Tree planting is provided on Surrey Quays Road within connected rain garden beds. Low level planting and tree planting has also been provided within Higher Cut to increase greening and biodiversity.

367. Whilst the areas of green roof and planting has been maximised where possible within the buildings roofs, these are balanced with the requirements to provide lift over runs, and plant. Similarly, the amenity and play terraces also provide a balance green and hard landscaping to ensure they are functional for all different users. Accordingly, not all of the roof is available to be planted.
368. Park Walk Place (the public realm area immediately outside the residential entrance to F1) is included in the Development Zone F RMA in a temporary condition. This temporary condition includes areas of sacrificial hard surfaces which will need to be removed to deliver the optimal permanent scheme. The permanent proposals for this route will follow in a subsequent RMA, along with more detail on the greening strategy. This is likely to improve the UGF for this area.
369. Whilst the urban greening score falls short of policy targets, the RMA boundary is generally tight to the building and therefore urban greening measures which may come forward as part of the surrounding public realm (subject to future Reserved Matters Applications) are not accounted for in this score. For instance, RMAs relating to New Brunswick Street, Park Walk and Park Walk Place will also provide the opportunity for additional greening which will contribute to the UGF surrounding Plot F. Overall, whilst the UGF score does not meet the 0.35 across the plot, it is considered that, as the score is not able to factor-in greening within adjacent areas of public realm (because these areas are subject to their own personal RMAs), the 0.28 score that has been achieved is acceptable in this instance. Overall it is clear that redevelopment of this part of the Masterplan will introduce more soft landscape and urban greening benefits.

Ecology and biodiversity

370. 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.
371. The impact of the development upon ecology 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 additional bat surveys.

372. The Masterplan redevelopment will significantly enhance provision of public open space and opportunities for habitat creation throughout the town centre. Ecological enhancements for this RMA will comprise features to be incorporated into the building fabric (biodiverse roofs) and planting for the terraces.

373. 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 agreement 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.

374. The impact of the proposal upon ecology has been fully considered and opportunities to enhance ecology have been maximised.

Transport and highways

375. The OPP was subject to robust scrutiny of the transport impacts that may arise from the wholesale redevelopment of the Masterplan site. The OPP secured a range of mitigation measures including substantial contributions to improve public transport infrastructure, including improvements to Canada Water and Surrey Quays station, and improvements to the operation of the highway network. 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

376. The proposal has been designed to accommodate vehicle movements associated with servicing and deliveries, car parking for mobility impaired motorists, and access for emergency vehicles. Surrey Quays Road routes along the western boundary of Development Zone F connecting Redriff Road (B205) to the south with the A200 Lower Road to the west. To the east of Zone F, New Brunswick Street is proposed to have a short two-way section forming

a junction with Redriff Road to the south. New Brunswick Street will form an access controlled one-way northbound route linking with Printworks Street to form a junction with Surrey Quays Road to the north of Development Zone F. Park Walk (which is subject to a separate RMA) will provide a new pedestrian and cycle route running north-south to the east of Zone F.

377. In order to improve permeability through the site, a pedestrianised route known as Higher Cut is proposed between buildings F1 and F2. This will connect Surrey Quays Road to the west and Park Walk to the east, which in turn directs pedestrians to the new public park to the north east of Zone F. As part of the wider CWM, further public cycle and pedestrian only routes are proposed along Park Walk, Middle 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 contains boundary fencing between the cinema and Printworks sites, the proposal will resolve current severance issues through the site, improving east to west as well as north to south permeability.

Trip generation

378. Given the car-free nature of the proposals (apart from a limited number of Blue Badge parking spaces), the trips associated with the commercial and residential uses will predominately be by sustainable travel modes including on public transport, by bicycle and on foot. The Transport Assessment estimates that the development would generate a total of 1,363 two-way trips in the AM peak hour and 1,093 two-way trips in the PM peak hour. Of the AM peak two-way trips, 915 would be by public transport, 241 on foot and 130 by cycle. Of the PM peak hour two-way trips, 741 would be by public transport, 184 on foot and 106 by cycle. Trip generation estimates are based on the proposed development floor areas for the commercial space and the quantum of residential units. The trip generation relating to the retail/workspace trips has been reduced by 20% to reflect linked trips rather than additional trips to the local network.
379. 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

380. The trip generation impact arising from this RMA accords with the assumptions made at OPP stage and has been addressed by the mitigation already secured in the S106 agreement.

Servicing and deliveries

381. 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 on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans should be submitted (appropriate to the scale of the development).

382. The OPP includes an approved site-wide Delivery and Servicing Management Plan, which forms Annex 19 to the Section 106 Agreement (to which this RMA will be bound). An updated Delivery and Service Management Plan (DSMP) for Plots F1 and F2 has been produced in line with the framework and principles set out in the approved site-wide Delivery and Servicing Management Plan.

383. The development proposes an internal service yard in Plot F2 at ground floor level, which will be accessed from Surrey Quays Road. The service yard contains four loading bays. The loading bays are suitable to accommodate one 10m rigid heavy goods vehicle (HGV), two 8m medium goods vehicle (MGV) and one 6m light goods vehicle (LGV) at any one time. The service yard can also accommodate refuse vehicles and all office and residential waste will be collected from the yard.

384. An external layby is located on Surrey Quays Road and on New Brunswick Street (subject to a separate RMA). These can each accommodate small vehicles such as transit vans and small box vans up to 8m in length. The layby on Surrey Quays Road will be directly accessed from the public highway. Access to the New Brunswick Street layby will be controlled by an access control system further south along the road.

385. Maximum daily servicing and delivery trips are estimated at 161 vehicles per day (13 during the peak hour) using a booking delivery system and minimising movements during the morning and evening peak. The office use attracts the greatest number of vehicles per day (73) with residential (43) and retail (45) evenly split. The delivery vehicle booking-in system will be provided by the site management team to control the movement of commercial vehicles entering and leaving the internal service yard and to manage the number of vehicles using the loading bays. The internal service yard will be used for all deliveries

to the office, to retail units 2, 3 and 4 and for the majority of deliveries to residential units within both F1 and F2. Additional laybys for residential deliveries to F1 and F2 are available on Surrey Quays Road and New Brunswick Street. The layby on Surrey Quays Road will also be used for deliveries to retail unit 3 and some of the deliveries to retail units 6 and 7. The layby on New Brunswick Street will be used for deliveries to retail units 1 and 5.

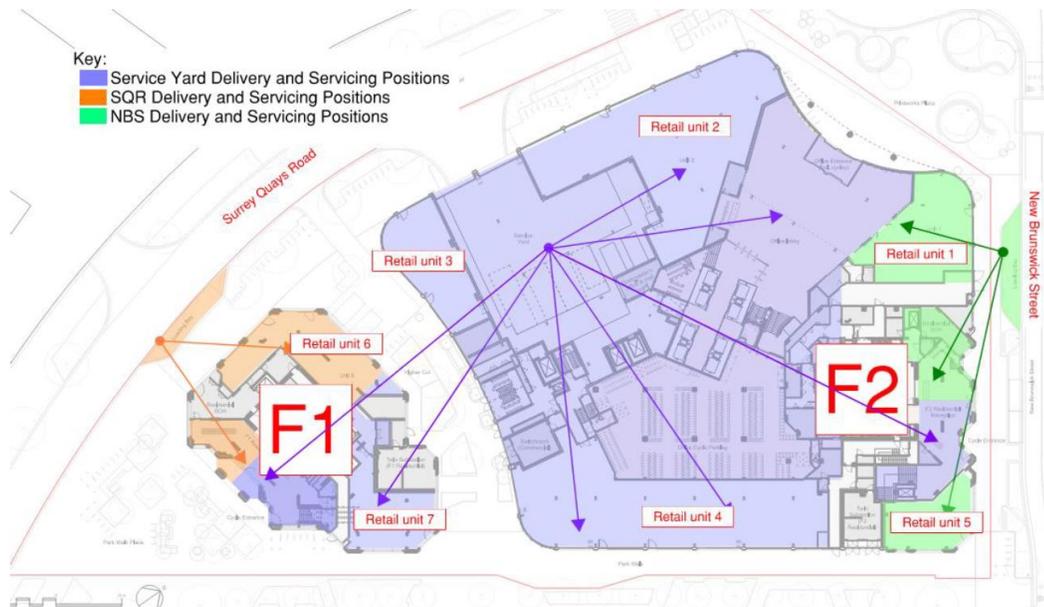


Image: Site plan illustrating the service yard and two loading bays

386. The delivery booking system will ensure that servicing vehicles and deliveries are scheduled and prioritised accordingly whilst ensuring that commercial deliveries are timed to avoid periods of peak demand. Specifically no deliveries will be permitted within the internal loading bay between 8am-9am and 5pm to 6pm on weekdays.
387. The applicant originally proposed a 22 hours daily servicing period, 7 days per week. However, due to the relationship of this site to residential neighbours in close proximity this is not acceptable. Servicing should be restricted to 07:00 to 21:00 on Mondays to Saturdays and 09:00 to 18:00hrs on Sundays & Bank Holidays (with an additional exclusion of 08:00 – 09:00 and 17:00 – 18:00 to minimise peak hour traffic). The restricted times will be controlled via conditions attached to this RMA.
388. It should be noted that servicing restrictions will vary from plot to plot across the Masterplan reflecting the location of the plot; the form and function of the

occupier; any relevant history and the impacts to residential amenity. As such the servicing restrictions imposed on this RMA will not set a precedent for restrictions on other RMAS which will be assessed on their merits.

389. It is envisaged that the yard would accommodate approximately 139 deliveries per day. This covers all office deliveries, the majority of retail deliveries, as well as some of the residential deliveries. 38 deliveries are expected across the Surrey Quays Road and New Brunswick Street laybys.
390. Delivery vehicles will be able to pull into the service yard from Surrey Quays Road and reverse within the service yard into their allocated loading bay. All deliveries can be transferred to the offices or retail units moving through the basement back of house, with the exception of retail units 1, 5 and 6 which will utilise the Surrey Quays Road and New Brunswick Street laybys.
391. With respect to the residential element, approximately 43 daily deliveries would be generated. Drivers will be responsible for the unloading/loading of goods from the vehicle whether within the internal service yard or in the on-street layby. Goods will be taken to the residential receptions by the driver where they can be placed into post boxes or delivery stores, or taken directly to the resident's unit. Large deliveries and fresh food will need to be taken directly to the resident's unit.
392. 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 this building 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

393. A Delivery, Servicing and Refuse Management Plan (prepared by Arup) forms part of the RMA submission.

Refuse strategy for the commercial uses

394. With the exception of waste from retail units 1 and 5, refuse collection for the proposed commercial elements (including the offices) would take place on a daily basis from the service yard. The commercial waste will be stored within a large communal waste store at the basement level, and will be taken from each

of the units by the tenants as required periodically throughout the day. The waste will then be brought from the basement waste store to the service yard each day immediately prior to collection.

395. As with the approach to deliveries, waste collection for retail units 1 and 5 will be via the New Brunswick Street layby. Commercial waste from retail units 1 & 5 will be stored within the units themselves and collected directly from the layby on New Brunswick Street.

Refuse strategy for the residential use

396. Bi-separator waste chutes accessed from the residential floors will be used by residents to dispose of their waste into 1,100 litre Eurobins located at basement level. When full, these bins will be removed and replaced with empty bins under the waste chute discharge points. Full bins will be compacted with an in-bin compactor. Glass, food and waste which is too large to fit within the chute will be taken by residents to an interim waste store at ground floor level of both F1 and F2. These bins will be periodically emptied within the basement waste store, with the empty bins returned to the interim residential waste stores.

397. The waste bins will be transferred to the internal service yard once a week for collection. Each waste stream is collected separately by the local authority so a suitable space to temporarily hold one waste stream in the service yard is provided. All transfers of waste will take place internally within the building. The Council's Waste Contract Performance Manager has reviewed the waste proposals for both the residential and commercial uses and has confirmed that they are acceptable.

Car parking

398. The CWM Development Specification limits residential car parking to a maximum of 0.1 spaces per residential unit, including disabled parking, across the development. For office uses the Development Specification permits zero standard car parking spaces, with limited provision for disabled users.

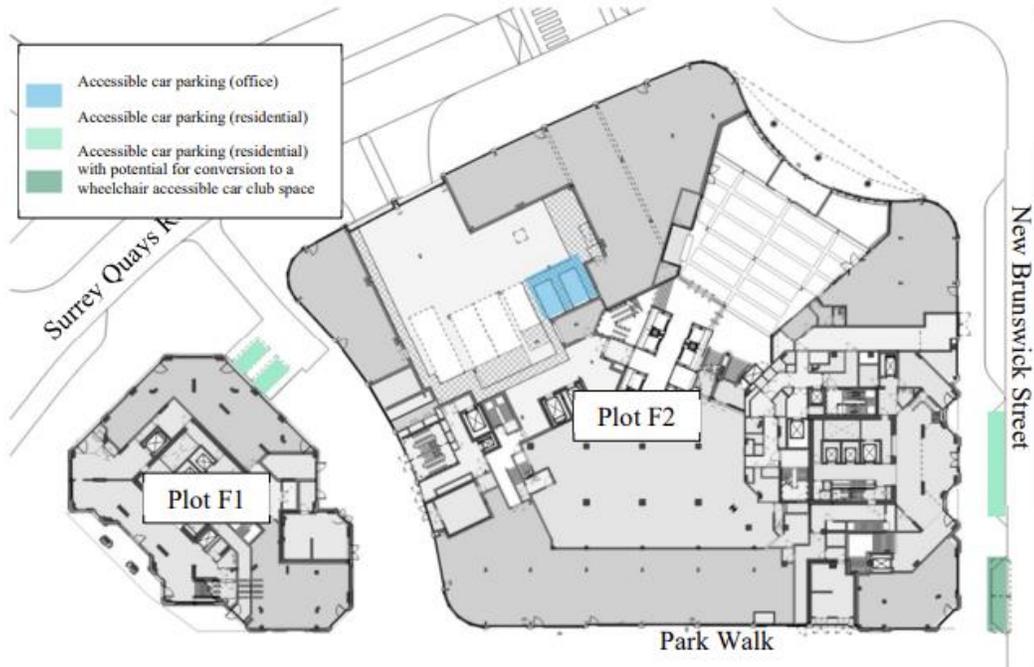


Image: Site plan illustrating the accessible residential and commercial car parking bays

Residential car parking

399. In accordance with the approved Development Specification the proposed residential development is car-free within the exception of the provision of 5 disabled car parking spaces, which will all include electric vehicle charging facilities. The largely car-free development is supported by both London Plan and Southwark Plan policies.
400. 2 spaces will be located between F1 and F2 on the Higher Cut to serve residents F1, accessed via a vehicle crossover from Surrey Quays Road. Development Zone F will have building management presence 24 hours a day (i.e. residential concierge, security, building management team). This means that there will be capacity to provide a banksman to assist disabled users driving in and out of the spaces at all times.
401. The Higher Cut was primarily conceived as a pedestrian walkway, and the incursion of parked cars will have some negative impact on the quality of the public realm. Officers have pushed the applicant to reconsider whether a more appropriate location for the accessible parking spaces can be provided. However, the applicant, following a detailed evaluation of the various options to re-locate the parking spaces, has demonstrated that each alternative location

would have significant downsides, such as the loss of active frontages from the ground floor retail units, the creation of retail units with unusable layouts, issues with servicing of the development or the location of the accessible parking spaces well in excess of 50m from the residential entrance to F1, thus affecting ease of use by disabled residents. On balance, it is considered that the proposed location within Higher Cut is acceptable.

402. The CW Masterplan S106 agreement includes an obligation that all private accessible residential units are marketed to potential occupiers for a period of at least 18 months, with no less than 6 months following practical completion. In the event that an accessible unit is not purchased within the marketing period, it may revert to a non-accessible unit. In the event that marketing of the units is unsuccessful, it would be inappropriate for the allocated area within the Higher Cut to be retained as car parking. Consequently, a condition is recommended to be attached to this RMA which precludes the retention of the car parking in the event that marketing of the accessible units is unsuccessful. Following unsuccessful marketing the condition requires details of an appropriate landscaping scheme to ensure that the former parking spaces will be carefully incorporated into the public realm. The landscaping must then be retained in perpetuity, unless a future need arises.
403. 3 further residential accessible car parking spaces will be provided on New Brunswick Street close to the residential entrance to F2. Whilst New Brunswick Street is the subject of a separate RMA, condition 95 of the OPP requires that car parking which is approved in connection with residential units within a building shall be provided prior to the first occupation of any residential unit.
404. Southwark Plan (2022) Policy P55 supports the provision of accessible car parking spaces up to a maximum of 1 space per wheelchair accessible unit. The proposed provision of 5 spaces for 47 wheelchair accessible units equates to 0.1 spaces per unit. Policy P55 requires that accessible spaces are located in close proximity to the nearest entrance of lift core. The 5 accessible parking spaces are located within acceptable distances to the cores to buildings F1 and F2.
405. The CW Masterplan S106 agreement includes an obligation to provide five car club spaces across the CW Masterplan to enable occupiers of residential units of each development plot to rent a car through a Car Club Scheme to be approved by the Council. This includes an obligation to promote the Car Club Scheme including provision of one year's free membership (including 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.

Commercial car parking

406. The commercial floorspace is car-free with the exception of two accessible car parking spaces located within the service yard within F2. One parking space is provided per proposed use, i.e. 1 space for the office use and 1 for the retail units at ground floor. This is in compliance with Southwark Plan (2022) Policy P54 which confirms that retail uses should have at least 1 on or off street parking bay.

Cycle parking

407. Appendix 2 of the approved Development Specification sets the minimum cycle parking standards for the subsequent reserved matters applications. 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. For short-stay parking, the first 5-40 dwellings require 2 spaces, and thereafter 1 space is required per 40 units. This requirement pre-dated the adoption of the London Plan (2021) and the Southwark Plan (2022)

408. The application proposes 417 long stay spaces for the 235 units within building F1 and 303 long stay spaces for the 175 units within building F2. In addition, 7 and 5 short stay spaces are provided for buildings F1 and F2 respectively. Spaces would be provided in a mix of Sheffield stands and double stackers. 47 (6.5%) spaces for adapted or over-sized cycles are provided. This exceeds the 5% requirement within the London Cycle Design Standards (2016).

409. 578 long stay cycle spaces are provided for the commercial uses. Again, the spaces would be provided in a mix of Sheffield stands and double stackers. For each use a minimum of 50% of the spaces are Sheffield stands or lower tier spaces which enable those who wish to, to avoid using the upper tier of the cycle stackers. More than 5% of the spaces would be sized to accommodate adapted or over-sized cycles. In addition, the commercial cycle storage provides 47 folding cycle lockers, and 27 male, 27 female, 3 gender neutral and 2 unisex accessible shower cubicles. The table below identifies the cycle parking quantum by use.

Land use	Adapted/ oversize cycle spaces	Sheffield stand spaces	Two-tier stacker spaces	Folding bike lockers	Total
F1 residential	24	25	368	0	417
F2 residential	23	8	272	0	303
F1/2 commercial	29	16	486	47	578
Total	76	49	1126	47	1298

410. The F1 residential cycle store is located on the level 1 mezzanine, whereas the F2 residential cycle store is located in the lower ground, with both accessed via cycle stairs or cycle lift within the main residential lobby. Both are accessed via cycle stairs with wheeling gullies or the option of lifts from within the lobby. For each cycle store, additional service lifts are available in the event that the cycle lifts are out of service.
411. The office cycle store is located on a lower ground level, with associated changing facilities immediately above the store at upper ground floor. Again, both are accessed via cycle stairs with wheeling gullies or lifts from within the main office reception., and additional service lifts are available in the event that the cycle lifts are out of service.
412. In addition to the long-stay facilities, the application proposes 12 short stay cycle spaces for the residential uses and 139 for the commercial uses. These are provided within clusters of Sheffield stands be arranged in the public realm fronting Surrey Quays Road, Higher Cut and immediately outside the F2 office entrance. 9 of the spaces (6.5%) would accommodate adapted or over-sized cycles.
413. 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 and commercial cores. The total provision of cycle spaces complies with the standards set by the Development Specification.

Travel plan

414. 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 Reserved Matters applications. Consequently, a plot specific travel plan has been submitted. The plan sets out the measures that will be taken to maximum sustainable modes of transport for staff and visitors.

415. 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 location cycle groups such as *Southwark Cyclists* and the provision of a travel information pack for every residential unit. New residents will also benefit from provision of 1 year's free membership to a car club for the 12 months from first occupation of a residential unit in line with the CW Masterplan Car Club Scheme S106 obligation.
416. The Travel Plan outlines that commercial occupiers will also be provided with employee information pack which outline measures to encouraging active and sustainable transport choices.

Improving access to cycle hire options

417. In accordance with Schedule 19 of the S106 land will be safeguarded across the masterplan for the provision of cycle hire docking stations for the TfL Cycle Hire scheme. No space is allocated on the Zone F plots.
418. The development would also benefit from Legible London signs and existing sign map refresh, as secured in the s106 agreement.

Healthy streets

419. 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.

420. The application is car free save for 7 disabled spaces (5 residential; 2 commercial) thus promoting walking, cycling and use of public transport. Contributions have been secured for sustainable transport modes to accommodate the demand created by future occupiers of the site. The scheme has been designed to enhance public realm 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

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

Environmental matters

Construction management

422. The construction related impacts of this development were considered as part of the ES submitted with the OPP. Schedule 23 of the s106 agreement (to which this RMA will be bound) secures the provision of detailed CEMPs for each development plot.
423. Subject to the submission of a detailed CEMP at the appropriate time it is not anticipated that any unacceptable long terms impacts will arise as a result of the necessary construction process.

Fire safety

424. 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.
425. A Fire Strategy was submitted with the application. Among other things, the Fire Strategy details the building construction, means of escape, features that reduce the risk to life, access and facilities for firefighting, and compliance with Building Regulations Approved Document B. The Strategy was produced by fire risk engineering consultancy OFR Fire and Risk Consultants. Both the author and reviewer of the report, who has checked and approved the contents, are certified fire risk engineers (Member of the Institute of Fire Engineers).
426. Both towers provide a single stair core. The applicant has confirmed that Zone F has been designed cognisant of recent developments in fire safety regulations and guidance, including the policies within the new London Plan. Recognising the heights and complexity of the Zone F buildings, the design seeks to raise the bar above the 'minimum' requirements set out in standard guidance.
427. To ensure reasonable provision is made for the safe evacuation of all building occupants (including persons of reduced mobility in line with the London Plan), and safe entry and egress for London Fire Brigade personnel, a "defence in depth" philosophy has been applied to the Zone F design. The buildings are provided with smoke detection and alarm systems, sprinkler protection, extensive compartmentation, dedicated evacuation lifts, fire service access lifts, smoke extraction systems in escape routes, and non-combustible external

cladding and insulation. These safety systems are, as far as possible, independent of each other, meaning that the failure of one system does not affect the effectiveness of other barriers. The philosophy ensures that safety is not wholly dependent on any single element of the design, construction, maintenance, or operation of the building.

428. Throughout the design stages of Zone F, discussions have taken place with Building Control bodies, the London Fire Brigade (LFB), the GLA, warranty providers and insurers, and their feedback has informed the design. The proposals have also been subject to a peer review by an independent third-party reviewer.
429. The London Fire Brigade (LFB) was consulted on the application. The consultation response confirms that the LFB has no further observations to make. Therefore, the relevant fire risk minimisation policies of the London Plan are deemed to have been satisfied. 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

430. 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 F, the subject of this RMA.
431. 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 F and the public realm. Consequently, 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.
432. The scheme is targeting the use of the following water reduction measures:-
- Selection of low flow and flush sanitary fittings.

- Water metering will be provided within the development, covering both the incoming supply and also monitoring water usage of high-consumption systems and building areas
- Water leak detection systems will be provided, which will monitor leaks throughout the development
- Sanitary supply shut off devices, such as PIR linked to the lighting systems, will be included to only supply water to spaces (such as WCs and hand basin taps) when it is required.

Sustainable urban drainage

433. The approved Flood Risk Assessment (FRA) for the CWM included attenuation details for all Development Zones. The proposed surface water drainage strategy for Development Zone F includes the provision of green and blue roofs and a below ground storage tank, to attenuate the collected surface water to the greenfield discharge rate under the 1-in-100 year storm event, plus 40% climate change allowance. This is in line with the principles set out in the approved FRA.
434. The majority of public realm within Zone F is served by an attenuation tank within the basement below the F2 service yard. There are small fringe areas of public realm towards the edges of the Zone which will be served by additional attenuation tanks located just outside the RMA boundary, either beneath Park Walk or Printworks Place. In addition, the roofs of F1 and F2 provide blue roof systems which will collect rainwater which will be discharged to the basement attenuation tank.
435. Condition 17 of the OPP requires that, prior to the commencement of each Development Plot a detailed surface water drainage strategy relating to that Development Plot shall be submitted to the council for approval in consultation with Thames Water and the Environmental Agency. This will identify the range of sustainable drainage measures to be implemented within Zone F, and will be verified by the Council's Flood Risk Management Team prior to the commencement of works.

Energy and sustainability

436. A site wide approach to energy and carbon emission reductions was approved as part of the OPP. Schedule 18 of the 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 an 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 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
- 5 year monitoring reports to be submitted post construction.

437. This application has been 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).

Whole life cycle and carbon capture

438. A Whole Life Carbon Assessment and GLA Template was submitted. The Assessment states there is a lack of suitable existing buildings and structures on site to refurbish and re-utilise (or at least a lack of structures that have any sort of reasonable expectation for reuse as commercial or residential developments). Therefore, it is not possible to use any existing structures to repurpose and reduce whole life carbon

439. However, opportunities for the new-build include a 100% electric HVAC solution which facilitates long-term decarbonisation through the decarbonisation of the UK grid, and a strategy which puts energy reduction first, through use of fabric-first design standards, high-efficiency decentralised services approach led by heat pumps, underpinned by energy performance and benchmarking targets.

440. In terms of new material selection, it is proposed to utilise cement replacements and low -carbon steelwork, whilst low-carbon precast cassette slabs are proposed to be used within the commercial office construction.

Carbon emission reduction

441. This application includes an Energy Strategy which suggests that the non-residential parts of the scheme would achieve a carbon saving of 43% on site, whilst the residential parts would achieve a carbon saving of 64.9%. The shortfalls between 40% and zero carbon will be met by way of a carbon offset payment which would accord with current adopted policies and the OPP.
442. To this end a payment of £869,250 (205 tonnes x 30 x £95) would be payable for the non-residential development. A payment of £401,280 (140.8 tonnes x 30 x £95) would be payable for the residential.

Be Lean (use less energy)

443. In terms of meeting the “Be Lean” tier of the hierarchy, a range of passive and active measures are proposed. The measures include:
- Optimisation of building façades through balancing the performance specification of the solar-control glass and the actual proportions of glazing and opaque façade elements to reduce the risk of overheating;
 - Building design to maintain the maximum floor to ceiling heights possible
 - High thermal envelope performance to reduce uncontrolled heat transfer through the building fabric;
 - Optimisation of size and g-value of the glazing to provide a balance between minimising heat gain and maximising natural daylight (to reduce lighting energy);
 - Openable windows and dual-aspect living rooms to prevent overheating in summer and allow for natural cross flow ventilation of the residential units;
 - Deep window reveals and inset balconies to provide solar shading;
 - Minimising heat loss from heating and hot water systems; and minimising internal gains through the use of efficient LED lighting
 - High efficiency ventilation for the commercial use to minimise mechanical cooling.
 - Low energy and high efficacy lighting systems, fittings and controls;
 - A controls systems to monitor and operate the plant and equipment as efficiently as possible

Be Clean (supply energy efficiently)

444. The possibility of employing a decentralised energy network was investigated at OPP stage and again at the point of preparation of this RMA. Currently there is no district heating network available. However, a plan is under development

and a new network might become available in the coming years. The development has been designed to allow future connection to a district heating network should one become available. The Zone F buildings will have pipe sleeves and plant rooms to accept future connections and the associated plant from a district heating system within 10 metres of the development, should one be available in the future. Ongoing review of the possibility to connect is secured in Schedule 24 of the S106 agreement

Be Green (Use low or carbon zero energy)

445. With respect to the “Be Green” tier of the hierarchy, the applicant has proposed that a central communal heating system is installed that utilises high efficiency heat pumps. These will be installed on the site to serve the space heating and domestic water demand. The system design allows for future connection to a district heating network of either high or low temperature heat supply.

446. Low temperature hot water generation will be provided via Air Source Heat Pumps (ASHPs). Water source heat pumps (WHSPs) will be utilised to step-up the temperatures to feed cycle showers. Chilled water will also be provided through the use of ASHPs. The office fit-out is likely to include computer rooms or servers which will require a constant cooling demand and create the opportunity of a steady heat source to the heat pump. Therefore, the heat pumps will be able to maximise the waste heat, which would otherwise be rejected to atmosphere, to supply the space heating and domestic hot water demand within Development Zone.

447. The applicant has investigated but discounted the introduction of further renewable technologies for a variety of factors including site constraints, the development footprint, surrounding environment and access limitations. Notwithstanding this, the site-wide carbon emissions would be reduced by 33% through the proposed ‘Be Green’ measures, and the applicant has demonstrated that opportunities for renewable energy by producing, storing and using renewable energy on-site have been maximised.

Be Seen (Monitor and review)

448. In respect of ‘Be Seen’ measures, the applicant has committed to:

- metering of energy usage on all floors, per tenancy and per dwelling which will allow building owners and occupiers to view and interrogate where potential energy savings can be made throughout the building
- developing detailed energy monitoring and reporting plan to ensure reporting over period of five years; and

- using fully metered electricity and water supplies.

449. The London Plan asks developers to monitor energy use during the occupation and to incorporate monitoring equipment to enable occupants to monitor and reduce their energy use. 5 years post completion monitoring has been secured in the OPP s106 agreement to which this RMA will be bound.

Circular economy

450. Circular Economy is defined as one where materials are retained in use at their highest value for as long as possible and are then reused or recycled, leaving a minimum of residual waste. London Plan Policy SI7 seeks to promote resource conservation, waste reduction, increases in material re-use and recycling, and reductions in waste going for disposal through the requirement of new development to submit a circular economy statement. Such statements must demonstrate how all materials arising from demolition and remediation works will be re-used and/or recycled; how the proposal's design and construction will reduce material demands and enable building materials, components and products to be disassembled and re-used at the end of their useful life; opportunities for managing as much waste as possible on site; adequate and easily accessible storage space and collection systems to support recycling and re-use; specify how much waste the proposal is expected to generate, and how and where the waste will be managed in accordance with the waste hierarchy. The statement must also identify how performance will be monitored and reported.

451. The applicant has provided a circular economy statement with the application in line with the GLA's requirements. The statement proposed the key commitments:

- On-site reuse and recycling of existing materials where feasible
- Off-site reuse and recycling of existing materials wherever possible (minimum of 95%) to avoid materials going to landfill
- Sustainably sourced materials with high recycled content and reuse potential will be specified wherever practicable, and Environmental Product Declarations will be sought as often as possible.
- A minimum of 20% of the total value of materials used will derive from recycled and reused content in the products and materials selected
- The principal contractor will be required to monitor construction site impacts and complying with BREEAM and project targets set during the design stage.

- The design will support operational waste management through provision of dedicated space for the segregation and storage of operational recyclable waste.
- The project has followed the energy hierarchy with a range of passive and active measures included to reduce energy demand and consumption. Air source heat pumps will provide low energy heating and cooling.
- In order to minimise the weight of steel in the office, and the thickness of the concrete slabs in the residential towers, the grid of each building has been optimised. This approach ensures the minimum possible material 'inputs' into the structure.
- The structural fabric of both the office and residential buildings are designed to be adaptable. The layout of the towers is intended to allow for future adaptability of units and mix. The steel frame structure of the office building allows flexibility to introduce voids and interconnecting stairs between floors.
- Fragile, aesthetic surface finishes for internal and external areas are avoided, and will mean there is less need for frequent repair and replacement.
- The proposals maximise opportunities to use Modern Methods of Construction (MMC). This will speed up construction, optimise deliveries to site and minimise off-site construction waste.

452. The proposed commitments to minimise the quantities of materials and other resources (energy, land, water) used, and measures for sourcing materials responsibly and sustainably are considered to be acceptable in principle. Compliance with the CES should be secured by Condition.

Cooling and overheating

453. London Plan SI4 requires major development proposals to demonstrate through an energy strategy how they will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the London Plan cooling hierarchy. The six-step hierarchy 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).

454. The Energy Strategy submitted with the application identifies that steps set out in the hierarchy have been applied to the residential elements of the development. This is set out below in sequential order.

Minimise internal heat generation through energy efficient design

455. The glazing ratio is optimised throughout the building to provide sufficient daylight and solar control glass applied to minimise solar gains. LED lighting and energy efficient appliances are proposed to reduce internal heat gains.

Reduce heat entering the building

456. The building has a mix of external shading such as window reveals and balconies.

Manage the heat within the building

457. In the residential element, the corridors (classed as non-domestic spaces) benefit from the lower energy supply temperatures of the ambient loop energy networks operating at temperatures below 27°C. Therefore, mitigating overheating in summer months 2.53m and 2.76m floor to ceiling heights in occupied areas will act as a heat preventing measure. High thermal mass is proposed in living rooms and some bedrooms.

Use passive ventilation

458. Openable windows to all residential units will enable natural ventilation and free cooling throughout the majority of residential units within F1 and F2. However, the east and south east facing flats in levels 2 to 9 within the F1 tower are subject to potential higher external noise levels, and consequently residents may chose not to naturally ventilate. For these limited units, high efficiency fan coil units fed by the Water Source Heat Pump system is proposed to provide additional cooling.

BREEAM

459. Southwark Plan Policy P69 requires the development to achieve BREEAM 'excellent'. A BREEAM Pre-assessment report has been undertaken which confirms that the development is on target to achieve a BREEAM Excellent

rating for the office spaces and a BREEAM Excellent rating for the retail spaces. Condition 83 attached to the OPP secures compliance with BREEAM "Excellent" rating for any workspace (use class B1) or retail (use classes A1-A5).

Digital connectivity

460. 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.
461. London Plan Policy SI6 introduces the need for new developments to address London's requirements for enhanced digital connectivity. The policy requires development proposals to ensure that sufficient ducting space for full fibre connectivity infrastructure is provided to all end users, to meet expected demand for mobile connectivity generated by the development, to take appropriate measures to avoid reducing mobile connectivity in surrounding areas; and to support the effective use of rooftops and the public realm (such as street furniture and bins) to accommodate well-designed and suitably located mobile digital infrastructure.
462. Although the Zone F RMA does not contain details about digital connectivity infrastructure, Schedule 22 of the s106 requires a pure fibre connection to be provided to both buildings within Zone F before they can be occupied. This will ensure the aims of the NPPF and London Plan are achieved.

Summary

463. In conclusion, the documents submitted with this RMA reflect the principles established by the OPP and meet the requirements of the s106 agreement and current development plan policies in respect of climate change. It is necessary to add additional conditions to this RMA to secure compliance with documents that have been submitted to address current development plan policies for climate change such as CES and WLC Assessments.

Planning obligations (S.106 agreement)

464. 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

465. 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

466. 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.

467. To be provided in the addendum.

468. It should be noted that this is an estimate, based on information provided to date by the applicant, and the floor areas including ancillary areas will be checked when CIL Additional information and Assumption of liability forms are submitted after planning approval has been obtained. It also does not take any account of the potential for CIL relief for the delivery of affordable housing.

Community involvement and engagement

469. This application was accompanied by a Statement of Community Involvement. The document confirms that the following public consultation was undertaken by the applicant during the pre-application and planning application stages:

<u>Developer Consultation: Summary Table</u>	<u>Form of consultation</u>
	Public Consultation Events (pre-application)

23 rd & 28 th October 2021	<p>Two ‘pop-up’ events in the Surrey Quays Shopping Centre, outside Tesco. 120 public attendees. 2 feedback forms completed.</p> <p>The focus of the events was to share plans for Zone F, materials on the wider Masterplan were also displayed to provide an overview of the development.</p>
18 th October-1 st November 2021	Virtual public exhibition – 342 unique users, 2,484 views of the display materials, 8 feedback forms completed. 11 social media posts to signpost the virtual exhibition.
Other Engagement	<ul style="list-style-type: none"> • E-newsletter sent to c.2,500 people in the area to share details of the virtual and in-person events, with an invitation to view the proposals • Virtual Exhibition website • Posters placed in key locations • A freephone number to arrange a call back appointment with the project team • Frequently asked questions booklet issued • Social media posts signposting the information events across Twitter, Instagram and Facebook, shared to over 4,500 followers • Invitations to meet issued to Surrey Docks and Rotherhithe Ward Councillors.

470. The Statement of Community Involvement sets out the responses from the 8 feedback forms submitted following the virtual public exhibition. In addition, 1 comment was received via the Canada Water Masterplan Twitter account and 6 respondents chose to submit more general comments. A detailed summary of each topic raised and how the applicant responded is provided in the document.

471. The level of pre-application consultation undertaken by the applicant is considered to be an adequate effort to engage with those affected by the proposals. The applicants utilised a mix of in-person pop-up events, and a virtual exhibition was between 18 October and 1 November 2021, which was considered to be an acceptable engagement method.

472. The Council, as part of its statutory requirements, sent letters to surrounding residents, issued a press notice publicising the planning application and displayed 5 site 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 later in this report

Consultation responses from external and statutory consultees

473. **London Fire Service:** The London Fire Brigade (LFB) has been consulted with regard to the above-mentioned premises and have no further observations to make.

474. **Transport for London:** No objection.

475. **London Underground:** Do not wish to comment.

476. **GLA:** Do not wish to comment.

477. **Civil Aviation Authority:** Do not wish to comment

478. **London Borough of Lewisham:** No objection

479. **London Borough of Tower Hamlets:** No objection

480. **Environment Agency:** No objection. Conditions attached to the Outline Permission should be applied and Environment Agency should be consulted at Approval of Details stage.

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

481. **Historic England:** No objection.

482. **Secure by Design:** Have been in contact with the developer to discuss the crime prevention and SBD requirements for this site. It is positive that the developer has engaged in this way.

The wider masterplan already has a condition for buildings to comply with SBD requirements so this portion of the masterplan will be captured by those conditions.

Officer comment: There is already a relevant condition attached to the OPP.

483. **Thames Water:** Foul water drainage conditions recommended.

Officer comment: There is already a relevant drainage condition attached to the OPP.

Community impact and equalities assessment

484. 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.

485. The protected characteristics are: race, age, gender reassignment, pregnancy and maternity, disability, sexual orientation, religion or belief, sex, marriage and civil partnership. The protected characteristics are: race, age, gender reassignment, pregnancy and maternity, disability, sexual orientation, religion or belief, sex, marriage and civil partnership. The OPP was subject to detailed assessment and the permission allows a range of uses, specific parameters and mitigation, all of which this application complies with. The application would deliver a significant amount of commercial development including a large quantum of affordable workspace 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 410 market residential units. However, across the Masterplan a minimum of 35% of all units would be affordable units, comprising a mix of social rented and intermediate tenures. 11% of all housing would be wheelchair accessible within

Zone F. Wheelchair parking would also be provided for the office, retail and residential uses.

Human rights implications

486. 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.

487. This application has the legitimate aim of delivering commercial development. The rights potentially engaged by this application, including the right to a fair trial and the right to respect for private and family life are not considered to be unlawfully interfered with by this proposal.

Positive and proactive statement

488. The council has published its development plan on its website together with advice about how applications are considered and the information that needs to be submitted to ensure timely consideration of an application. Applicants are advised that planning law requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise.

489. The council provides a pre-application advice service that is available to all applicants in order to assist applicants in formulating proposals that are in accordance with the development plan, and this service was used by the applicant in this case.

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?	

CONCLUSION

490. In land use terms the proposed uses and quantum of floor area accords with the Development Specification and other relevant development plan policies and is consistent with the principles established by the OPP.
491. The development would deliver 410 new residential units within Zone F and is strongly supported by both development plan policies and the requirements of the OPP. The proposed mix of units complies with the OPP with 60% of all units being 2 or 3 bed homes. The quality of the new homes is good, albeit some units at lower floor levels will receive daylight and sunlight below the BRE recommendations. However, the high proportion of dual aspect units and quality of communal amenity space are positive factors to be considered in assessing the overall quality of the new residential accommodation.
492. All of the proposed units are market units. Notwithstanding this, the S106 agreement for the OPP requires the masterplan to deliver 35% affordable housing (measured by habitable room), with a tenure split of 25% social rent and 10% intermediate. Affordable housing units will be delivered across other Zones within the Masterplan.
493. The proposed development would deliver a significant amount of commercial floorspace creating for circa 2,225 – 2,895 FTE jobs, which would make a positive contribution to employment opportunities in the borough. Obligations secured as part of the OPP include the provision of affordable retail and workspace within the masterplan development, which could be delivered within this phase.
494. In design terms the proposed buildings accord with the principles and maximum height parameters established by the OPP. The office building design seeks to respond to the industrial heritage of the site whilst offering a modern and flexible office environment. The two residential tower buildings would provide exemplary architecture that would be visible from long distances helping to raise the profile of the area. This has been achieved through the arrangement of the towers and by providing slender towers which are well articulated. The building's height and articulation emphasises the central character of Zone F and assist in marking the future public park within the Masterplan and routes towards it.
495. The site layout and provision of public realm accords with the details approved in the OPP Design Codes. Subject to high quality execution, as secured by the

conditions attached to the OPP, the proposal will have a positive place making benefit for this part of the Masterplan.

- 496. Subject to conditions to control plant noise and detailed operation and servicing hours 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.
- 497. 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.
- 498. 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.
- 499. 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.
- 500. 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
Southwark Local Development Framework and Development Plan Documents	Planning Division, Chief Executive's Department, 160 Tooley Street, London, SE1 2QH	Planning enquiries telephone: 020 7525 5403 Planning enquiries email: planning.enquiries@southwark.gov.uk Case officer telephone: 020 7525 1770 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	Billy Pattison, Senior Planning Officer	
Version	Final	
Dated	13 July 2022	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments sought	Comments included
Strategic Director of Finance and Governance	No	No
Strategic Director, Environment and Social Regeneration	No	No
Strategic Director of Housing and Modernisation	No	No
Date final report sent to Constitutional Team		13 July 2022

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		Reg. Number	21/AP/4712
	BL CW Holdings Ltd		
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 (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.

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).

Canada Water Masterplan: Land Bound By Lower Road (West), Redriff Road (South), Quebec Way (East), Surrey Quays Road London Southwark

In accordance with application received on 23 December 2021 and Applicant's Drawing Nos.:

CWF00-AHM-XXX-XX-DR-AR-PL0800 Proposed Site Location Plan 1:1500 A1 P01

CWF00-AHM-XXX-XX-DR-AR-PL0810 Proposed Site plan 1:500 A1 P01

CWF00-AHM-XXX-XX-DR-AR-PL0820 Red Line Context Plan 1:500 A1 P01

CWF00-AHM-XXX-B1-DR-AR-PL0990 Proposed Basement Plan 1:200 A1 P01

CWF00-AHM-XXX-00-DR-AR-PL1000 Proposed Ground Floor Plan 1:200 A1 P02

CWF00-AHM-XXX-M0-DR-AR-PL1001 Proposed Upper Ground Floor Plan 1:200 A1 P01

CWF00-AHM-XXX-01-DR-AR-PL1010 Proposed Office First Floor Plan / Residential First Floor Plan 1:200 A1 P01

CWF00-AHM-XXX-01-DR-AR-PL1011 Proposed Residential Second Floor Plan 1:200 A1 P01

CWF00-AHM-XXX-02-DR-AR-PL1020 Proposed Office Second Floor Plan / Residential Third Floor Plan 1:200 A1 P01

CWF00-AHM-XXX-03-DR-AR-PL1030 Proposed Office Third Floor Plan / Residential Fourth Floor Plan 1:200 A1 P01

CWF00-AHM-XXX-04-DR-AR-PL1040 Proposed Office Fourth Floor Plan / Residential Fifth Floor Plan 1:200 A1 P01

CWF00-AHM-XXX-05-DR-AR-PL1050 Proposed Office Fifth Floor Plan / Residential Sixth Floor Plan 1:200 A1 P01

CWF00-AHM-XXX-05-DR-AR-PL1051 Proposed Residential Seventh Floor Plan 1:200 A1 P01

CWF00-AHM-XXX-06-DR-AR-PL1060 Proposed Office Sixth Floor Plan / Residential Eighth Floor Plan 1:200 A1 P01

CWF00-AHM-XXX-07-DR-AR-PL1070 Proposed Office Seventh Floor Plan / Residential Ninth Floor Plan 1:200 A1 P01

CWF00-AHM-XXX-08-DR-AR-PL1080 Proposed Office Eighth Floor Plan / Residential Tenth Floor Plan 1:200 A1 P01

CWF00-AHM-XXX-08-DR-AR-PL1081 Proposed Residential Eleventh Floor Plan 1:200 A1 P01

CWF00-AHM-XXX-09-DR-AR-PL1090 Proposed Office Ninth Floor Plan / Residential Twelfth Floor Plan 1:200 A1 P01

CWF00-AHM-XXX-10-DR-AR-PL1100 Proposed Office Tenth Floor Plan / Residential Thirteenth Floor Plan 1:200 A1 P01

CWF00-AHM-XXX-25-DR-AR-PL1250 Proposed Typical Upper Tower Floor Plan (Residential Level 25) 1:200 A1 P01

CWF00-AHM-XXX-34-DR-AR-PL1340 Proposed Residential Thirty Fourth Floor Plan 1:200 A1 P01

CWF00-AHM-XXX-RF-DR-AR-PL1360 Proposed Roof Plan 1:200 A1 P01

CWF00-AHM-XXX-ZZ-DR-AR-PL2000 Proposed South Elevation Development Plot F1 1:250 A1 P02

CWF00-AHM-XXX-ZZ-DR-AR-PL2010 Proposed North Elevation Development Plot F1 'The Cut' 1:250 A1 P01

CWF00-AHM-XXX-ZZ-DR-AR-PL2020 Proposed West Elevation Development Plot F1 1:250 A1 P01

CWF00-AHM-XXX-ZZ-DR-AR-PL2030 Proposed South East Elevation Development Plots F1 & F2 1:250 A1 P02

CWF00-AHM-XXX-ZZ-DR-AR-PL2040 Proposed North East Elevation Development Plot F2 1:250 A1 P01

CWF00-AHM-XXX-ZZ-DR-AR-PL2050 Proposed North Elevation Development Plot F2 1:250 A1 P01

CWF00-AHM-XXX-ZZ-DR-AR-PL2060 Proposed West Elevation Development Plot F2 1:250 A1 P01

CWF00-AHM-XXX-ZZ-DR-AR-PL2070 Proposed South Elevation Development Plot F2 'The Cut' 1:250 A1 P01

CWF00-AHM-XXX-ZZ-DR-AR-PL2080 Proposed South West Residential Tower Elevation Development Plot F2 1:250 A1 P01

CWF00-AHM-XXX-ZZ-DR-AR-PL2090 Proposed North West Residential Tower Elevation Development Plot F2 1:250 A1 P01

CWF00-AHM-XXX-ZZ-DR-AR-PL2500 Proposed Context Elevation- Surrey Quays Road 1:500 A1 P01

CWF00-AHM-XXX-ZZ-DR-AR-PL2510 Proposed Context Elevation- Park Walk 1:500 A1 P02

CWF00-AHM-XXX-ZZ-DR-AR-PL2520 Proposed Context Elevation- New Brunswick Street 1:500 A1 P01

CWF00-AHM-XXX-ZZ-DR-AR-PL3000 Proposed Section A-A 1:250 A1 P01

CWF00-AHM-XXX-ZZ-DR-AR-PL3010 Proposed Section B-B 1:250 A1 P01

CWF00-AHM-RES-XX-DR-AR-PL4000 Facade Bay Study - Residential Tower Lower 1:50 A1 P02

CWF00-AHM-RES-XX-DR-AR-PL4010 Facade Bay Study - Residential Tower Typical 1:50 A1 P01

CWF00-AHM-RES-XX-DR-AR-PL4020 Facade Bay Study - Residential Tower Upper 1:50 A1 P01

CWF00-AHM-RES-XX-DR-AR-PL4030 Facade Bay Study - Residential Nib Building 1:50 A1 P01 CWF20-AHM-OFF-XX-DR-AR-PL4040 Facade Bay Study - Office Entrance 1:50 A1 P01

CWF20-AHM-OFF-XX-DR-AR-PL4050 Facade Bay Study - Retail Entrance 1:50 A1 P01

CWF10-AHM-RES-ZZ-DR-AR-PL4500 Typical Flat Layouts- Development Plot F1 Tower 2nd and 3rd Floors 1:100 A1 P01

CWF10-AHM-RES-ZZ-DR-AR-PL4510 Typical Flat Layouts- Development Plot F1 Tower 4th and 5th Floors 1:100 A1 P01

CWF10-AHM-RES-ZZ-DR-AR-PL4520 Typical Flat Layouts- Development Plot F1 Tower 6th and 8th Floors 1:100 A1 P01

CWF10-AHM-RES-ZZ-DR-AR-PL4530 Typical Flat Layouts- Development Plot F1 Tower 9th and 14th Floors 1:100 A1 P01

CWF10-AHM-RES-ZZ-DR-AR-PL4540 Typical Flat Layouts- Development Plot F1 Tower 15th and 33rd Floors 1:100 A1 P01

CWF10-AHM-RES-ZZ-DR-AR-PL4550 Typical Flat Layouts- Development Plot F1 Tower 34th and 35th Floors 1:100 A1 P01

CWF20-AHM-RES-ZZ-DR-AR-PL4560 Typical Flat Layouts- Development Plot F2 Tower 1st and 2nd Floors 1:100 A1 P01

CWF20-AHM-RES-ZZ-DR-AR-PL4570 Typical Flat Layouts- Development Plot F2 Tower 3rd and 8th Floors 1:100 A1 P01

CWF20-AHM-RES-ZZ-DR-AR-PL4580 Typical Flat Layouts- Development Plot F2 Tower 9th and 10th Floors 1:100 A1 P01

CWF20-AHM-RES-ZZ-DR-AR-PL4590 Typical Flat Layouts- Development Plot F2 Tower 13th and 14th Floors 1:100 A1 P01

CWF20-AHM-RES-ZZ-DR-AR-PL4600 Typical Flat Layouts- Development Plot F2 Tower 17th and 18th Floors 1:100 A1 P01

CWF20-AHM-RES-ZZ-DR-AR-PL4610 Typical Flat Layouts- Development Plot F2 Tower 28th Floor 1:100 A1 P01

CWF00-AHM-RES-XX-DR-AR-PL5500 Residential Layout Plan- Typical Studio 1:50 A3 P01

CWF00-AHM-RES-XX-DR-AR-PL5510 Residential Layout Plan- Typical Flat 1B2P 1:50 A3 P01

CWF00-AHM-RES-XX-DR-AR-PL5520 Residential Layout Plan- Typical Flat 2B4P 1:50 A3 P01

CWF00-AHM-RES-XX-DR-AR-PL5530 Residential Layout Plan- Typical Flat 3B6P 1:50 A3 P01

CWF00-AHM-RES-XX-DR-AR-PL5540 Residential Layout Plan- Typical Flat 1B2P WC.A 1:50 A3 P01
CWF00-AHM-RES-XX-DR-AR-PL5550 Residential Layout Plan- Typical Flat 2B4P WC.A 1:50 A3 P01
CWF00-AHM-RES-XX-DR-AR-PL5560 Residential Layout Plan- Typical Duplex 3B5P Lower Level 1:50 A3 P01
CWF00-AHM-RES-XX-DR-AR-PL5570 Residential Layout Plan- Typical Duplex 3B5P Upper Level 1:50 A3 P01
CWF10-AHM-RES-02-DR-AR-PL5580 Residential Layout Plan- Atypical Studio 0.A.1 1:50 A3 P01
CWF10-AHM-RES-02-DR-AR-PL5590 Residential Layout Plan- Atypical Studio 0.A.1 1:50 A3 P01
CWF10-AHM-RES-02-DR-AR-PL5600 Residential Layout Plan- Atypical Studio 0.A.1 1:50 A3 P01
CWF10-AHM-RES-02-DR-AR-PL5610 Residential Layout Plan- Atypical Studio 0.A.1 1:50 A3 P01
CWF10-AHM-RES-02-DR-AR-PL5620 Residential Layout Plan- Atypical Studio 0.A.1 1:50 A3 P01
CWF10-AHM-RES-02-DR-AR-PL5640 Residential Layout Plan- Atypical Studio 0.A.1 1:50 A3 P01
CWF10-AHM-RES-02-DR-AR-PL5650 Residential Layout Plan- Atypical Studio 0.A.1 1:50 A3 P01
CWF10-AHM-RES-02-DR-AR-PL5660 Residential Layout Plan- Atypical Studio 0.A.1 1:50 A3 P01
CWF10-AHM-RES-02-DR-AR-PL5670 Residential Layout Plan- Atypical Studio 0.A.1 1:50 A3 P01
CWF10-AHM-RES-02-DR-AR-PL5680 Residential Layout Plan- Atypical Studio 0.A.1 1:50 A3 P01
CWF10-AHM-RES-02-DR-AR-PL5690 Residential Layout Plan- Atypical Studio 0.A.1 1:50 A3 P01
CWF10-AHM-RES-02-DR-AR-PL5700 Residential Layout Plan- Atypical Studio 0.A.1 1:50 A3 P01
CWF10-AHM-RES-02-DR-AR-PL5710 Residential Layout Plan- Atypical Studio 0.A.1 1:50 A3 P01
CWF10-AHM-RES-02-DR-AR-PL5720 Residential Layout Plan- Atypical Studio 0.A.1 1:50 A3 P01
CWF10-AHM-RES-02-DR-AR-PL5730 Residential Layout Plan- Atypical Studio 0.A.1 1:50 A3 P01
CWF10-AHM-RES-02-DR-AR-PL5740 Residential Layout Plan- Atypical Studio 0.A.1 1:50 A3 P01
Ground Floor Urban greening Factor Plan CWF00-TWN-PUB-XX-DR-LS-306001 1:200 A0 P2
Urban Greening Factor Calculations 2110_UGF_00 1:200 A1 P4
Urban Greening Factor Calculations 2110_UGF_02 1:200 A1 P4
Urban Greening Factor Calculations 2110_UGF_03 1:200 A1 P4
Urban Greening Factor Calculations 2110_UGF_04 1:200 A1 P1

Tree Planting Strategy Plan - CWF00-TWN-PUB-XX-DR-LS-305001/P1
Circular Economy Statement CWH12-ARP-ZZZ-XX-RP-SU-000005/P01
Energy and Sustainability Statement – December 2021
Environmental Statement (ES) Statement of Conformity (SoC) incorporating Further Environmental Information - WIE12886-281-R-1.4.2-Development Zone F RMA SoC/Rev 04 – December 2021
Wind Assessment Addendum - Additional Cumulative Scenario Wind Microclimate Results - April 2022
Design and Access Statement Rev 02 – March 2022
Delivery, Servicing and Refuse Management Plan – December 2021
Delivery, Servicing and Refuse Management Plan Addendum – 08/06/2022
Fire Statement - LO19062/Rev0 – December 2021
Internal Daylight, Sunlight and Overshadowing Assessment/ Rev 02 – December 2021
Internal Daylight, Sunlight and Overshadowing Assessment Addendum/ Rev 02 – 28 February 2022
Planning Compliance Report/ Rev 02 – May 2022
Statement of Community Involvement - December 2021
Travel Plan – December 2021
Whole Life Carbon Assessment ref: CWH12-ARP-ZZZ-XX-RP-SU-000004/P01

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

1. Prior to the commencement of any restaurant or cafe use, 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 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.

2. The residential units hereby permitted shall be designed to ensure that the following internal noise levels are not exceeded due to environmental noise (when the windows and doors are closed):

Bedrooms - 35dB LAeq T†, 30 dB LAeq T*, 45dB LAFmax T *

Living rooms- 35dB LAeq T †

Dining room - 40 dB LAeq T †

* - Night-time - 8 hours between 23:00-07:00

† - Daytime - 16 hours between 07:00-23:00

Prior to Occupation of Development Plot F1 and Development Plot F2, a report for that Plot shall be submitted to the Local Planning Authority for approval in writing demonstrating that the above standards, for the relevant Development Plot, have been achieved having carried out a validation test on a relevant sample of residential units (minimum 10%). The residential units shall not be Occupied until

such time as the submitted details are approved and any measures required, implemented or installed in order to achieve the above standards shall be maintained permanently 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 National Planning Policy Framework 2021; Policy D14 (Noise) of the London Plan 2021; and Policies P15 (Residential Design) and P56 (Protection of Amenity) of the Southwark Plan 2022.

3. Prior to first use of any commercial 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 shall be installed in full and 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 National Planning Policy Framework 2021; Policy D14 (Noise) of the London Plan 2021; and Policies P15 (Residential Design) and P56 (Protection of Amenity) of the Southwark Plan 2022.

- 4 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/E(g)(i)/office to residential adjacencies)
- o 57dB DnTw+Ctr (for other class E / A1-A3 to residential adjacencies)
- o 60dB DnTw+Ctr (for A4/sui generis bar/drinking establishment to residential adjacencies)

Pre-occupation testing of the separating partitions shall be undertaken for airborne sound insulation in accordance with the methodology of ISO 16283-1:2014. 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 use commencing and once approved the partition shall be 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 within the commercial premises, in accordance with: the National Planning Policy Framework 2021; Policy D14 (Noise) of the London Plan 2022; and Policies P15 (Residential Design) and P56 (Protection of Amenity) of the Southwark Plan 2022.

Permission is subject to the following Compliance Condition(s)

5. Any servicing deliveries or collections to the commercial units 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).

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

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

7. (i) The development shall be undertaken in full accordance with the approved Circular Economy Statement (ref:CWH12-ARP-ZZZ-XX-RP-SU-000005 P01) and Whole Life Carbon Assessment (ref: CWH12-ARP-ZZZ-XX-RP-SU-000004 P01) hereby approved., or any subsequent updated documents submitted and approved by the Council.

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

(iii) Prior to the occupation of the development, the post-construction tab of the GLA's whole life carbon assessment template should be completed accurately and in its entirety in line with the GLA's Whole Life Carbon Assessment Guidance. The post-construction assessment should provide an update of the information submitted at planning submission

stage, including the whole life carbon emission figures for all life-cycle modules based on the actual materials, products and systems used. This should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, prior to occupation of the relevant building.

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

8. The development shall be undertaken in full accordance with the Fire Strategy (Ref:LO20055 10/06/22 R02) 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.

9. (i) The development shall be undertaken in full accordance with the Urban Greening Factor report (contained within page 235 of the Design and Access Statement) hereby approved.

(ii) Prior to first occupation of the development hereby approved the applicant shall submit evidence that 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

10. The permitted hours of use for the commercial (non-office) uses hereby permitted 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.

11. Any tables, chairs and/or other outdoor furniture used within any external publicly-accessible part of the site in connection with any of the flexible commercial units hereby consented shall be:
 - vacated no later than 22:00hrs each day;
 - occupied no earlier than 08:00hrs on Mondays to Saturdays;
 - occupied no earlier than 10:00hrs 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.

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

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

Informatives

1 FIRE RISK ASSESSMENT/STATEMENT

Paragraph 3.12.9 of London Plan 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.

2 PARENT APPLICATION (DECISION NOTICE AND S106 LEGAL AGREEMENT) 18/AP/1604

The applicant is reminded that this Reserved Matters Application is bound by the conditions and s106 legal agreement attached to Outline Planning Permission 18/AP/1604

- 3 For the avoidance of doubt the applicant is advised that Higher Cut forms part of the Additional Public Realm captured by Schedule 18 of the s106 agreement which sets out controls in respect of standards of construction, maintenance, access and permitted closures.

Relevant planning policies

National Planning Policy Framework (NPPF)

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 relevant chapters of the NPPF are:

- Chapter 2 - Achieving sustainable development
- Chapter 5 - Delivering a sufficient supply of homes
- Chapter 6 - Building a strong, competitive economy
- 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 of the London Plan 2021 are:

GG1 Building strong and inclusive communities

GG2 Making the best use of land

GG3 Creating a healthy city

GG5 Growing a good economy

GG6 Increasing efficiency and resilience

Policy SD1 Opportunity Areas
Policy SD6 Town centres and high streets
Policy SD7 Town centres: development principles and Development Plan Documents
Policy SD8 Town centre network
Policy SD9 Town centres: Local partnerships and implementation
Policy SD10 Strategic and local regeneration
Policy D1 London's form, character and capacity for growth
Policy D2 Infrastructure requirements for sustainable densities
Policy D3 Optimising site capacity through the design-led approach
Policy D4 Delivering good design
Policy D5 Inclusive design
Policy D7 Accessible housing
Policy D8 Public realm
Policy D9 Tall buildings
Policy D11 Safety, security and resilience to emergency
Policy D12 Fire safety
Policy D14 Noise
Policy H1 Increasing housing supply
Policy H4 Delivering affordable housing
Policy H7 Monitoring of affordable housing
Policy H10 Housing size mix
Policy S1 Developing London's social infrastructure
Policy E1 Offices
Policy E2 Providing suitable business space
Policy E3 Affordable workspace
Policy E4 Land for industry, logistics and services to support London's economic function
Policy E8 Sector growth opportunities and clusters
Policy E11 Skills and opportunities for all
Policy HC1 Heritage conservation and growth
Policy HC3 Strategic and Local Views
Policy HC4 London View Management Framework
Policy HC5 Supporting London's culture and creative industries
Policy HC6 Supporting the night-time economy
Policy G1 Green infrastructure
Policy G5 Urban greening

Policy G6 Biodiversity and access to nature
Policy G7 Trees and woodlands
Policy SI 1 Improving air quality
Policy SI 2 Minimising greenhouse gas emissions
Policy SI 3 Energy infrastructure
Policy SI 4 Managing heat risk
Policy SI 5 Water infrastructure
Policy SI 6 Digital connectivity infrastructure
Policy SI 7 Reducing waste and supporting the circular economy
Policy SI 8 Waste capacity and net waste self-sufficiency
Policy SI 12 Flood risk management
Policy SI 13 Sustainable drainage
Policy T1 Strategic approach to transport
Policy T2 Healthy Streets
Policy T3 Transport capacity, connectivity and safeguarding
Policy T4 Assessing and mitigating transport impacts
Policy T5 Cycling
Policy T6 Car parking
Policy T6.1 Residential parking
Policy T6.2 Office parking
Policy T6.5 Non-residential disabled persons parking
Policy T7 Deliveries, servicing and construction
Policy T9 Funding transport infrastructure through planning

Southwark Plan 2022

ST1 Southwark's Development targets
ST2 Southwark's Places
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
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
P22 Borough views
P23 Archaeology
P28 Access to employment and training
P30 Office and business development
P31 Affordable workspace
P35 Town and local centres
P39 Shop fronts
P45 Healthy developments
P46 Leisure, arts and culture
P50 Highways impacts
P51 Walking
P53 Cycling
P54 Car Parking
P55 Parking standards for disabled people and the mobility impaired
P56 Protection of amenity
P57 Open space
P59 Green infrastructure
P60 Biodiversity
P61 Trees
P62 Reducing waste
P64 Contaminated land and hazardous substances
P65 Improving air quality
P66 Reducing noise pollution and enhancing soundscapes
P67 Reducing water use
P68 Reducing flood risk
P69 Sustainability standards
P70 Energy
NSP781 Harmsworth Quays, Surrey Quays Leisure Park, Surrey Quays Shopping Centre and Robert's Close

Mayors SPD/SPGs

Culture and Night-Time Economy (November 2017)

Housing Supplementary Planning Guidance (March 2016)
Social Infrastructure (May 2015)
Accessible London: Achieving an Inclusive Environment (October 2014)
The control of dust and emissions during construction and demolition (July 2014)
Town Centres (July 2014)
Character and Context (June 2014)
Sustainable Design and Construction (April 2014)
Use of planning obligations in the funding of Crossrail, and the Mayoral Community Infrastructure Levy (April 2013)
Land for Industry and Transport (September 2012)
London View Management Framework (March 2012)
Planning for Equality and Diversity in London (October 2007)

Southwark SPDs/SPGs

Design and Access Statements (2007)
Technical Update to the Residential Design Standards 2011 (2015)
S106 and CIL (2015)
S106 and CIL Addendum (2017)
Sustainability Assessments (2007)
Sustainable Design and Construction (2009)
Sustainable Transport (2009)

APPENDIX 3

Planning history of the site and nearby sites

Reference and Proposal	Status
<p>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.</p>	<p>GRANTED - Major Application 29/05/2020</p>

Consultation undertaken

Site notice date: 09/03/2022

Press notice date: 10/03/2022

Case officer site visit date: n/a

Neighbour consultation letters sent: 08/03/2022

Internal services consulted

Archaeology

Community Infrastructure Levy Team

Design and Conservation Team [Formal]

Local Economy

Ecology

Environmental Protection

Highways Development and Management

Section 106 Team

Flood Risk Management & Urban Drainage

Transport Policy

Urban Forester

Waste Management

Statutory and non-statutory organisations

Environment Agency

London Fire & Emergency Planning Authori

London Underground

Natural England - London & South East Re

Metropolitan Police Service

Transport for London

Thames Water

Neighbour and local groups consulted:

9 Brunswick Quay London Southwark

3 Brunswick Quay London Southwark

115 Redriff Road London Southwark

105 Redriff Road London Southwark

109 Redriff Road London Southwark

107 Redriff Road London Southwark

7 Brunswick Quay London Southwark

5 Brunswick Quay London Southwark

1 Brunswick Quay London Southwark

113 Redriff Road London Southwark

111 Redriff Road London Southwark

1 Surrey Quays Road London Southwark

115 Brunswick Quay London Southwark

Management Suite Surrey Quays Shopping Centre Redriff Road

East Warehouse Canada Water Retail Park Surrey Quays Road
113 Brunswick Quay London Southwark
97 Redriff Road London Southwark
1A Brunswick Quay London Southwark
27 Surrey Quays Shopping Centre Redriff Road London
46 - 50 Surrey Quays Shopping Centre Redriff Road London
103 Redriff Road London Southwark
13 Brunswick Quay London Southwark
99 Redriff Road London Southwark
Dirtybird Restaurant Printworks Surrey Quays Road
Unit 1 Canada Water Retail Park Surrey Quays Road
101 Redriff Road London Southwark
Unit 4 Canada Water Retail Park Surrey Quays Road
Printworks Surrey Quays Road London
15 Brunswick Quay London Southwark
53 Surrey Quays Shopping Centre Redriff Road London
2A Brunswick Quay London Southwark
11 Brunswick Quay London Southwark
14 Surrey Quays Shopping Centre Redriff Road London
35 Surrey Quays Shopping Centre Redriff Road London
5 Surrey Quays Shopping Centre Redriff Road London
10-12 Surrey Quays Shopping Centre Redriff Road London
37 Surrey Quays Shopping Centre Redriff Road London

19 Surrey Quays Shopping Centre Redriff Road London
Thrive Business Hub Surrey Quays Leisure Park Teredo Street London
The League Of Adventure Canada Street London
28 Surrey Quays Shopping Centre Redriff Road London
2-4 Surrey Quays Shopping Centre Redriff Road London
Flat 1 1 Teredo Street London
3 Surrey Quays Shopping Centre Redriff Road London
First Floor 59 Surrey Quays Shopping Centre Redriff Road
45 Surrey Quays Shopping Centre Redriff Road London
1 Surrey Quays Shopping Centre Redriff Road London
Security Lodge Surrey Quays Leisure Park Surrey Quays Road
Unit D1 Surrey Quays Shopping Centre Redriff Road
22 Surrey Quays Shopping Centre Redriff Road London
42 Surrey Quays Shopping Centre Redriff Road London
18 Surrey Quays Shopping Centre Redriff Road London
44 Surrey Quays Shopping Centre Redriff Road London
53-55 Surrey Quays Shopping Centre Redriff Road London
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
11-13 Surrey Quays Shopping Centre Redriff Road London
20 Surrey Quays Shopping Centre Redriff Road London
1 Teredo Street London Southwark

Surrey Quays Leisure Park Surrey Quays Road London
First Floor 63 Surrey Quays Shopping Centre Redriff Road
Security Lodge Santander Atm Surrey Quays Leisure Park Surrey Quays Road
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
Uci Cinema The Mast Leisure Park Surrey Quays Road
National Halal Centre Surrey Quays Shopping Centre Redriff Road
Gala Bingo The Mast Leisure Park Surrey Quays Road
The Mast Leisure Park Surrey Quays Road London
49-51 Surrey Quays Shopping Centre Redriff Road London
47 Surrey Quays Shopping Centre Redriff Road London
43 Surrey Quays Shopping Centre Redriff Road London
39-41 Surrey Quays Shopping Centre Redriff Road London
33 Surrey Quays Shopping Centre Redriff Road London
24-26 Surrey Quays Shopping Centre Redriff Road London
21-23 Surrey Quays Shopping Centre Redriff Road London
17 Surrey Quays Shopping Centre Redriff Road London
15 Surrey Quays Shopping Centre Redriff Road London
8 Surrey Quays Shopping Centre Redriff Road London
3 Teredo Street London Southwark
7-9 Surrey Quays Shopping Centre Redriff Road London
31 Surrey Quays Shopping Centre Redriff Road London

25 Surrey Quays Shopping Centre Redriff Road London

29 Surrey Quays Shopping Centre Redriff Road London

45C Surrey Quays Shopping Centre Redriff Road London

Re-consultation:

Consultation responses received

Internal services

Design and Conservation Team [Formal]

Ecology

Environmental Protection

Section 106 Team

Transport Policy

Urban Forester

Statutory and non-statutory organisations

Environment Agency

Natural England - London & South East Re

Metropolitan Police Service (Designing O

Neighbour and local groups consulted:

140 Plover Way London SE16 7TZ

7, Omega Gate London SE167PR

240 Blackfriars Road London SE1 8NW

31 KINBURN STREET LONDON se16 6dw

DRP Report

SOUTHWARK DESIGN REVIEW PANEL
AGENDA: 15 JUNE 2021

Chair: Nick Hayhurst
Panel Members: Catherine Birkin; Eleanor Connolly; Richard Cottrell; Lemma Redda

CANADA WATER ZONE F

Architects: AHMM

Clients: British Land

Planning Consultants: DP9

The Panel welcomed the opportunity to review this important proposal, one of the first phases of development arising from the earlier outline permission for the Canada Water Masterplan. They noted the involvement of the contractors Mace in the development of the detailed design and felt this gave them a high degree of confidence in the quality and potential materiality of the scheme.

The Panel investigated further:

- Public realm and landscape – influence of landscape beyond the building line
- The involvement of the Masterplan landscape Architects in this proposal
- Will relate to retail and paving etc.
- The design of the public realm in the ‘Cut’ and the active frontage on either side
- The design of the ‘Nib’ buildings
- How does this proposal relate to the parameters in the outline permission
- Materiality of the towers and the ‘Nib’ buildings
- The compositional devices used to define the massing of the plot
- Microclimate and surrounding areas
- Daylight levels and whether these had been tested
- Cut-through – curved
- The design of the atrium
- The journey for residents from pavement to apartment
- The cross section sketch and how the high level amenity will be appreciated

- Overlooking and experience of residents looking into the 'Cut' – these properties are single-aspect facing north east

In this case and where the overall envelope has been defined in the outline permission, the Panel 's role is limited to the matters of detailed design. They thanked the Applicants for their clear and thorough presentation and highlighted areas where further design development was appropriate.

Landscape and public realm

The presentation did not include any detail about the landscape. The Panel felt this proposal has to be appraised in its setting and in the context of the Outline permission including the agreed landscape masterplan. Whilst this aspect may be out of the architect's control they encouraged the designers to integrate the landscape masterplan into their proposals and to explore the possibility of extending the landscape up to and in to the buildings.

In future presentations, the panel wanted to see more detail about the masterplan landscape associated with each plot including materials, proposed fixtures and fittings as well as planting. Without the landscape it is difficult to gauge how the buildings and public open space will be seen in the context of one another and experienced by the pedestrian.

Internally, the roof terraces are welcomed although there was limited information in the presentation about these or how they will be used. The Panel requested more information about the communal terraces. These are located high up and they wanted to ensure equality of access to these spaces, with inclusive multi-generational spaces and high quality uses. They wanted to see how internal communal spaces relate to these outdoor spaces.

Arrangement and composition of the blocks

In considering the arrangement the Panel relied on the views around the site. The panel felt that the aspect from Printwork Place and Park Walk was working successfully and they encouraged the designers to continue looking at the design in the round especially from the Park.

The Panel enjoyed the design development of the residential towers and the commercial mid-rise building. They felt these demonstrated a clarity of thought and a consistent approach with the former defining the skyline and the latter defining the edges of the large city block. The Panel considered the formal development of the commercial element successful and that the proposal synthesised changes in level and overall form with the proposed design language. Similarly, the Panel felt that the approach to the residential towers as a four-sided form successful.

The Panel questioned the language applied to the smaller residential elements – the ‘Nibs’ – which felt weak and anomalous and lacking a clear rationale at this stage. As the third ‘language’ on the site, these smaller buildings could help to ground the scheme in its context. However, they felt these buildings were unresolved both in their design and in their relationship to the other blocks. In particular they questioned the ‘Nib’ at the corner of the park and encouraged the designers to reconsider this altogether. The Panel suggested that the architects review the design of the ‘Nibs’ and perhaps test a singular design language for all the residential elements with the approach to the tower adapted at the lower level to include the ‘Nib’ elements.

The Panel welcomed the creation of a combined basement to service the two towers and the office block but wanted to see how this will be experienced or operate in practice. The basement will also have to be designed to allow for public realm in the ‘Cut’ as it extends under this new route.

Architecture and functionality

Most of the flat types appear to be high quality and the layouts appear logical. The Panel would like to get a better idea of the common areas, the corridors and communal spaces to understand how people might access their properties or use the facilities in the block.

In the main, the Panel endorsed the proposed materiality and they supported the idea of a solid expression. They felt the big-block glazed terracotta panels could work well with the cement-free panels. At this stage it is critical to understand how the building will be designed in detail – for example window cills and heads as well as balcony design and the junctions of buildings

The Panel would like to see the internal layouts of the penthouse apartments. These form the ‘crown’ of the building and are an essential component of the design. They endorsed the articulated tops of the buildings and wanted to gauge how the internal layouts were affected by this.

The design of the office block was considered to be sound in the main. The Panel welcomed the double-height scale of the entrance and wanted to see it developed in cross section and detailed design. They welcomed the darker 1st floor spandrel and felt this improved the presence of the shops at the ground floor – helping to give the building a stronger base.

The entrances of the residential towers are a little underwhelming at this stage and need to reflect the scale of the towers above. With towers of this scale it is important to consider these in the round including the soffits. The soffits (their colour and materiality) contribute to the design of the main entrances and the design of the tower as a whole with the undersides of the balconies being prominent in views from below.

Sustainability

The Panel welcomed the environmental aspirations of this proposal and they were interested in the UCL study into this design. They wanted to see more about the circular economy principles of the scheme – acknowledging that this was an aspiration at this time.

They wanted to appreciate how the architects envisage the building's components could be re-used in future.

Environmental

The presentation did not include any details about the wind and micro-climate effect of the proposed arrangement. The introduction of the two towers, together with the narrow 'Cut' as well as the close proximity of Plot G and the open setting of the Park will need to be tested for micro-climate and wind effects.

Conclusion

The Panel generally endorsed the direction of travel and commended the highly sustainable and multi-disciplinary design ambition encouraged by the Applicant. They highlighted areas for further development especially in respect of public realm, architectural character and detail as well as environmental performance which they asked the designers to resolve before submitting a planning application.