

Contents

RECOMMENDATION	2
EXECUTIVE SUMMARY	2
BACKGROUND INFORMATION.....	4
Site description and its role within the Canada Water Dockside Masterplan.....	4
Details of proposal.....	8
Consultation responses from members of the public and local groups.....	14
Planning history of the application site and nearby sites	15
KEY ISSUES FOR CONSIDERATION.....	17
Summary of main issues	17
Legal Context.....	18
Planning policy.....	18
ASSESSMENT	18
Principle of the proposed development in terms of land use.....	18
Relationship with the Canada Water Dockside Outline Planning Permission (21/AP/2655)....	21
Landscaping, trees and urban greening	23
Ecology and biodiversity	25
Environmental impact assessment.....	29
Design.....	30
Transport and highways.....	46
Planning obligations	51
Mayoral and Borough Community Infrastructure Levies	51
Community involvement and engagement	51
Consultation responses from external and statutory consultees	53
Community impact and equalities assessment.....	56
Human rights implications	58
CONCLUSION	59
BACKGROUND INFORMATION.....	60
BACKGROUND DOCUMENTS	60
APPENDICES.....	60

Item No. 5.2	Classification: OPEN	Date: 13 September 2023	Meeting Name: Planning Committee (Major Applications) B
Report title:	Development Management planning applications:- Application 23/AP/0798 for: Full Planning Application Address: Eastern Edge Of Canada Dock Adjacent To Units 1 And 4 Canada Water Retail Park, London, Southwark, SE16 Proposal: Works to improve and enhance the eastern edge of Canada Dock, including the creation of a public pedestrian promenade at ground level and lower level boardwalk with associated amenity space, soft landscaping, tree planting and associated works together with the relocation and refurbishment of the existing fishing pontoon and the creation of a new fishing pontoon.		
Ward(s) or groups affected:	Rotherhithe		
From:	Director of Planning and Growth		
Application Start Date: 15.05.2023		PPA Expiry Date n/a	
Earliest Decision Date: 15.05.2023			

RECOMMENDATION

1. That planning permission be granted subject to conditions, as set out in the draft recommendation at Appendix 1.
2. That the Planning Committee in making their decision has due regard to the potential Equalities impacts that are outlined in this report.

EXECUTIVE SUMMARY

3. The application site, comprising the eastern edge and part of the northern edge of Canada Water Dock, is identified as a Site of Importance of Nature Conservation and Open Water Space. The site is located immediately adjacent to two major regeneration schemes, the AIRE Canada Water Dockside Masterplan (22/AP/2655) and the British Land Canada Water Masterplan

(18/AP/1604). This application has been submitted pursuant to an obligation of the Section 106 agreement attached to the Canada Water Dockside Outline Planning Permission (22/AP/2655).

4. The application seeks to provide a public pedestrian promenade at ground level and a lower level boardwalk with associated amenity space, soft landscaping, tree planting and associated works together with the relocation and refurbishment of the existing fishing pontoon and the creation of a new fishing pontoon. The proposed works are intended to transform this part of the dock complementing the recently approved (under construction) British Land proposals for the southern and western sides of the dock. The combined enhancements will deliver a significant piece of public realm for the town centre, making the dock a destination whilst respecting and enhancing its ecological status.
5. The proposed development would result in a Biodiversity Net Gain increase of 12.23%, exceeding the required 10% net gain established by the Environment Act 2021. The proposed development was Screened under the Environmental Impact Regulations and was deemed not to constitute EIA development, however the EIA Screening Opinion (22/AP/3601) stated that there is a potential risk for disturbance and contamination during construction. Construction effects can be managed by way of a Construction Management Plan which should be secured by the recommended condition. The proposed development is not considered to result in any negative amenity impacts and short term, temporary noise and vibration effects generated during the construction of the proposed development would be managed through the CEMP.
6. The Environmental Impact Report submitted with this application identifies two impacts of potential risk to aquatic ecology, however they have been addressed through recommended mitigation which adequately manages and reduces the risk (discussed in further detail in the ecology section of this report below). The Ecology Team has reviewed the report and agrees with the conclusions subject to a condition to ensure that construction works are monitored by an Ecological Clerk of Works.
7. Whilst the priority is for the proposed development to be delivered by the Applicant, as a key piece of public realm connected to the redevelopment of the Canada Water Dockside site, it is recognised that the Dock is not owned or managed by the Applicant and it may not be possible for them to obtain all necessary consents to undertake the works. Consequently there is a fall-back position, secured with the s106 agreement for 21/AP/2655 for the Applicant to use all reasonable endeavours to obtain necessary consents but in the event that it is not possible they will be required to submit a full Scope of Works including a detailed Cost Plan to the Council to demonstrate the cost of delivering the scheme. Once the full costs have been agreed by the Council the Applicant is obligated to make a payment in lieu for the Council to deliver public realm improvements. At this stage the Applicant has provided an indicative Cost

Plan (circa £4.5 million). The cost plan has not been scrutinised as part of this application and would not form part of the planning approval. A full cost plan would be subject to scrutiny and agreement under a separate s106 obligation at the appropriate time. The first priority is for the Applicant to secure planning permission for an appropriate proposal and to deliver the proposed works but sufficient controls are in place within the s106 agreement to secure a payment in lieu if necessary in the future.

8. The proposed design and landscaping of the scheme would significantly improve the existing condition of the site and would encourage walking and cycling helping to create a safe, legible and attractive piece of public realm. The proposed development would enhance the environmental quality of the site, provide new and improved amenity space, inclusive access, enhanced landscaping, planting and opportunities to dwell, socialise and experience the SINC.
9. Overall, the proposal responds positively to design, landscaping and environmental policies and subject to the appropriate mitigation during construction as secured by the recommended conditions, the proposal would not adversely affect the amenity for nearby residents. Overall the proposal accords with the objectives of the Canada Water Dockside Masterplan.

BACKGROUND INFORMATION

Site description and its role within the Canada Water Dockside Masterplan

10. The proposed development relates to the eastern edge and part of the northern edge of Canada Water Dock. The site comprises existing floating fishing pontoons (with controlled access, approximately 120 metres in length) and a concrete deck structure designated as adopted highway. The upper promenade of the eastern dock edge is higher than the north, south and west sides and there is limited vegetation and landscaping surrounding the existing dock edge.



Image above: Floating fishing pontoon located along the eastern edge of the dock

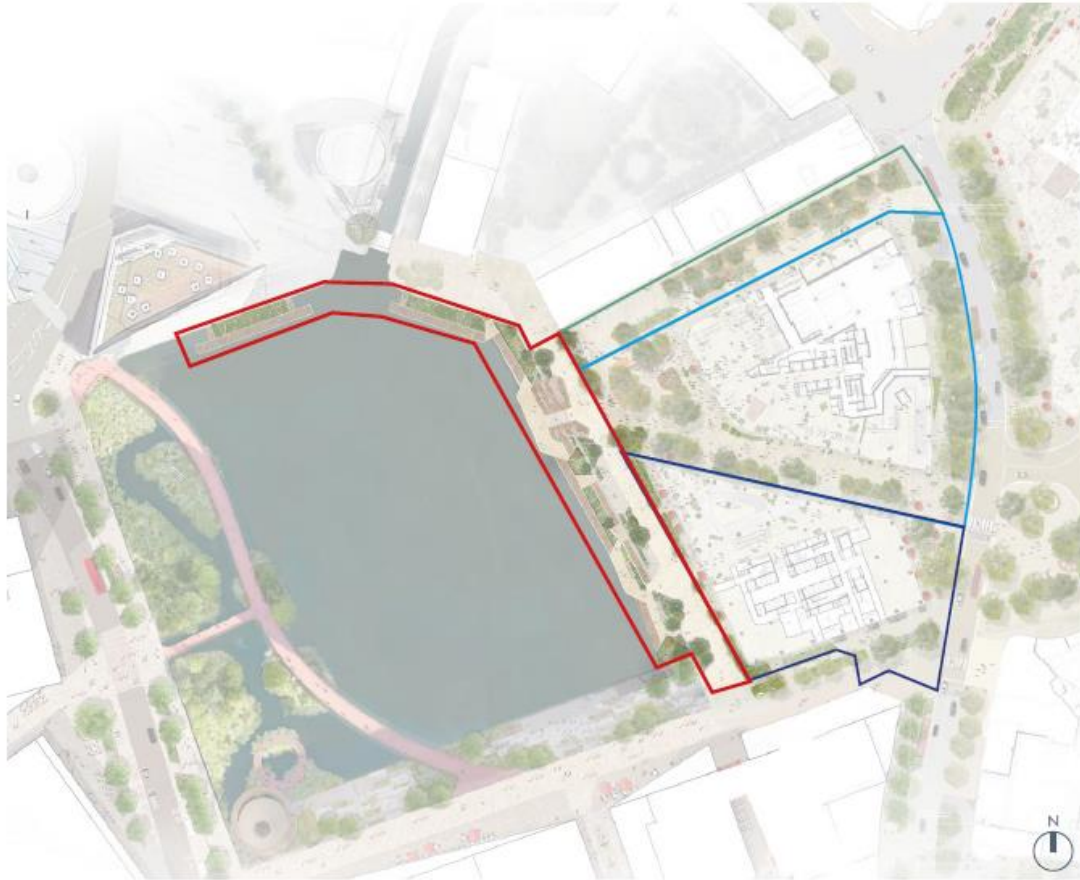


Image above: Existing aerial view of Canada Water eastern dock edge

11. The following area designations apply:
- Site allocation NP80 Decathlon Site and Mulberry Business Park
 - Canada Water Major Town Centre
 - Canada Water Action Area
 - Canada Water Opportunity Area
 - Site of Importance for Nature Conservation
 - Flood Zone 2 and 3
 - Open Water Space

- Air Quality Management Area
- Strategic Heating Area
- Hot food takeaway secondary school exclusion zone

12. The site is located immediately adjacent to two major development schemes, the Art Invest Canada Water Dockside Masterplan (22/AP/2655) to the east, and the British Land Canada Water Masterplan to the west and south (18/AP/1604). This application has been submitted pursuant to an obligation of a Section 106 agreement attached to the Canada Water Dockside Outline Planning Permission. Schedule 6, paragraphs 1.11 to 1.24 contain the relevant provisions and details are provided in the relevant section of this report.



Key

- Dock Edge Scheme application boundary
- Reserved Matters application boundary for the development of A1
- Reserved Matters application boundary for the development of A2
- Reserved Matters application boundary for the development of Maritime Street

Note: Areas shown outside the Dock Edge Scheme are indicative only

Image above: The eastern dock edge application boundary and the Canada Water Dockside Masterplan application boundary

13. In the existing condition, Canada Water Dock is bound by Surrey Quays Shopping Centre to the South, Deal Porters Way to the West, Canada Water Library, Underground station and Deal Porter Square to the north, Albion Channel to the north-east and Decathlon and Dock X to the east. Within the Canada Water Dockside Masterplan, the Dock X building would be demolished and the plot would be redeveloped to provide Buildings A1 and A2 and associated public realm. Maritime Street is also proposed to be redeveloped, to the north of Building A2 (21/AP/2610). In addition, within the British Land Canada Water Masterplan, work is progressing on Plot A, located over Deal

Porters Way to the west of the Dock (completion expected 2024) and Zone D would be located to the south (in the location of the current Shopping Centre), however a Reserved Matters Application has not yet been submitted for Zone D.

14. The existing water level in the dock is variable over the year, however the Hydrology Report measures (as an average) the Dock as 3 metres in depth. The eastern dock edge is approximately 120 metres in length and the area of dock covered by this application is approximately 1996.5 sqm, (10.7% of the entirety of the Dock area 18560 sqm). The remainder of the Dock sits outside of the scope of this application but has been granted planning permission under 21/AP/3794 (Canada Water British Land Masterplan), for the re-grading and re-planting of the SINC, construction of a new boardwalk, construction of steps and accessible slopes along the southern edge and associated public realm, informal play space and landscape improvements.
15. Canada Water Dock was constructed in 1876 on the site of two former timber ponds. The site is not located within a Conservation Area nor within the curtilage of a Listed Building. Local parks and open spaces located nearby the site include King George's Field Park approximately 280 metres west of the site, Southwark Park 380 metres south west of the site, Greenland Dock 380 metres south east, Russia Dock Woodlands 480 metres to the east and Surrey Water 600 metres to the north.
16. The site's Public Transport Accessibility Level (PTAL) rating is 6a, indicating the second highest level of access to the public transport network. The site is located approximately 140 metres from Canada Water station, which is served by the London Overground and Jubilee Line. Surrey Quays Station is approximately 430 metres from the site. Canada Water Bus Station is located above the tube station and services Central London, Canary Wharf and Stratford, with links to South London. The roads in the immediate vicinity of the site, including the dock edges are adopted highway. Cycleway 14 is in close proximity to the site and planned Cycleway 4 (from Tower Bridge to Cutty Sark) is anticipated nearby to the site.

Details of proposal

17. This application relates to the eastern and part of the northern edge of Canada Dock and seeks to provide the following works:
 - Creation of upper and lower deck areas along the eastern edge of the dock, along with several amenity spaces, landscaping and pedestrian walkways/step free access connecting the various areas and connecting to the wider Canada Water Masterplan development. The existing concrete deck structure would be retained in situ (the upper deck)

- Terraced amphitheatre facing both the Dock and Waterfront Square (part of the Canada Water Dockside Masterplan)
- Relocation and refurbishment of the existing fishing pontoon and the creation of a new fishing pontoon for Young Anglers (3 fishing pontoons totalling 75 metres)



Image above: Illustrative landscape plan



Image above: Illustrative layout

Upper and lower deck areas

18. The proposed development would provide an upper promenade along the dock edge, with a 1.1 metre high metal balustrade, with both stepped and sloped

access to the lower deck (with a 1:21 gradient) and an intermediate level landing to provide opportunities for dwell time and rest. The upper deck would continue to form part of Southwark adopted highway and would provide a minimum 5 metre access for both pedestrians and cyclists. The upper deck would comprise raised planters and seating on the western edge (water side) and tree planting along the A1 building line.

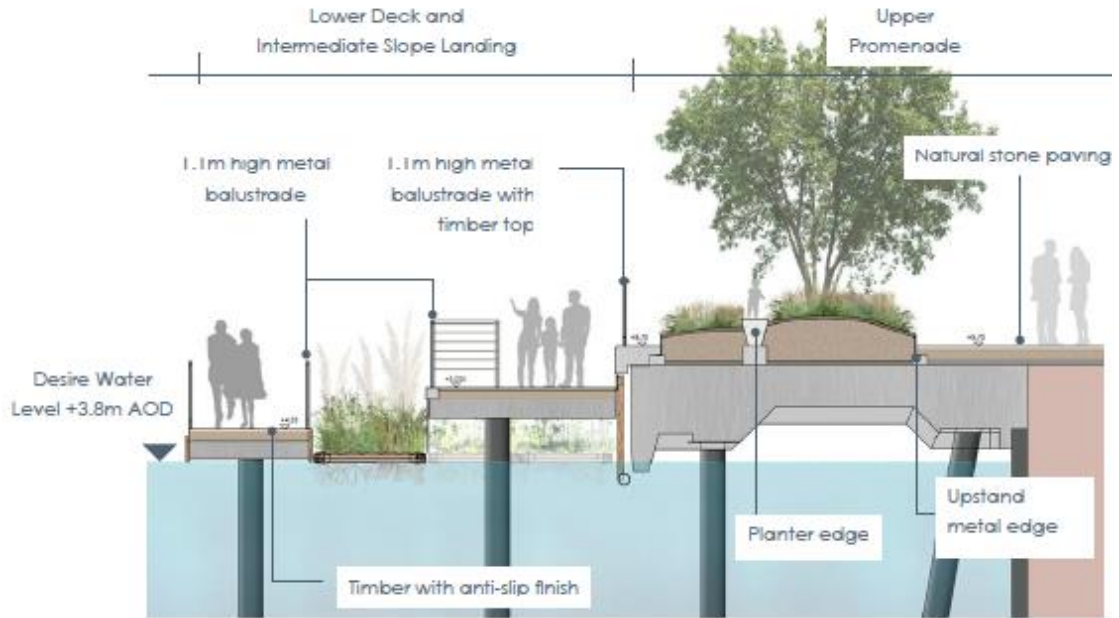


Image above: Illustrative section of upper promenade

19. The lower deck would provide an alternative walkway closer to the water level, with smaller seating pockets and planting. The walkway would have a minimum clear width of 2 metres with anti-slip timber decking and 1.1 metre high balustrades would be provided on each side of the deck.
20. Floating islands are proposed along the lower deck which would comprise shrubs, reeds and planting.

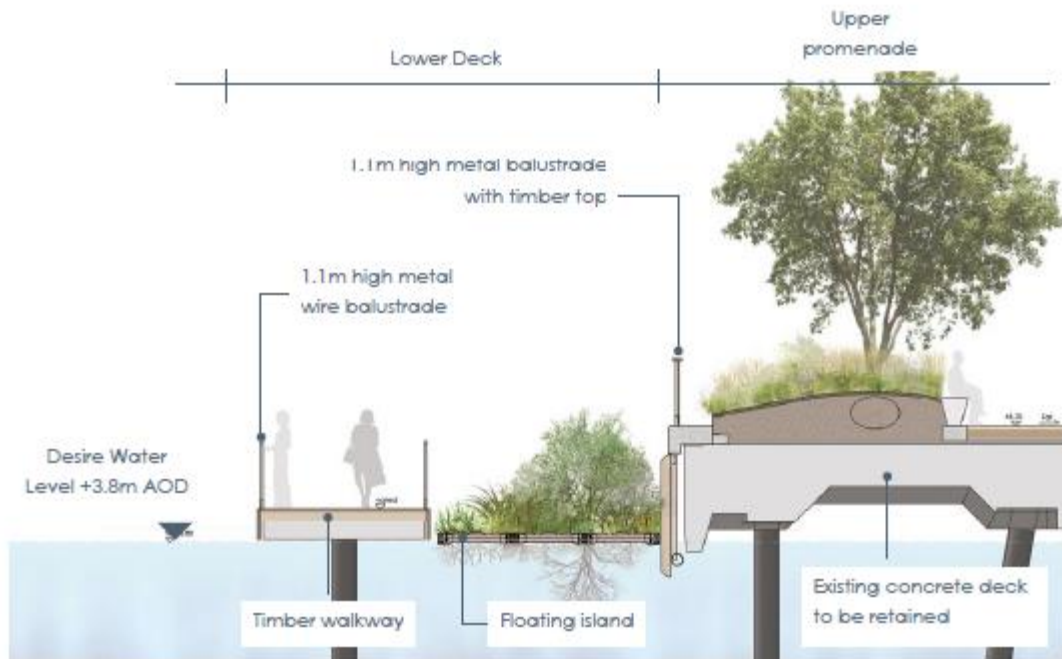


Image above: Illustrative section of lower deck and floating island

Amphitheatre

21. The proposed amphitheatre would connect the upper and lower deck and would face both the Dock and Waterfront Square. The amphitheatre would be accessed via central stairs and a step free route to the lower level from the north and south. The amphitheatre would comprise wheelchair space at the lower deck and raised planters in the design of the steps. A 1.1 metre high metal wire balustrade is proposed on the water's edge, for safety reasons.



Image above: Illustrative view of the amphitheatre

Fishing pontoons

22. The existing fishing pontoon would be relocated to the northern edge of the Dock with direct access from the upper side of the dock edge. Floating planting is proposed between the dock edge and the pontoon with resurfaced decking and a balustrade proposed at the back of the pontoons. A total of three pontoons are proposed in lengths of 35 metres, 25 metres and 15 metres. The dedicated Young Anglers' area, in the south eastern corner of the Dock, would comprise a metal balustrade to demarcate the space and separate it from the public lower deck route. Access to the area would be provided from either end of the balustrade.
23. The proposed development would allow for a future pontoon connection to the southern edge of the Dock as part of the adjacent British Land scheme, however this connection does not form part of this application and there is no onus on either British Land or Artinvest to deliver a future connection. The current designs would enable the eastern and southern edge improvements to be erected independently of each other and both elements are considered to be of appropriate high quality design. The separate elements are complementary in their design and do not impede access to either element but should a future connection be feasible this could be achieved with minimal alterations.
24. In total, the construction of the development is estimated to be approximately 18 months subject to detailed construction planning, as stated in the Environmental Impact Report.
25. The proposed minimum target water level is 3.8 metres, which is to be maintained by groundwater abstraction. The maximum water level would be 3.92 metres, at which point it would flow into the Albion Channel. The Councils Ecologist has confirmed that this is an appropriate water level for the dock given its ecological condition and the detailed planting proposals for the dock in its entirety.



Image above: Landscape GA Plan

Consultation responses from members of the public and local groups

26. Letters were sent to 642 local residents when the application was received and the application was advertised in the local press and site notices were erected. In total, five representations were received, four in support and one objection.
27. The objection to the proposed development was made by British Land who provided comments on the content of the Construction Management Plan, requested details on wind mitigation measures, provided comments on the public realm to highlight the need for consistency with the wider site area, requested further details on lighting and provided comments on proposed drainage.
28. The objection letter was shared with the applicant and relevant consultees. The applicant provided a formal response to the objection (with additional details to answer the queries raised) which was shared directly with British Land.
29. In respect of the concerns around construction impacts a Construction Environmental Management Plan should be secured via the recommended condition. The applicant has confirmed that a combined CEMP would be submitted for the dock works and the adjacent buildings and would also take into account the submitted and approved CEMPs relating to the adjacent British Land plots.

30. With regard to wind mitigation, the applicant has provided a temporary mitigation strategy to cover the event that the dock edge works and adjacent Building A1 on the CWD site are complete and ready for occupation before Zone D of the British Land Masterplan is complete. The temporary wind mitigation proposals are acceptable (discussed in more detail later in this report). A pre commencement condition is recommended to secure detailed design proposals and full wind modelling for the temporary mitigation features. Officers are satisfied with this approach.
31. In terms of comments regarding public realm and the need for a coordinated approach to lighting, materials and signage around the site, the Design Team consider the proposed material palette to be acceptable and noted that the materials are not the same as those proposed at the southern and western edge of the dock, however the Design Team take the view that the overall treatment is consistent. The Design Team state that the different material palette would help establish a separate character for the eastern dock edge and would highlight the different public realm it offers. Specific design details of the proposed development, including materials and signage should be secured by the recommended condition.
32. In response to comments received on lighting, the applicant updated the Lighting Proposals to include a detailed light spill assessment and anticipated Lux levels (developed in accordance with the applicant's ecologist). The details have been reviewed by the Councils Ecologist and found to be acceptable. A detailed lighting condition is recommended.
33. One of the representations in support cited the inclusion of new public spaces for the community to enjoy the environment and be closer to nature, new landscaping and greenery to support biodiversity, the provision of places to sit and relax for local people to enjoy the Dock (which has been neglected for far too long) and the proposed design as reasons for support.
34. Another representation in support was on behalf of The Friends of Southwark Park Charity who stated that the proposed development and CWD Masterplan would be a fantastic improvement on what is currently on the site. The representation states that the improvements for Canada Water Dock/Dock Edge are very welcome as it has been a long wait for the area to be transformed and the development can help people make better use of the Dock.

Planning history of the application site and nearby sites

35. Appendix 3 sets out in detail the full planning history for the site as well as details of relevant applications on adjoining or nearby sites.

36. 22/AP/3601. Request for an EIA Screening Opinion for proposed works to the eastern dock edge of the Canada Water Basin. SCR- Screening Opinion – EIA Regs. 21.11.22
37. 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. GRMAJ – Major – GRANTED. 30.09.19
38. 21/AP/3794. Application for the approval of reserved matters (Access, Appearance, Landscaping, Layout and Scale) in relation to Canada Dock and land adjacent to Zone D pursuant to hybrid planning permission ref. 18/AP/1604 dated 29th May 2020, relating to the re-development of Canada Dock, including the re-grading and re-planting of the SINC, construction of a new boardwalk, construction of steps and accessible slopes along the southern edge and associated public realm, informal play space and landscape improvements. This is an application for subsequent consent accompanied by an Environmental Statement. Consequently the application is accompanied by a Statement of Conformity submitted pursuant to the Town and Country Planning (Environmental Impact Assessment) regulations 2017. This ES Statement of Conformity should be read in conjunction with the Canada Water Masterplan ES which can be viewed in full on the Councils website (18/AP/1604). GRAOR – Reserved Matters – GRANTED. 18.01.22

39. 21/AP/2610. Outline planning permission (all matters reserved) for works of hard and soft landscaping to create a shared public realm space for use by pedestrians and vehicles. The proposals will retain and re-provide access for servicing vehicles to Porters Edge, and will improve the street through the provision of new trees and other planting, alongside new street furniture and surface finishes to enable the use of the space for play and recreation. GRMIN – Minor – GRANTED. 21.03.22
40. 21/AP/2655. Outline planning permission (all matters reserved) for a commercial masterplan containing offices and other complementary town centre uses with no housing. The proposals involve the demolition of all buildings and structures and the comprehensive redevelopment of the site to provide three Development Plots (A1, A2 and B) which will contain three Buildings (A1, A2 and B) above ground with basements. The proposed land uses are: offices (Class E), retail/professional services/food and drink (E), learning and non-residential institutions/local community (F1/F2), medical or health (E) and indoor sport, recreation or fitness (E). - Works of hard and soft landscaping are proposed to create a series of new and improved public realm spaces within the site. This will include the replacement of some trees and the planting of additional new trees. - New vehicular access points are proposed to be created from Surrey Quays Road and Canada Street, along with other incidental works. GRMAJ – Major – GRANTED. 21.03.22

KEY ISSUES FOR CONSIDERATION

Summary of main issues

41. The main issues to be considered in respect of this application are:
- Principle of the proposed development in terms of land use;
 - Relationship with the Canada Water Dockside Outline Planning Permission (21/AP/2655)
 - Landscaping, trees and urban greening
 - Ecology and biodiversity
 - Environmental impact assessment
 - Land contamination
 - Design
 - Wind microclimate
 - Sustainability
 - Impact of proposed development on amenity of adjoining occupiers and surrounding area
 - Light pollution
 - Transport and highways
 - Water resources, flood risk and SUDs

- Future Dock management
 - Fire safety
 - Planning obligations
 - Mayoral and Borough Community Infrastructure Levies
 - Community involvement and engagement
 - Consultation responses from external and statutory consultees
 - Consultation responses from internal consultees
 - Community impact and equalities assessment
 - Human rights implications
 - Positive and proactive statement
42. These matters are discussed in detail in the ‘Assessment’ section of this report.

Legal Context

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

Planning policy

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

ASSESSMENT

Principle of the proposed development in terms of land use

46. Canada Water Dock is identified as a Site of Importance of Nature Conservation and Open Water Space. Chapter 8 of The National Planning Policy Framework recognises that access to high quality open spaces (including areas of water) is important for the health and wellbeing of communities, and can deliver wider

benefits for nature and support efforts to address climate change. The NPPF states that existing open space should not be built on unless the loss resulting from the proposed development would be replaced by the equivalent or better provision in terms of quantity and quality.

47. The proposed development encroaches into the Dock in specific areas for pedestrian safety and circulation. The proposed amphitheatre, which would exceed the 7 metre existing pontoon extent line, would provide a space for integrated seating and access down to the water level from the upper promenade and would enhance the visitor experience of the SINC. The proposed area within the 7 metre line would also include areas of planting and aquatic habitat, so the minor encroachment is not considered to result in any negative impacts on the SINC and the positive benefits of the enhanced public realm, fishing pontoons and ecological planting provide sufficient justification for encroachment into the open water space.

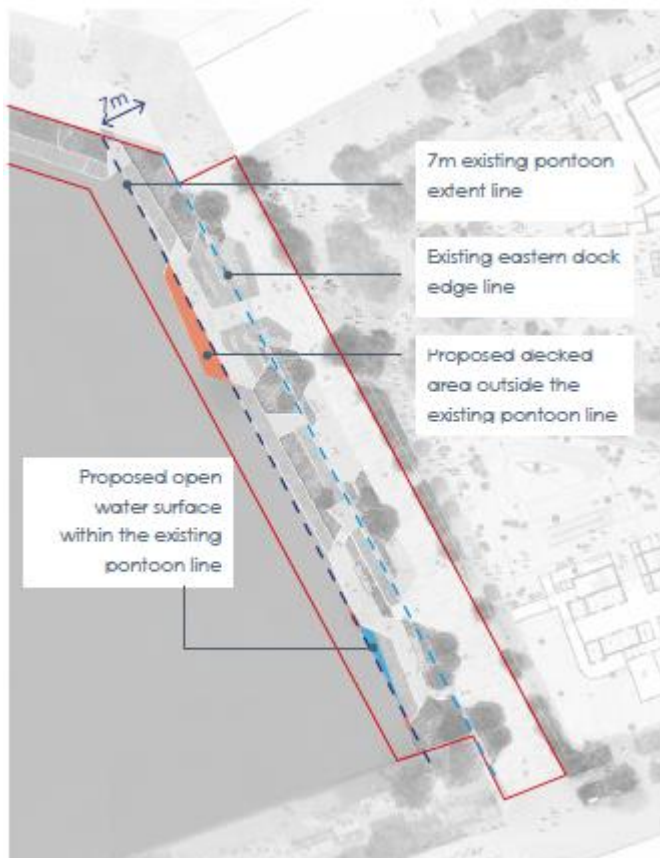


Image above: Extent of proposed and open water surface diagram

48. The principle of the proposed development in terms of land use is supported as it would provide new and improved amenity space, improved access within and to the site, enhanced landscaping, planting and opportunities to dwell, socialise and experience the SINC. P58 of the Southwark Plan 2022 supports this as it

states that development within designated Open Water Space will only be permitted when it consists of ancillary facilities which positively contribute to the setting, accessibility and quality of the open space does not affect its openness or detract from its character. In addition, development that affects designated open water spaces must ensure that all safety and navigational impacts are minimised. A Water Safety Review authored by the Royal Society for the Prevention of Accidents has been submitted to support the application.

49. Canada Water Dock is an important local asset and Policy SI 17 of the London Plan 2021 states that development proposals along docks should respect their local character, environment and biodiversity and should contribute to their accessibility and active water related uses. Policy GG2 states that development must understand what is valued about existing places and use this as a catalyst for growth, renewal, and place making. This proposal would enhance the landscaping, biodiversity and public realm of the Dock, provide fishing pontoons and promote the overall enjoyment of the generally underutilised site.
50. Policy GG2 emphasises that to create successful sustainable mixed-use places that make the best use of land, development must protect and enhance designated nature conservation sites and promote the creation of new green infrastructure, urban greening and aim to secure net biodiversity gain where possible. This is corroborated by P60 of the Southwark Plan 2022. The proposed development would provide soft landscaping, tree planting and result in a Biodiversity Net Gain increase of 12.23%, exceeding the required 10% net gain established by the Environment Act 2021.
51. The proposed development would significantly improve the existing condition of the eastern edge of the Dock through the provision of trees, soft landscaping and other green infrastructure. P13 of the Southwark Plan 2022 states that development must provide landscaping which is appropriate to the context, including the provision and retention of street trees and provide the use of green infrastructure through the principles of water sensitive urban design.
52. P13 also champions accessible and inclusive design for all ages and people with disabilities and states that there must be provision of adequate outdoor seating for visitors. P14 focuses on design quality and states that development must provide a positive pedestrian experience. London Plan Policies D5 and D8 also corroborate the need to deliver good design. The proposed development is considered to create a high quality, inclusive environment and would introduce more seating opportunities to experience the Dock at a closer level.
53. Overall, the principle of the proposed development is supported and encouraged. The design of the dock edge development would integrate with the Canada Water Dockside Masterplan and Zone D of the neighbouring Canada

Water British Land Masterplan, thereby creating a civic centre surrounding Canada Water Dock.

Relationship with the Canada Water Dockside Outline Planning Permission (21/AP/2655)

54. Canada Water Dock sits outside of the applicant's ownership, however the proposed works to the eastern dock edge are pursuant to an obligation of the Section 106 Agreement attached to the Canada Water Dockside Outline Planning Permission (21/AP/2655) dated 18 January 2023.
55. Dock Edge Works are defined in the s106 agreement as works to improve the eastern side of the Dock to be prepared by the Developer and submitted to the Council for approval and which shall, unless otherwise agreed by the Council, include but not be limited to the relocation and refurbishment of the existing fishing pontoon and refurbishment of the eastern dock edge, including parts of new construction, public pedestrian promenade at ground level and lower level boardwalk together with associated amenity space. The proposals shall include significant soft landscaping which shall result in demonstrable ecological improvements to the Dock, lighting, seating, step free access between the upper and lower levels; and up to 75 metres of new fishing pontoons. The works shall be designed to a standard commensurate with the Development and surrounding Canada Water Masterplan and shall cover the location identified for indicative purposes within the area shaded green on Plan 16 in the Section 106 agreement. This submitted application satisfies this requirement.
56. Schedule 6, contains the relevant provisions for the Dock Edge Works. The obligation requires that a planning application will need to be submitted with a 'detailed scope of the Dock Edge Works', within 12 months of the outline masterplan permission being granted. The submission of this application meets that obligation.
57. Whilst the priority is for the proposed development to be delivered by the Applicant, there is a fall-back position, whereby a financial payment will be made to the Council to deliver public realm enhancements should the Applicant not be able to obtain all necessary consents to deliver the works onsite. The s106 does not specify an amount to be paid at this stage but requires the full costs of the proposal to be demonstrated and the agreed full costs for delivery to be paid at the appropriate time. An estimated cost analysis was submitted with this application. A full cost analysis will be submitted and assessed under the s106 obligation at the appropriate time. The first step and priority for the Council is for the applicant to secure planning permission for an acceptable detailed proposal.
58. Public Ream, as defined in the s106 agreement for 21/AP/2655, includes the Dock Edge Works. In terms of maintenance of the public realm, Schedule 6,

Paragraph 3 details that the Developer shall at its own expense permanently maintain, cleanse, drain and keep maintained, cleansed and drained the public realm. An effective system of lighting shall also be permanently maintained at the Developer's expense.

59. Schedule 6, Paragraph 4 of the s106 agreement sets out access arrangements for the public realm and secures full unrestricted access to the public realm 24 hours a day everyday throughout the calendar year (save for 1 day per year) for the duration that the development plot or any part of the development plot remains occupied.
60. Whilst this application for the dock edge works is separate to the Canada Water Dockside OPP and associated RMAs, the public realm proposals for the CWD site are intrinsically linked to the dock edge and the dock edge is considered to be an essential part of the overall scheme. It is for this reason that delivery of the dock edge enhancements was secured in the s106 agreement and the proposal has been designed to coordinate with the public realm proposals for the Phase 1 of the CWD masterplan. Along the eastern frontage to A1, it is proposed to include tree planting and areas for outdoor eating and socialising. The southern edge of A1 forms a continuation of the Dock Walk, proposed as part of the adjacent British Land planning permission 21/AP/3794. Proposals for the Dock Walk would integrate with the approved space, creating pockets of planting and seating.
61. The amphitheatre proposed towards the northern end of the dock edge would integrate successfully with the proposals for Waterfront Square which will be delivered as part of the CWD Phase 1 development. The OPP comprises Design Codes for Landscaping which sets out guidelines for The Waterfront, the key movement route between buildings A1 and A2 and the dock edge. The Design Codes establish indicative zones for café spill out associated with the ground floor building uses, indicative office lobby entrances and locations for seating along the dock walk. The Design Codes set out that trees and planting should be provided along The Waterfront building edge to reinforce a green character and to create a buffer for commercial spill out spaces and to contribute to wind mitigation.
62. The Soft Landscape Strategy in the Design Codes suggest incorporating multi stem trees with species to reflect characters established around the other side of the dockside and tree selection should include evergreen trees to mitigate wind. Trees along the edge of A1 should be a maximum of 5 metres in height to allow for positioning beneath the building overhang.
63. With regard to hard landscaping, a high quality and durable materials palette should be provided with warm colour tones and a moderate colour variation in paving mixes preferred. The Design Codes state that paving bonds and sizes could reference the historic context and use of the dockside to float timbers,

utilising longer module sizes. Fixed street furniture must be provided to ensure accessible seating for all, including different heights of seating and a sufficient proportion to include arm and back rests.

64. The submitted material for this application generally accords with the Design Codes for the CWD Masterplan, with further details in the relevant sections of this report and conditions secured to ensure the delivery of high quality public realm.

Landscaping, trees and urban greening

65. P13 of the Southwark Plan 2022 states that development must provide landscaping which is appropriate for the context, including the provision and retention of street trees and provide the use of green infrastructure through the principles of water sensitive urban design, including quiet green spaces and tree pit rain gardens. P59 of the Southwark Plan states that green infrastructure should be designed to provide multiple benefits for the health of people and wildlife, be adaptable to climate change, integrate with the wider green infrastructure network and upgrade the walking and cycling networks between spaces to promote a sense of place and ownership for all. P60 emphasises that development must contribute to net gains in biodiversity through enhancing the nature conservation value of SINC's and including features such as soft landscaping and buffering of existing habitats.
66. P61 focuses on trees commensurate to the scale and type of development and states that they should be adaptable to climate change and support native species. Policies G1, G5, G6 and G7 of the London Plan 2021 are also relevant for this section of the report.
67. The proposed landscaping design aims to create high quality public realm incorporating a continuous network of spaces connecting the dock edge and Canada Water Dockside Masterplan to the wider area. The adjacent consented British Land scheme proposes to enhance the western and southern edges of Canada Water Dock and would deliver a boardwalk, southern steps and extensive landscaping. This application aims to sensitively develop the eastern dock edge with the proposed landscape concept to include three zones for planting; marginal, riparian and abstract nature. The proposed planting and trees would change as the ground level rises, to reflect a wetland habitat. The Design and Access Statement includes a letter of support for the proposed development from the London Wildlife Trust, who engaged in discussions and provided recommendations for the proposed scheme.
68. The proposed tree species would enhance the SINC habitat by providing increased species diversity, seasonal interest all year round and climate resilience. The lower level would comprise a floating habitat with native water tolerant shrubs and multistems. The upper level would comprise planters of

Alnus x spaethii (alder) to create a ‘water’s edge’ character and provide a visual cohesion with the proposed landscaping on the western dock edge. With regard to tree pits and soil zones, soil depth and the lateral spread of the root system have been considered within the planter design to ensure healthy tree growth. A proposed drainage and water retention board, with wicking membrane, would be provided at the base of the planter to regulate moisture levels and reduce water consumption. The Urban Forrester supported the proposed species palette and agreed with the incorporation of the innovative wicking membrane to aid irrigation.

69. The proposed planting strategy would provide seasonal interest, native planting along the water edge to encourage locally important species, a varied species palette throughout the scheme and edible and sensory planting to create opportunities for engagement with the landscape. The planting strategy would comprise two mixes, mix type 1 would reinforce the water edge character and utilise ‘reed like’ ornamental grasses and a pollinator palette for visual attraction. Mix type 2, at the lower level, would be supported by a proprietary floating system with taller reed beds along the northern edge and the eastern beds providing a varied mix of native species. The eastern edge would comprise timber planters to create additional soil volume for shrubs and small multi stem trees.



Image above: Planting plan

70. In terms of the irrigation strategy, the proposed development would require ongoing automated irrigation supported by additional manual irrigation, when

required. The irrigation strategy comprises a control system to be installed on the upper deck for trees and planting areas and for the raised planters at the lower deck. The self-sufficient high buoyancy floating island will accommodate maintenance use. The strategy includes an external bib tap and power points at the amphitheatre. The Urban Forrester recommended attaching landscape conditions to ensure that the high quality landscaping of the proposed development can be achieved.

71. Overall, the proposed landscaping would significantly improve the existing condition of the eastern dock edge, enhance the environmental quality of the site and provide both visual amenity and ecological benefits for Canada Water Dock.

Ecology and biodiversity

72. Policy G6 of the London Plan 2021 states that Sites of Importance for Nature Conservation (SINCs) should be protected and development proposals should manage impacts on biodiversity and aim to secure biodiversity net gain, informed by the best available ecological information and be addressed from the start of the development process. The London Plan states that proposals which reduce deficiencies in access to nature should be considered positively.
73. P60 of the Southwark Plan 2022 corroborates Policy G6 and states that development must contribute to net gains in biodiversity through enhancing the nature conservation value of SINCs, protect and avoid damage to SINCs and include features such as soft landscaping, habitat restoration and expansion and improved green links.
74. Canada Water Dock is a designated SINC and comprises a slightly brackish water body which is connected to Surrey Water by the ornamental canal the 'Albion Channel' to the north of the dock. The proposed development would improve access to nature by introducing a lower level deck and would improve biodiversity and ecology of the site.
75. A Biodiversity Net Gain Report was submitted with the application which concludes that as a result of the proposed development, there would be a total net change in habitat units for the dock edge equating to 0.13 (using the Defra Biodiversity Metric Calculators 3.1), resulting in a Biodiversity Net Gain increase of 12.23%. This increase exceeds the required 10% net gain as established by the Environment Act 2021, and is therefore strongly supported.
76. The applicant also submitted an Environmental Impact Report which was conducted following the Chartered Institute of Ecology and Environmental Management Guidelines. The report covers topics including:
 - Construction Phase
 - Operation Phase

- Legislation Planning, Police and Guidance
- Legislation and Conventions
- Policy
- Assessment Methodology
- Data Acquisition Methodology
- Assessment Criteria
- Aquatic Ecology Baseline
- Designated Sites
- Water Quality
- Sediment Quality
- Benthic Habitats and Species
- Macrophytes
- Fish
- Impact Assessment
- Construction
- Mitigation
- Mitigation to reduce the effects of changes in water quality on aquatic ecology
- Mitigation to reduce the effects of underwater noise and vibration from piling on fish
- Residual Environmental Effects
- Effects on changes in water quality on aquatic ecology
- Effects of underwater noise and vibration from piling on fish

77. Baseline data supported the findings of the report, including the results of project-specific surveys in Canada Water Dock. The following receptors were considered within the assessment for the proposed development:

- Dock wall habitats and species
- Benthic sediment habitats and species
- Fish
- Macrophytes

78. Mitigation measures embedded within the proposed development include:

- Use of soft start for piling activity;
- Use of vibro-piling as far as possible, noting that percussive piling may be required for the last 1-2 m for some piles;
- Adherence to best practice guidance to limit the introduction and spread of INNS;
- Adherence to guidance to reduce risk associated with accidental pollution events; and
- Application of measures in the Surface and Foul Water Drainage Strategy Report (Ramboll 2023).

79. The report states that with the above embedded mitigation taken into account, the impacts on aquatic ecology associated with changes in water quality and impacts on fish due to underwater noise and vibration are considered to be of moderate significance or greater.
80. Mitigation to reduce the effects of changes in water quality on aquatic ecology include deploying a silt curtain to limit the extent to which re-suspended sediments disperse into the dock during bed releveling and piling. The report states that during bed releveling, physicochemical parameters including dissolved oxygen levels will be measured regularly at predetermined locations. If there is a drop in dissolved oxygen levels below a predetermined trigger level, then bed releveling will cease until acceptable levels are recorded. Locations, trigger levels and frequency of measurements are to be agreed with relevant stakeholders. An Aquatic Ecology Clerk Of Works will visually monitor aquatic ecology during bed releveling in particular looking for any signs of fish mortality. If any fish mortality is observed then bed releveling will cease for a pre-agreed period of time (to be agreed with relevant stakeholders). The report takes the view that with these measures in place, it is considered that significance of impact would be minor adverse.
81. Mitigation to reduce the effects of underwater noise and vibration from piling on fish would also include the silt curtain (as set out above) to prevent dispersal of sediments during piling to attenuate the propagation of noise and vibration through the water column. Again, an Aquatic Ecology Clerk Of Works will visually monitor the dock during piling looking for any signs of fish mortality. If any fish mortality is observed then piling will cease for a pre-agreed period of time (to be agreed with relevant stakeholders). With these measures in place the report concludes that significance of impact would be minor adverse.
82. The below table, from the Environmental Impact Report, summarises the potential impacts associated with the activities taking place during the construction phases of the proposed development, significance of impact, proposed mitigation (where required) and residual effects.

Tables below: Summary of impacts and suggested measures for construction activities

Impact	Receptor	Magnitude	Value	Sensitivity	Significance of Effect	Mitigation Measures	Likely Residual effect
Loss of habitat	Dock wall and benthic habitats and species	Negligible	Low	Low	Negligible	Not applicable	Negligible
Physical disturbance and displacement (disturbance of bottom sediments)	Benthic habitats and species	Negligible	Low	Low	Negligible	Not applicable	Negligible
	Fish	Negligible	Negligible – Very high	Negligible	Negligible	Not applicable	Negligible
	Macrophytes	Negligible	Low	Medium	Negligible	Not applicable	Negligible
Physical disturbance and displacement (visual)	Fish	Negligible	Negligible – Very high	Negligible	Negligible	Not applicable	Negligible
Changes to water quality (release of chemicals from sediments)	Dock wall and benthic habitats and species	Low	Low	Medium	Negligible	Not applicable	Negligible
	Fish	Low	Negligible – Very high	Medium	Moderate	Mitigation measures are outlined in Section 7.	Minor
	Macrophytes	Low	Low	Medium	Negligible	Not applicable	Negligible
Underwater noise and vibration	Fish	Low	Negligible – Very high	Medium	Moderate	Measures outlined in Section 7.	Minor
Spread of Non-native species	Dock wall habitats and species	Negligible	Low	Medium	Negligible	Not applicable	Negligible
Shading	Fish	Low	Negligible – Very high	Low	Negligible	Not applicable	Negligible
	Macrophytes	Low	Low	Low	Negligible	Not applicable	Negligible
Accidental Pollution Events	Dock wall habitats and species	Low	Low	Medium	Negligible	Not applicable	Negligible
	Fish	Low	Negligible – Very high	Medium	Negligible	Not applicable	Negligible
	Macrophytes	Low	Low	Medium	Negligible	Not applicable	Negligible

83. The Ecology Team stated that the submitted Environmental Impact Report is thorough and the two impacts of potential risk to aquatic ecology have been addressed through mitigation which adequately addresses and reduces the risk. The Ecology Team confirmed acceptance to the ecological clerk of works to monitor the impact of works and stated they are happy with the report's conclusions.
84. The Outline Construction Environmental and Management Plan comprises a section on ecology. To minimise disruption to bats, the CEMP states that there will be no night time working during construction and demolition and buildings will adhere to good practice guidance. The Ecology Team confirmed that the proposed lighting would meet best practice for bats.

Environmental impact assessment

85. The applicant submitted a request for an EIA Screening Opinion under application reference 22/AP/3601 which confirmed that an Environmental Impact Assessment is not required for proposed works to the eastern dock edge of the Canada Water Basin.
86. The assessment undertaken for 22/AP/3601 concluded that no significant likely effects have been identified and the proposed development would not be likely to have significant effects upon the environment virtue of factors such as its nature, size or location. The report stated that the environmental matters to be considered can be adequately assessed through the submission of technical reports submitted with the planning application for the proposed works. The proposed development is therefore not considered to constitute EIA development.

Land contamination

87. The EIA Screening Opinion for the Dock works (22/AP/3601) stated that there is a potential risk during construction and the potential for contamination, however construction effects can be managed by way of a Construction Management Plan. The report states that any contaminants found would have to be removed and the land remediated with a contamination assessment to be submitted at planning application stage.
88. A Geo-Environmental Desk Study was submitted with the application which evidences that whilst the site has a potentially contaminative history, it is unlikely that significant contamination would remain within the water due to natural dilution and dispersion processes over time. The report states that there is potential that contaminants may be present in dock sediments, but that would be common to the wider area and therefore not considered significant at a 'site level'.
89. The Geo-Environmental Desk Study concludes that there is a low risk of future site users being exposed to, or coming into contact with potential contaminants that may be present within the sediments and water of the dock given the proposed use of the site. The report states that on completion of the development, a full 'source pathway receptor' linkage will not be created. Risks to controlled waters or ecology are not likely to be significantly altered as a result of the proposed development, therefore risks to environmental receptors are also considered low.
90. The report states that as standard, development contractors should be aware of the potential for contaminants to be present in the sediment and water and prepare appropriate management plans with regards to construction workers health and safety and the potential for construction works to create contaminant

migration pathways. This information would be submitted via the detailed CEMP.

91. The Environmental Protection Team requested a contamination watching brief condition to be attached to this application. The condition would ensure that if during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how unsuspected contamination be dealt with.
92. The Environment Agency stated that they have no objection to the proposed development subject to the inclusion of ground water and contaminated land conditions. The Environment Agency stated that the reported actions and analysis of risks and liabilities detailed in the submitted Geo-environmental Desk Study are agreed in principle as being in accordance with relevant guidance and good practice and recommended attaching an unexpected contamination condition and piling condition.

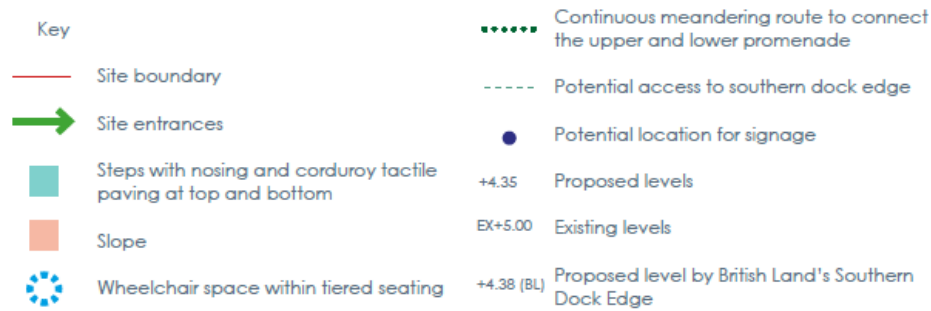
Design

93. Policy D3 of the London Plan 2021 states that development should enhance local context by delivering spaces that positively respond to local distinctiveness through their layout, scale, appearance and shape and encourage and facilitate active travel with convenient and inclusive pedestrian and cycling routes and crossing points that are aligned with peoples' movement patterns and desire lines in the area. With regard to experience, the policy states that development should achieve outdoor environments that are comfortable and inviting for people to use and are of high quality and character. Policy P13 of the Southwark Plan corroborates Policy D3 and adds that street clutter should be avoided within the public realm and landscaping and green infrastructure should be provided, appropriate to the context including the provision and retention of street trees.
94. Policy D5 of the London Plan focuses on inclusive design and states that development should provide high quality people focused spaces that are designed to facilitate social interaction and inclusion and be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment. Policy P14 of the Southwark Plan reiterates the need for accessible and inclusive design for all and advocates for a positive pedestrian experience.
95. Policy D8 of the London Plan encourages public realm that is well designed, safe, accessible, inclusive, attractive, well connected, related to the local and historic context and easy to understand, service and maintain. Landscape

treatment, planting, street furniture and surface materials should be of good quality, fit for purpose, durable and sustainable and lighting should be carefully considered and well designed to minimise intrusive lighting infrastructure and reduce light pollution. Consideration should be given to creating a sense of place during different times of the day and night.

Site layout, access and public realm

96. The existing primary access points to the eastern dock edge have been retained and the proposed upper and lower levels routes have been carefully considered to deliver inclusive access with clear width walkways and passing points, visible sight lines and shallow access gradients for wheelchair users. The plan below demonstrates the proposed circulation and access for the scheme, with associated measurements.



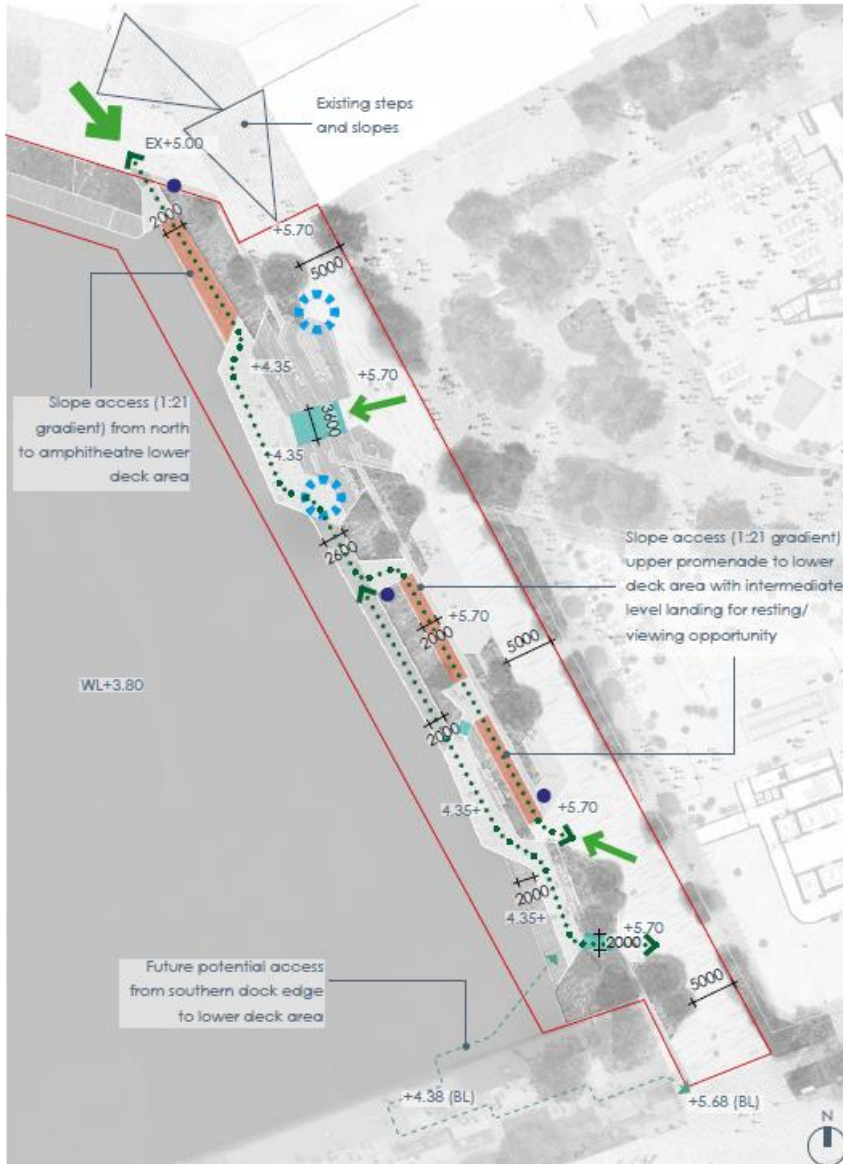


Image above: Circulation and access diagram

97. The furniture strategy comprises benches, bollards and litter bins; the location and details of which would be submitted through the recommended landscaping condition.

Upper and lower deck areas

98. The upper deck maintains a level connection with the surrounding area and would act as the main thoroughfare through the scheme. The route is considered to be clear and well-defined, establishing legibility through the scheme and to the surrounding spaces. The landscaping is designed effectively to provide informal seating and play opportunities through raised planters as well as keeping the route free of clutter so as not to impede movement through the site. The upper deck would provide an attractive walking and cycling route

which would encourage and enable efficient movement throughout the site and wider Canada Water area.

99. The lower deck offers an alternative meandering route through the scheme, allowing for a different experience and a greater appreciation of the water. Landscaping has been carefully considered with planters cascading down towards the Dock and various points of seating are provided with good views over the Dock. The new dock edge structures and integrated planters would create vertical faces with the opportunity for signage and pattern. The detailed design and materiality should be secured via the recommended condition.
100. The levels are connected by a series of stairs and sloping sections. The sloped sections allow for a step-free route throughout the key points of the dock edge, including the amphitheatre, ensuring the scheme is accessible. Multiple resting points are also located along the step-free route, as well as throughout the scheme.
101. The proposed material palette is considered acceptable as the mix of harder paving and softer timber helps to demarcate between the different areas intended for movement or seating. It is noted that the materials are not the same as those proposed at the southern and western edge of the Dock, however the overall treatment is considered to be consistent. The use of timber is repeated throughout, bringing a consistency to the Dock as a whole and reflecting the local character and heritage. The different material palette will also help to establish a separate character for the eastern edge of the Dock and highlight the different public realm it offers.

Amphitheatre

102. Amphitheatre type timber seating with landscaping is proposed to the north of the scheme, spanning both levels and providing an integral focal point for different activities and opportunities for socialising and relaxing. The central access stairs would comprise top, bottom and intermediate landings for rest and a unique natural stone paving pattern is proposed for the lower deck, which is considered to be acceptable.
103. The amphitheatre would also provide additional planting and spill out space for Waterfront Square, a key component of the public realm offered by the Canada Water Dockside Masterplan and intended to be a flexible area where public activities can be held. The space allows for wheelchair users to pull alongside the amphitheatre seating, thereby providing an inclusive environment.

Young Anglers and wheelchair user area

104. The Young Anglers area would be separated from the public route and signage would demonstrate the use and operation of the space (for landing and netting activities only), which has been attached by condition and would also be subject to licence. The south eastern corner would have a low timber edge, to match

that of the southern edge of the Dock (consented planning permission under 21/AP/3794). The wheelchair user area would provide a flexible space for gathering and dwelling, with terraced timber seating and landscaping to enjoy views of the water.



Image above: 1 Illustrative view of the Young Anglers and wheelchair user area

105. The proposed development would enhance permeability and connectivity around the area, maintaining a clear route from Canada Water station and provide an attractive space for cyclists and pedestrians. The proposed site layout would also provide an opportunity to interact with the Dock in an accessible and inclusive manner.
106. Overall, the separation of spaces throughout the scheme is considered to be successful in realising the development's place making ambitions and the retention of the fishing pontoons, introduction of the young angler's area and various seating areas would encourage interactivity with the Dock. Subject to high quality execution and controlling detailed materials through conditions, the proposal is considered to deliver a high quality public realm and encourage a greater interaction with and enjoyment of the currently underutilised dock.

Heritage considerations

107. 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.

108. Chapter 16 of the NPPF contains national policy on the conservation of the historic environment. It explains that great weight should be given to the conservation of heritage assets. The more important the asset, the greater the weight should be (paragraph 199). Any harm to, or loss of significance of a designated heritage asset should require clear and convincing justification (paragraph 200). Paragraph 202 explains that where a development would give rise to less than substantial harm to a designated heritage asset, the harm should be weighed against the public benefits of the scheme. Paragraph 203 deals with non-designated heritage assets and explains that the effect of development on such assets should be taking into account, and a balanced judgment should be formed having regard to the scale of any harm or loss and the significance of the asset. Working through the relevant paragraphs of the NPPF will ensure that a decision-maker has complied with its statutory duty in relation to Conservation Areas and Listed Buildings.
109. Whilst Canada Water Dock is not located within a Conservation Area or within the curtilage of a Listed Building, the site has an important industrial, maritime and dockland heritage. P21 of the Southwark Plan 2022 and Policy HC1, Heritage conservation and growth of the London Plan 2021 emphasises the importance of considering heritage and historic character as they help provide a sense of place and enrich the townscape.
110. Canada Dock was constructed on the site of two former timber ponds which is considered to be sensitively reflected within the proposed development, with the repeated use of timber throughout the scheme, in reference to local heritage. The proposed development is not considered to cause harm to or have any negative impacts on local heritage assets and the proposed form, landscaping and design is considered to demonstrate an understanding of local character and history.

Archaeology

111. P23 of the Southwark Plan 2022 focuses on archaeology and states that development must conserve the archaeology resources commensurate to its significance. Canada Dock is not located within an Archaeological Priority Zone.
112. The Council's Archaeologist was consulted in the application and stated that construction work within the Dock, due to the historic excavation of the Dock, will have no impact upon buried archaeological remains. Works outside the Dock will have a limited impact upon the deeply buried archaeological remains on site.

Designing-out crime

113. Policy P16 of the Southwark Plan 2022 focuses on designing out crime and states that pedestrian routes, footpaths and cycle paths should be easy to navigate with permeable, direct routes that provide good visibility and avoid sharp or blind corners and have clear and uniform signage that helps people move around, making the public realm safer and more attractive for people to use. Development must be designed with effective street lighting that illuminates the public realm, enabling natural surveillance and avoiding the creation of dark, shadowed areas.
114. The Metropolitan Police stated that the proposal does not seem suitable to achieve SBD accreditation, however provided comments which were shared with the applicant, such as ensuring planted areas are well lit and not too dense and ensuring there are no areas of concealment, due to changes in site level that could be used by offenders. In addition, the Metropolitan Police stated that the bottom of tree canopies should be maintained to be no lower than 2 metres and ground planting should not be allowed to grow any higher than 1 metre, to ensure that good lines of sight across the public realm are maintained. The applicant stated that the proposed tree planting at the upper level would comprise a 2 metre canopy height to provide clear visibility across the public realm and the under planting would include herbaceous perennials and grasses with a degree of permeability, with dense tall shrub planting avoided.
115. In addition, the Metropolitan Police provided comments on lighting, public seating, management plans and CCTV. The applicant confirmed that the Landscape Management Plan will include a series of key maintenance principles to ensure that clear sightlines and a sense of direction for pedestrians, trees and planting areas are of high quality and that hardscape and site furnishings are kept tidy, clean and in good condition. An informative has been added to remind the applicant of the advice from the Metropolitan Police. It is appropriate to secure a detailed lighting strategy via the recommended condition as discussed earlier in this report.

Site safety

116. P58 of the Southwark Plan 2022 states that development that affects designated open water spaces must ensure that all safety and navigational impacts are minimised. Policy D11 of the London Plan 2021 states that development proposals should minimise potential physical risks and consider measures at the start of the design process to ensure they are inclusive and aesthetically integrated into the development and wider area.
117. The Design and Access Statement comprises a Safety Strategy which maintains the majority of the existing 1.1 metre high balustrades along the eastern dock edge, with new metal balustrades with a timber top at the upper deck and metal wire balustrades at the lower deck, apart from the Young

Anglers and wheelchair user area where the timber edge is proposed for netting/landing for junior anglers. A secondary lightweight metal balustrade is proposed behind this area to ensure visitors safety. The applicant has confirmed that the details of the safety elements are to be developed during Stage 3, to ensure consistency with both the Canada Water Dockside Masterplan and British Land's consented southern and western dock edge scheme.

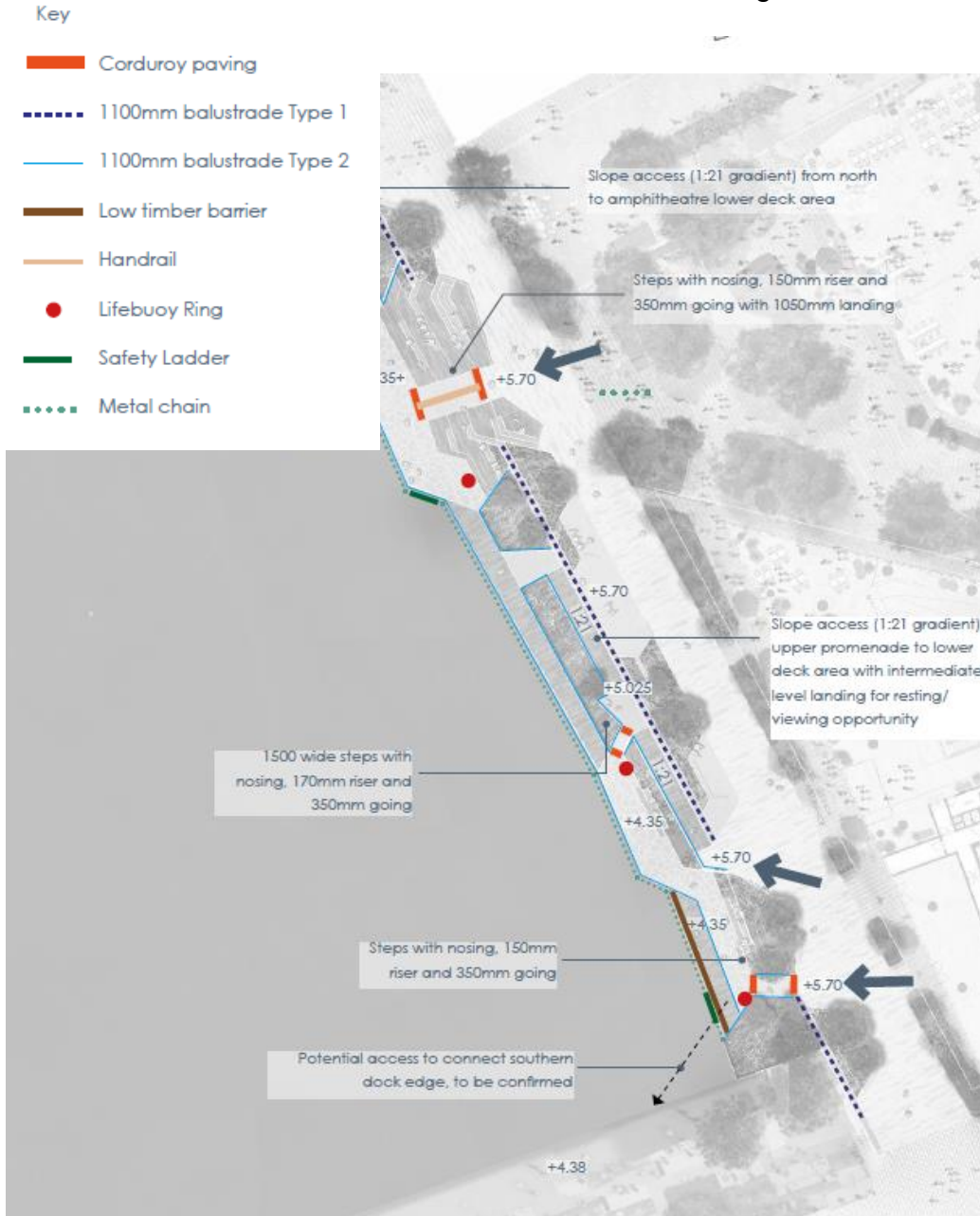


image above: Accessibility and circulation diagram






118. In addition, the applicant submitted a Water Safety Audit prepared by the Royal Society of the Prevention of Accidents (RoSPA). The Audit concluded that the proposed development has a water safety risk ratings of lower and medium risk levels.
119. The Audit recommends there are 'in case of emergency' instructions at the life ring points, egress ladders be painted to allow for high visibility during low light levels and signage for pedestrians to be aware for anglers casting and for anglers to give consideration for pedestrians. The Young Anglers area would be used for netting or landing opportunities only and would be separated from the continuous public route. The applicant has agreed for the signage condition to include the specific exclusion that the area is for netting and landing use only and the space will also be subject to a licence and management plan which would also include said exclusions
120. In addition, the Audit recommends that barriers be maintained and inspected regularly with repairs quickly carried out, provision of locked gate access to floating planting areas, and consideration to the possible issue of differing standards for access and railings. Risk assessments and method statements should be in place for maintenance worker safety and visitors should be communicated with in regards to water safety and water safety education should be encouraged in local primary schools. The Audit also recommends for annual monitoring and evaluation of the risk assessment and controls, particularly for the use of the basin during out of school times.
121. The applicant provided responses to each recommendation from the Water Safety Audit which are considered to be acceptable. The site wide safety strategy for Canada Dock is proposed to be incorporated with British Land's Masterplan, life rings will be provided and appropriate signage along the dock edge and fishing facilities will be constructed. The applicant stated that a Landscape Management and Maintenance Plan will be produced in conjunction with British Land to ensure edge treatments will be maintained to a high standard and the design details will continue to develop to provide a consistent design language and materiality for the dock edge with the British Land scheme during the detailed design stages. The Landscape Management Plan should be secured via the recommended condition

Wind microclimate

122. P56 of the Southwark Plan 2022 considers impacts from wind as an amenity consideration to be taken into account to ensure a pleasant environment for present or future users. The applicant submitted a Pedestrian Level Wind Microclimate Assessment produced by RWDI to support the application. The assessment uses the 'Lawson Comfort Criteria' which seeks to define the reaction of an average person to the wind and if the measured wind condition exceeds the threshold wind speed for more than 5% of the time, then they are unacceptable for the stated pedestrian activity and the expectation is that there

may be complaints of nuisance or people will not use the area for its intended purpose. The four categories set out in the criteria include sitting, standing, strolling and walking, with a fifth category for conditions that are uncomfortable for all users. The report confirms that no occurrences of strong wind exceedances would occur on the eastern dock edge.

Table below: Lawson Comfort Criteria

Key	Comfort Category	Threshold	Description
	Sitting	0 – 14.4 km/h	Light breezes desired for outdoor restaurants and seating areas where one can read a paper or comfortably sit for long periods
	Standing	14.4 – 21.6 km/h	Gentle breezes acceptable for main building entrances, pick-up/drop-off points and bus stops
	Strolling	21.6 – 28.8 km/h	Moderate breezes that would be appropriate for strolling along a city/town street, plaza or park
	Walking	28.8 - 36 km/h	Relatively high speeds that can be tolerated if one's objective is to walk, run or cycle without lingering
	Uncomfortable	>36 km/h	Winds of this magnitude are considered a nuisance for most activities, and wind mitigation is typically recommended

123. Two iterations of the proposed development were initially assessed, one for the dock edge scheme in March 2023 referred to as the ‘superseded scheme’ and one for the ‘proposed development’ which subsequently underwent a small number of amendments from the superseded scheme prior to formal planning application submission. Three scenarios have been presented in the Pedestrian Level Wind Microclimate Assessment including:

- Configuration 1: Superseded Scheme with Existing Surrounding Buildings (including Canada Water Masterplan buildings A1 and A2) and Proposed Landscaping;
- Configuration 2: Superseded Scheme with Cumulative Surrounding Buildings (including Canada Water Masterplan buildings A1 and A2) and Proposed Landscaping; and
- Configuration 3: Proposed Development (May 2023) with the Existing Surrounding Buildings (including Canada Water Masterplan buildings A1 and A2) and Proposed Landscaping.

124. The applicant confirmed that as the eastern dock edge proposal would come forward alongside Building A1 of the Canada Water Dockside Masterplan, Buildings A1 and A2 are considered within the existing surrounding context. The meteorological data for the site indicate that the prevailing wind direction throughout the year is from the south-west, with secondary winds from the north-east, especially during the spring.

Configuration 1

125. Configuration 1 demonstrates that wind conditions would be suitable for sitting and standing with one location suitable for strolling. No strong wind exceedances would occur at the site. To the north of Building A1 there would be two areas with standing use conditions in the summer season (at measurement locations 194 and 202). During the windiest season, wind conditions would generally be one category windier in comparison to the summer season with seating locations 194 and 202 having strolling conditions during the windiest season. The Technical Memorandum confirms that in terms of pedestrian safety, there would be no exceedance of the safety threshold, therefore throughout the year wind conditions would be safe for pedestrians along the dock edge in all three assessed configurations.

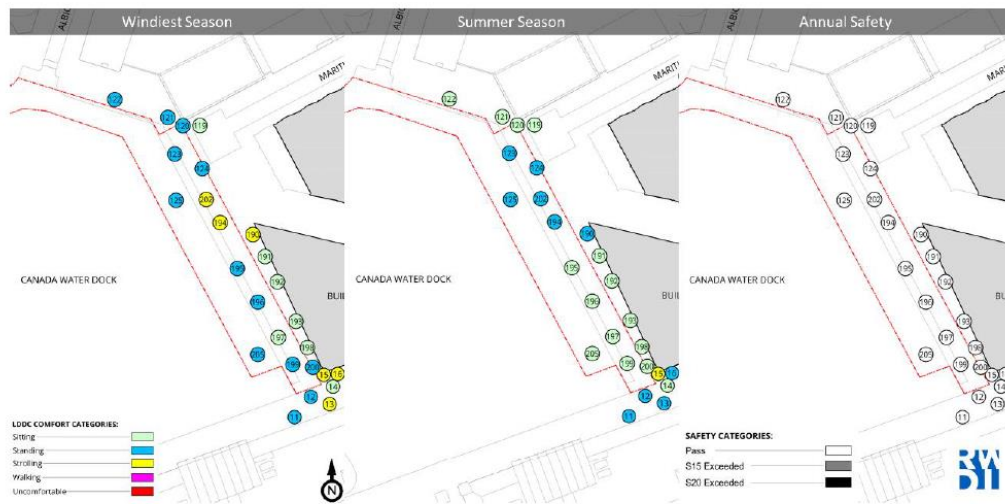


Image above: Configuration 1 Wind Comfort Results

Configuration 2

126. Configuration 2 is considered to be the most important configuration as it's the most likely scenario that will exist in the future given that it includes the proposed CWD Buildings A1 and A2 as well as the British Land scheme which is highly likely to be built out. As in Configuration 1, there would be two isolated informal seating areas north of Building A1 (locations 194 and 202) that would have standing use conditions. No strong wind exceedances would occur on the Eastern Dock Edge.

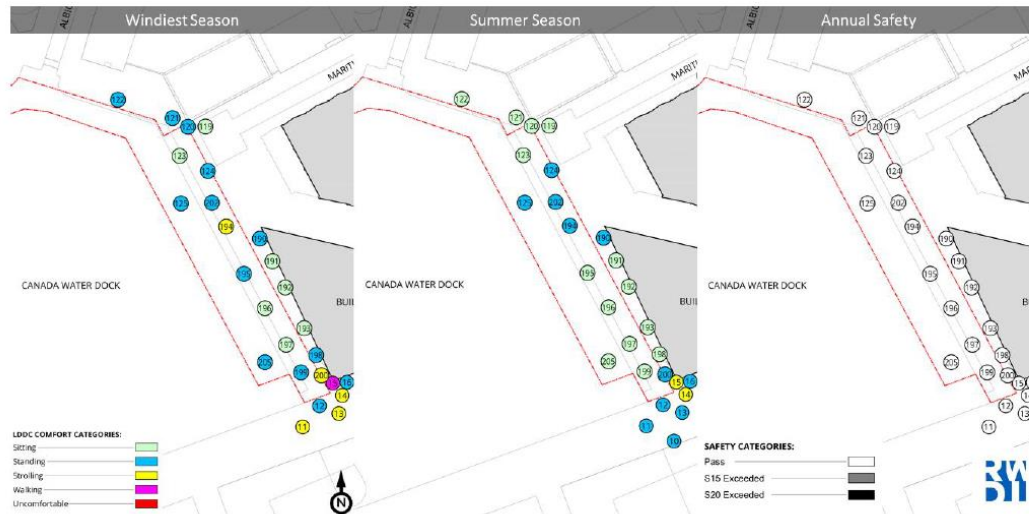


Image above: Configuration 2 Wind Comfort Results

Configuration 3

127. Wind conditions would be similar to those in Configuration 1 with wind conditions at the south western corner of Building A2 Maritime Street changing slightly. The informal stepped seating areas with standing use conditions during the summer season situated north of Building A1 (locations 194 and 202). No strong wind exceedances would occur at the site.

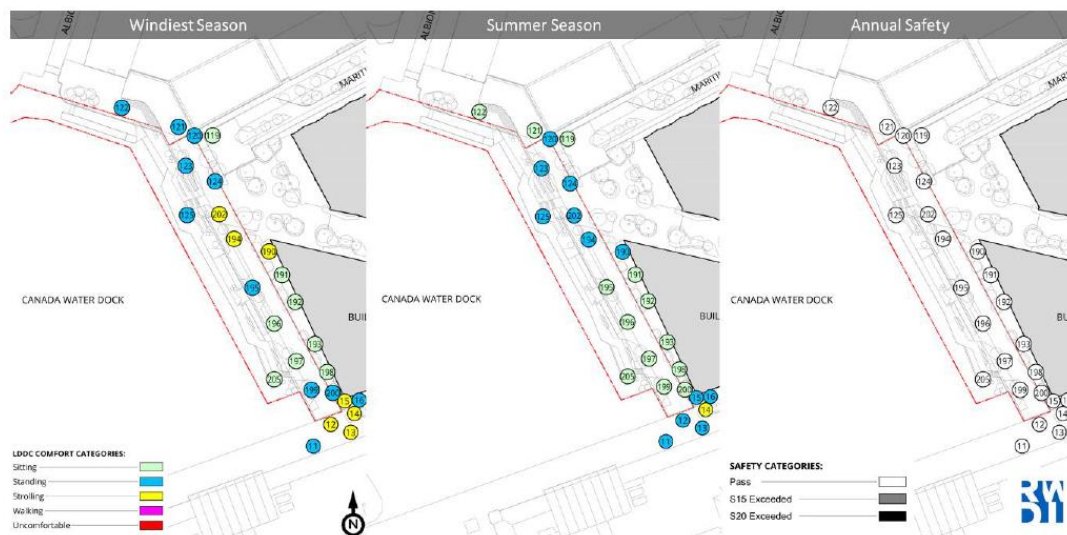


Image above: Configuration 3 Wind Comfort Results

128. All configurations demonstrated that the seating locations 194 and 202 would only be suitable for standing use conditions in the summer season and consequently further design changes were undertaken to incorporate additional landscaping to improve comfort conditions. A further qualitative wind

assessment was submitted to demonstrate that all areas along the dock edge would be suitable for their intended use, specially seating areas during the summer season, as demonstrated in the image below.

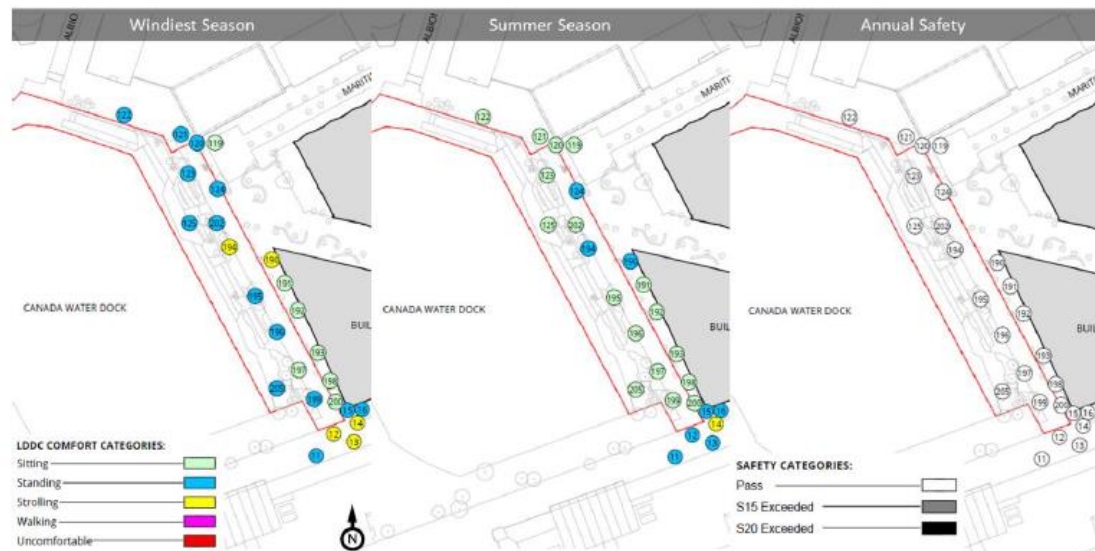


Image above: Configuration 4 (Proposed development with existing surrounding buildings and updated proposed landscaping) wind results

129. It is considered necessary to secure full wind modelling as a pre commencement condition to demonstrate that the seating areas are all fit for purpose. As such a condition is recommended. Furthermore, the landscaping condition will ensure that the seating areas will be built in accordance with the plans submitted.
130. There is a further scenario that may arise whereby the Canada Water Dockside Masterplan would be constructed along with the dock edge works but the British Land Zone D development is not yet complete. This scenario would require additional temporary wind mitigation measures. The applicant has submitted a Landscape Plan for Temporary Wind Mitigation and prepared a strategy which proposes 3 planter and tree types (with specified product size, species, height girth and rootball size) and confirmed that all trees and shrubs would be evergreen. It is considered necessary for the applicant to undertake fully detailed modelling to demonstrate that the proposals are sufficient and as such a temporary wind mitigation pre commencement condition is recommended to ensure that satisfactory wind conditions can be achieved within the public realm.

Sustainability

131. The presumption in favour of sustainable development championed by the NPPF is reinforced by P69 of the Southwark Plan 2022. P14 of the Southwark Plan 2022 states that development must provide a positive response to the context using durable, quality materials and spaces should be designed sustainably to adapt to the impacts of climate change. Policy SI 7 of the London

Plan 2021 promotes a more circular economy and encourages waste minimisation and waste prevention through the reuse of materials and using fewer resources in the production and distribution of products.

132. Given the nature and scale of the proposal it is not necessary or appropriate for the submission to address the full range of sustainability and energy considerations as set out in London and Southwark Plan Policies. There are no buildings proposed. However, it should be demonstrated that all reasonable measures have been taken to address climate change policies as far as possible. The existing structural concrete upper deck would be retained as part of the proposed development as well as the relocated fishing pontoons, however the reuse of the pontoon structure would be subject to RIBA Stages 3+. The applicant has confirmed the use of FSC hardwood and certified and sustainable source for all timber elements of the scheme and for the paving selection to match the wider Canada Water Dockside Masterplan where possible, to minimise future long term maintenance and replacement of different materials. In regard to biodiversity, the proposed planting across the scheme would be selected for their diversity, ecological benefits and biodiversity value.
133. The proposal is considered to provide a sustainable new piece of public realm, promote opportunities for walking and enhance soft landscaping adjacent to the SINC. As such the proposals addresses the principles of sustainability as far as possible.

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

134. The importance of protecting neighbouring amenity is outlined in P56 of the Southwark Plan 2022 which states that development should not be permitted when it causes an unacceptable loss of amenity to present or future occupiers or users. Amenity considerations to be taken into account include the privacy and outlook of occupiers in both existing and proposed homes, actual or sense of overlooking or enclosure, impacts of smell, noise, vibration, lighting or other nuisances, daylight, sunlight and impacts from wind and on microclimate. Chapter 12 of the NPPF corroborates P56 and states that development should create places with a high standard of amenity for existing and future users.
135. The proposed development of the eastern dock edge of Canada Water Dock has been designed as part of the adjacent Canada Water Dockside Masterplan, to provide a public amenity space for local residents, workers and visitors to the area. The proposed development aims to enhance the accessibility, quality and biodiversity and ecological value of the eastern side of the Dock. The upgraded eastern dock edge is considered to bring a community benefit to the wider Canada Water Dockside Masterplan and significantly improve the existing condition in terms of design and landscaping and therefore would improve the amenity of adjoining occupiers and the surrounding area.

Outlook, privacy, overlooking and enclosure

136. Given the proposed nature of the development and the location of this area of public realm in the context of both existing and proposed surrounding buildings, it is considered that the design and landscaping of the space would improve the outlook of surrounding occupiers and as no structures are proposed, there would be no negative sense of enclosure, privacy or overlooking impacts.

Daylight, sunlight and impacts from wind and on the microclimate

137. The proposed development would not result in any negative daylight/sunlight impacts for surrounding occupiers as no structures are proposed. The applicant submitted a Wind Microclimate Assessment to support the application, and wind is assessed in its own section in this report.

Noise, smell, vibration and lighting

138. P66 of the Southwark Plan 2022 states that development must mitigate any adverse impacts caused by noise on health and quality of life and avoid significant adverse impacts on health and quality of life. New spaces proposed as part of a major development should also assess the potential to enhance a place's character and identity through the acoustic environment and positive public soundscape. Policy D14 of the London Plan 2021 corroborates P66 and states that development proposals should manage noise by avoiding significant noise impacts on health and quality of life and improve and enhance the acoustic environment and promote appropriate soundscapes.
139. The proposed development of the eastern dock edge is an important piece of public realm for both the Canada Water Dockside Masterplan and the wider redevelopment of Canada Water. It is anticipated that there will be activity on the dock edge and amphitheatre during the day and evening and it is inevitable that there would be a degree of noise arising from the successful use of the space that would be typical of a town centre location. It is not unusual for public spaces such as this to be located in town centre locations alongside residential properties and those residents choosing to live in a town centre should anticipate a mix of uses taking place. Any excessive noise, disturbance or anti-social behaviour would be managed initially by the applicant as part of the management plan and if necessary the statutory powers that exist within the environmental health legislative framework if excessive noise should occur. It is not anticipated that the proposal would give rise to a level of noise or disturbance above that which might be experienced in the existing Deal Porter Square or proposed southern dock edge.
140. Short term, temporary noise and vibration effects may be generated during the construction of the proposed development. A Construction Environmental

Management Plan pre approval condition is recommended to ensure that occupiers of neighbouring premises and the wider environment do not suffer a loss of amenity by reason of pollution and nuisance.

141. Lighting related impacts are assessed in its own section in the report and it is not anticipated that the proposed development would result in any negative smell impacts.

Light pollution

142. Lighting of the public realm must appropriately address safety and security issues and make access routes welcoming and safe, whilst minimising light pollution. P16 of the Southwark Plan 2022 states that development must be designed with effective street lighting that illuminates the public realm, enables natural surveillance and avoids the creation of dark, shadowed areas; this is corroborated by Policy D8 of the London Plan 2021. The impact of lighting is also an amenity consideration, as cited by P56 of the Southwark Plan. Policy G6 of the London Plan states that development proposals adjacent to SINCs should consider the potential impact of indirect lighting effects to the site.
143. As Canada Water Dock is a sensitive receptor, details of lux levels and light spill were requested. The submitted Light Pollution Study details the proposed layered lighting approach; amenity lighting, accent lighting and feature lighting, and provides details on lighting equipment, lighting control and operation and maintenance. The lighting control system would allow for all feature and accent lighting to be switched off at an agreed curfew time and allow other amenity lighting around the dock edge to be dimmed as low as possible. Low level lighting will be utilised to illuminate ramps, steps and walkways for wayfinding whilst minimising light spill and pollution. Along the water edge, lighting levels are reduced for all lighting to be at low level and aimed downwards and away from the water to reduce risk of light spill into the Dock. The below image outlines the overall strategy for proposed lighting, with increased lighting levels on the upper deck and main entrances.

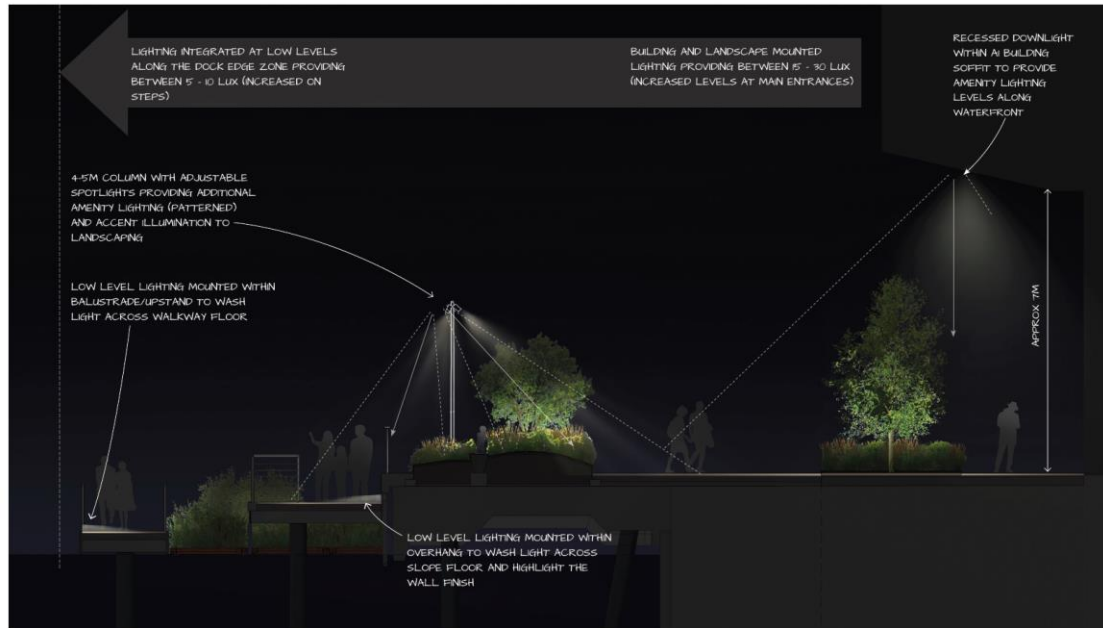


Image above: Overall lighting strategy

144. The Metropolitan Police stated that planted areas should be well lit and lighting should aim to achieve lighting standard BS 5489:2020. This lighting standard is particularly important in regard to preventing offences of violence against women and girls. Good levels of light are known to assist in preventing this type of offending as well as giving confidence to persons using the spaces in the hours of darkness. Due to the location of the proposed development, there is a recognised need to balance ecological considerations and site safety, which the Metropolitan Police recognised and stated that the BS standard should be the aim, with acceptable deviations to meet other requirements.
145. The Ecology Team confirmed that the lighting proposed meets best practice for bats and accepted the proposed lighting scheme. EPT recommended their external lighting standard condition to be added to ensure that the Council may be satisfied as the details of the development in the interest of visual amenity of the area, the amenity and privacy of adjoining occupiers and their protection from light nuisance.

Transport and highways

146. P13 of the Southwark Plan 2022 states that development must ensure a high quality public realm that encourages walking and cycling and is safe, legible and attractive and eases the movement of pedestrians, cyclists, pushchairs, wheelchairs and mobility scooters; street clutter should be avoided. P51 states that development must enhance the borough's walking networks by providing footways, routes and public realm that enable access through development sites and adjoining areas. Routes and access must be safe and designed to be

inclusive, with particular emphasis on disabled people and the mobility impaired.

147. Policy D8 of the London Plan 2021 states that development must maximise the contribution that the public realm makes to active travel, ensure both the movement function of the public realm and its function as a place are provided for and priority modes of travel should be taken into account. Policy T2 Healthy Streets details qualities required to achieve improved walking networks so space is used more efficiently, is greener and more pleasant.
148. The proposed development of the eastern dock edge would integrate with the wider Canada Water Dockside Masterplan and provide a shared pedestrian and cycle route connecting the development with Canada Water Station, the neighbouring British Land Masterplan and the wider area. A tertiary route is proposed at the lower level next to the water, to promote opportunities to dwell and relax.



Image above: Overall site building entrances and pedestrian circulation diagram [right] and overall cycle circulation diagram [left]

149. It is considered that the proposed development would significantly improve the hard landscaping which currently exists and would encourage walking and cycling and help create a safe, legible and attractive piece of public realm.

Highways

150. The dock edge is currently a signed cycle route forming part of the London Cycle Network (LCN) which would need to be maintained as part of the proposed development. The Council's Highways Team confirmed that they are satisfied with the proposed 5 metre width of the upper deck, as a shared pedestrian and cycle route, and the principle of the materials.

151. The Council's Highways Team stated that signage will be required on the upper promenade to warn both cyclists and pedestrians of the shared nature of the route and reminded the applicant that highway areas to have planting shall remain adopted. In addition, the Highways Team confirmed that the proposal for the developer to maintain both the hardscape and the soft landscape within the public realm and the adopted footway is acceptable subject to a maintenance agreement being reached. An informative has been attached to advise the applicant that the structural design of the proposed pillars/columns, middle and lower level decks require an approval in principle (AIP) in accordance with BD 2/12 'Technical Approval of Highway Structures'.
152. The applicant has been informed that they must enter into a s278 agreement to undertake works including paving the adopted highway using 750 mm x 600mm silver grey natural granite stone slabs including 300mm wide silver grey natural granite stone kerbs. Any material departures proposed have to be through the SSDM departure application process and could be subject to commuted sums if granted. In addition, gradients connecting areas of different levels must comply with the Equality Act and planting or rain gardens adjacent to the highway must be in accordance with SSDM DS 502. The applicant has been informed to upgrade street lighting to current Council standards. Surface water from private areas should not flow onto public highway in accordance with Section 163 of the Highways Act 1980. Detailed drawings must be submitted as part of the s278 application confirming this requirement. A condition to remind the applicant to enter into a s278 agreement is recommended and the applicant has been sent relevant contact details in advance.
153. An Outline Construction Environmental and Management Plan has been submitted to establish the principles for this application, however the applicant has been informed that a detailed Construction Management Plan should be approved by the Council prior to the implementation of the development, and a Pro Forma has been shared with the applicant notifying them of what to include for the Council's Network Management Team. As discussed elsewhere in this report a condition is recommended to secure a CEMP.

Cycle parking and cycling facilities

154. Whilst no cycle parking has been proposed as part of this application, the Canada Water Dockside Masterplan comprises extensive cycle parking, with cycle parking strategically located in areas of the masterplan served by access routes and short stay spaces located in close proximity to the dock edge, for visitor use. The signage and wayfinding condition would include signposting to nearby cycle parking facilities.

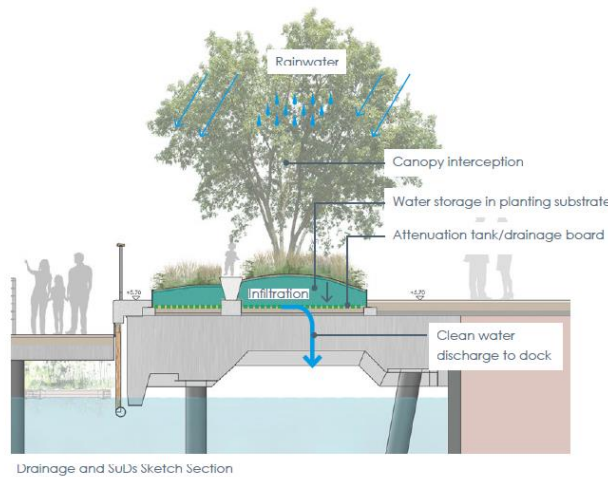
Refuse storage arrangements

155. The Design and Access Statement comprises a Furniture Strategy which details indicative locations of two litter bins along the eastern dock edge. Further details will be submitted as part of the recommended detailed landscape condition.

Water resources, flood risk and SUDs

156. P68 of the Southwark Plan 2022 states that development must not increase flood risk on or off site and should be designed to be safe and resilient to flooding. Policy SI 12 of the London Plan states that development proposals should ensure that flood risk is minimised and mitigated and that residual risk is addressed. Natural flood management methods should be employed in development proposals due to their multiple benefits including increasing flood storage and creating recreational areas and habitat. Policy SI 13 sets out sustainable drainage measures and details the drainage hierarchy, with the preference for green over grey features.

157. The site is in Flood Zone 2 and 3 and in an area benefiting from flood defences. The proposed development would comprise of level changes throughout the site with the existing concrete deck structure retained below the paving and the existing drainage outlet points. The Design and Access Statement includes the proposed drainage and SUDs drawings demonstrating that the upper deck would discharge to Canada Water Dock.



Key

- Site Boundary
- Planting area/reduced run-off
- Discharge to Canada Water Dock
- ← Outfall

Image above: Proposed SUDs diagram

158. The Flood Risk Management Team accept the proposed drainage strategy for the dock edge and stated that measures have been put in place which will help to manage and store surface water. The Flood Risk Management Team recommend a SUDs drainage condition to minimise the potential for the site to contribute to surface water flooding.
159. The target dock water level is 3.8 metres, which is consistent with the information presented in the adjacent British Land scheme 21/AP/3794. The Ecology Team have confirmed that the planting and tree species can tolerate periodic inundation with water.

Future dock management

160. British Land is the long leaseholder of Canada Water Dock, with Southwark Council as the freehold owner. The maintenance and management of the proposed development is paramount for its success as an area of public realm adjacent to a SINC. As an important piece of public realm connected to the wider masterplan the future maintenance and management is secured in the s106 agreement attached to 21/AP/2655. This obligates the Applicant to maintain the dock edge works. In practice the Applicant has stated that British Land are likely to manage the eastern dock edge scheme following practical completion. It remains open for the Applicant to engage a third party (which could be British Land) to maintain the dock on their behalf but they will remain obligated to ensure that maintenance is and management is undertaken to a standard that is acceptable to the Council. Any third party agreement would sit outside of the planning application process.

Fire safety

161. Policy D12 of the London Plan 2021 expects all development proposals to achieve the highest standards of fire safety and to this end requires applications to be supported by an independent Fire Strategy, produced by a third party suitably qualified assessor. Policy D12 (A) of the London Plan (2021) requires that all development must submit a planning fire safety strategy. The fire safety strategy should address criteria outlined in Policy D12 (A).
162. A Reasonable Exception Statement has been submitted to support the application. No buildings or enclosed spaces are proposed as part of the development. The area within the application boundary would be maintained as open, public realm with accessible routes and clear lines of sight. The proposed development would be situated adjacent to open water. No fire tender routes are required within the dock edge boundary.
163. Given the nature of the development, the Reasonable Exception Statement is accepted. The duty to identify fire risks and hazards in premises and to take

appropriate action lies solely with the developer. This is in no way a professional technical assessment of the fire risks presented by the development.

Planning obligations

164. 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

165. This application is bound by the s106 obligations secured in the legal agreement attached to 21/AP/2655. For this particular application there is no requirement for additional mitigation beyond that secured at Outline stage.

Mayoral and Borough Community Infrastructure Levies

166. 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.

167. The site is located within Southwark CIL Zone 2, and MCIL2 Band 2 Zone. Based on the information in the design and access statement, the gross amount of CIL is approximately £0. It should be noted that this is an estimate, floor areas will be checked after planning approval has been secured.

Community involvement and engagement

168. This application was accompanied by a Statement of Community Involvement and a Development Consultation Charter which comprises details of the stakeholder analysis undertaken, heritage and site layout, accessibility and movement, climate change and sustainability, local economy and community infrastructure. The document also includes a summary of engagement activities which have taken place, stakeholder views and vision for the site and a 'You Said, We Did' feedback summary for the proposed development. A Social Value Statement and monitoring data is also provided.

169. Public engagement for the proposed development was undertaken in parallel with the wider Canada Water Dockside masterplan consultation. Engagement activities for the dock edge included a public forum, public consultation events, drop in sessions and stakeholder meetings between October 2022 and February 2023. The Development Consultation Charter details the date of the engagement activities, number of attendees and the format for how feedback was received, including via feedback forms, online survey and verbally.
170. A total of 8 advertised engagement events took place, excluding one-to-one stakeholder meetings and door-to-door canvassing sessions. The applicant confirmed the following methods of engagement were undertaken:
- 10 local stakeholders were sent letters and e-newsletter updates in July, September and October 2022 and January 2023
 - 350-385 subscribers to the mailing list were updated via 6 e-newsletters sent in July and October 2022 and January 2023
 - 12,813 surrounding addresses received 3 printed flyers, distributed in July 2022, October 2022 and January 2023
 - A total of 218 people attended the drop in events and public forum
 - 58 responses were submitted in total (29 paper feedback forms and 29 responses to the online survey)
 - Engagement events were advertised via:
 - The dedicated consultation website
 - Twitter social media posts
 - 3 flyers sent to surrounding residents and businesses
 - 3 e-newsletters sent to the mailing list
171. The Development Consultation Charter provides a summary of the engaged stakeholder views and vision for the site including elements of the scheme that were liked by stakeholders including support for design elements and the public realm, added greenery and open space. Elements of the scheme that stakeholders disliked include the potential for increased crime and antisocial behaviour occurring throughout the public spaces in the site and maintenance and management of the dock edge were questioned. In terms of what stakeholders wanted to see as part of the development, the feedback included the importance of maintaining local biodiversity within the development as well as implementing sustainable measures in the dock edge. The delivery of public facing activities and amenities was also identified as a priority.
172. Alongside digital engagement methods, the application provided a phone line and postal address for the public to use. The Statement of Community Involvement states that upon request, a call back from the project team could be requested by local residents. The level of pre application consultation undertaken by the application is considered to be an acceptable effort to engage with those affected by the proposals.

173. As part of its statutory requirements, the Council sent letters to all residents and local businesses within 100 metre radius of the site, issued a press notice publicising the planning application, posted 4 site notices in the vicinity of the site and advertised the application on the website. Adequate efforts have therefore been made to ensure the community has been given the opportunity to participate in the planning process.
174. Full details of consultation undertaken by the Local Planning Authority in respect of this application are set out in Appendix 4 The responses received are summarised earlier in this report.

Consultation responses from external and statutory consultees

175. Environment Agency:
- The Environment Agency have no objection to the proposed development subject to the inclusion of an unexpected contamination condition and piling condition. The Environment Agency also provided advice relating to flood risk.
176. London Borough of Lewisham:
- No comments received.
177. London Underground:
- London Underground/DLR Infrastructure Protection confirmed they have no comment to make on this planning application.
178. Natural England:
- No comments received.
179. Metropolitan Police Service (Designing out crime):
- The Metropolitan Police stated that the proposal does not seem suitable to achieve SBD accreditation, however provided observations and advice on planting areas and maintenance, changes in site level, lighting standards, public seating, management plan and CCTV. The comments were shared with the applicant who provided a detailed response which was considered to be acceptable by Officers.
180. Friends of Russia Dock Woodland:
- No comments received.
181. Southwark Park Association 1869:
- No comments received.
182. Surrey Docks Angling Club:
- No comments received.

183. Transport for London:

- TfL Spatial Planning stated that the proposal would not affect TfL assets and services, however stated that the dock edge is currently a signed cycle route forming part of the London Cycle Network (LCN) and clearly will need to be maintained as such. The Council should therefore be satisfied that the proposed surfacing (in terms of skid resistance, avoiding paving joints that could deflect wheels and maintenance regime) and residual widths (suitable for a shared pedestrian/cycle route), taking into account the permitted Canada Water Dockside development directly adjacent, are appropriate. Both Southwark Highways Team and Transport Policy Team confirmed they are satisfied with the 5m width and the principle of the materials.

184. Thames Water:

- Thames Water confirmed they have no comments to make at this time.

Consultation responses from internal consultees

185. Arboricultural Services Team:

- No comments received.

186. Archaeology Team:

- The Archaeology Team stated that construction work within the Dock, due to the historic excavation of the Dock, will have no impact upon buried archaeological remains. Works outside the Dock will have a limited impact upon the deeply buried archaeological remains on site. Therefore no archaeological response is necessary for this application.

187. Community Infrastructure Team:

- The Community Infrastructure Team stated that the site is located within Southwark CIL Zone 2, and MCIL2 Band 2 Zone. Based on the information in the design and access statement, the gross amount of CIL is approximately £0. It should be noted that this is an estimate, floor areas will be checked after planning approval has been secured.

188. Ecology Team:

- The Ecology Team stated that the palette of proposed species is fine and the planting and tree species can tolerate periodic inundation with water. The Ecology Team confirmed acceptance of the BNG Report and stated that the BNG increase exceeds the minimum requirement. In regards to the Environmental Impact Report, the Ecology Team confirmed they are happy with the report's conclusions and accepted that an ecological clerk of works would be present to monitor the impacts while works are in progress. The Ecology Team recommend assessing whether more habitat features/bricks could be attached to the supports once in place.

The team confirmed that the proposed lighting meets best practice for bats.

189. Environmental Protection Team:

- The Environmental Protection confirmed they have no objections to the proposed development but recommend that a Construction Environmental Management Plan (pre-approval) condition, Contamination watching brief condition and standard External Lighting condition be attached to the permission.

190. Highways Development Management Team:

- The Highways Development Management Team confirmed that the proposal to have the upper promenade as a shared surface for pedestrians and cyclists with a minimum 5 metre width is acceptable, signing will be required to warn both types of users of the shared nature of the route. Highway areas to have planting shall remain adopted. The Highways Team confirmed that the proposal for the developer to maintain both the hardscape and soft landscape within the public realm and adopted footway is acceptable subject to a maintenance agreement being reached. The structural design of the proposed pillars/columns, middle and lower level decks require an approval in principle (AIP) in accordance with BD 2/12 'Technical Approval of Highway Structures'. This should be submitted and approved by the Highway Authority. In addition, the developer must enter into a s278 agreement to undertake a range of works, with details shared with the applicant and attached by condition. A Construction Management Plan should be approved by the Council prior to the implementation of the development.

191. Harbour Master:

- No comments received.

192. Parks and Cemeteries Team:

- No comments received.

193. S106 Team:

- No comments received.

194. Flood Risk Management and Urban Drainage Team:

- The Flood Risk Management and Urban Drainage Team accept the proposed drainage strategy for the dock edge and state that measures have been put in place which will help to manage/ store surface water. The FRM Team confirmed that they considered the application as a minor application, with the site areas of 23/AP/0562, 23/AP/0564, 23/AP/0565 being regarded as major applications where further drainage measure will be installed.

195. Transport Policy Team:

- The Transport Policy Team stated that the minimum width of 5 metres on the upper promenade is sufficient for pedestrians and cyclists. The Transport Policy Team recommend signage directing visitors to nearby cycle parking, this has been attached via condition.

196. Urban Forrester:

- The Urban Forrester stated that the inclusion of suitable species from the palette previously proposed is welcome, as is the incorporation of an innovative wicking membrane recommended to aid irrigation. This will ensure the proposed landscape design is provided to an acceptable quality, as specified during detailed pre-application discussions. The Urban Forrester recommended relevant landscaping conditions.

197. Waste Management Team:

- No comments received.

Community impact and equalities assessment

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

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

200. 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.

201. The protected characteristics are: race, age, gender reassignment, pregnancy and maternity, disability, sexual orientation, religion or belief, sex, marriage and civil partnership.
202. This application was accompanied by an Equalities Impact Assessment to assist the Council with considering the impact of the development in this respect. The study area considered for the assessment is focused on the local area (i.e. Rotherhithe Ward) and at a borough level (i.e. London Borough of Southwark) although data for the Greater London area has also been provided for wider context. This is considered to be appropriate to form a baseline for the assessment.
203. The document confirms that the applicant has conducted public consultation exercises to develop an understanding of the needs and aspirations of local residents and key stakeholders. This was discussed in detail earlier in the committee report and is considered to be proportionate and appropriate for the scale of the development.
204. The assessment identifies a range of potential impacts on each protected characteristic for key environmental disciplines during both construction and once in operation, including health, traffic and transport, air quality and noise and vibration. These aspects have been grouped into seven key considerations, informed by the baseline analysis and carried through to the assessment of potential equality related impacts for each protected characteristic including open space and green infrastructure, environmental amenity, crime and antisocial behaviour, community uses, accessibility, inclusivity and active travel, employment creation and health. These potential impacts have been discussed in the relevant sections of this report and any necessary mitigation to limit adverse impacts has been secured through planning conditions (for example crime and antisocial behaviour will be minimised through the use of an external lighting condition).
205. The application would deliver improved access and connectivity through the site and significant planting and green infrastructure which is considered beneficial to the wellbeing and experience of visitors to the area. The positive impacts arising from the development would benefit those groups with protected characteristics as well as the wider community.
206. The proposed development has been designed to ensure an inclusive environment for everyone. Street furniture, such as benches, would be located no more than 50 metres apart and would include arm and back rests. The proposed amphitheatre seating would ensure ease of use and incorporate spaces dedicated for wheelchairs to meet standards of accessibility and

inclusivity. In addition, the development would include both stepped and sloped routes and the sloped route down to the lower deck from the upper promenade would have a gradient no steeper than 1:21. Walkways would be of an accessible width and would include appropriate surfaces for movement, as well as resting places.

207. The eastern dock edge would be bound by 1.1 metre high balustrades, except the Young Anglers' and Wheelchair Users' area where a timber edge is proposed to ensure the visitors' safety. The Design and Access Statement contains a Water Safety Review authored by the Royal Society for the Prevention of Accidents with recommendations to mitigate risks as far as reasonably practical.
208. The proposed development is considered to result in a heightened sense of security as adequate lighting, wayfinding, signage and clear sight lines would enhance natural surveillance. The effects of construction impacts on environmental amenity created by the development would be mitigated by measures incorporated within the outline CEMP submitted with this application and a detailed CEMP is attached by condition.

Human rights implications

209. 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.
210. This application has the legitimate aim of enhancing a protected SINC and providing a high quality area of public realm with the creation of a public pedestrian promenade at ground level and lower level boardwalk with associated amenity space, soft landscaping, tree planting and the relocation and refurbishment of the existing fishing pontoon and the creation of a new fishing pontoon. The creation and enhancement of public realm would encourage interaction between groups and individuals with different characteristics and would provide inclusive access routes, ensuring compliant access can be achieved. 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

211. The Council has published its development plan and Core Strategy on its website together with advice about how applications are considered and the information that needs to be submitted to ensure timely consideration of an application. Applicants are advised that planning law requires applications to be

determined in accordance with the development plan unless material considerations indicate otherwise.

212. The Council provides a pre-application advice service that is available to all applicants in order to assist applicants in formulating proposals that are in accordance with the development plan and core strategy and submissions that are in accordance with the application requirements.

Positive and proactive engagement: summary table	
Was the pre-application service used for this application?	YES
If the pre-application service was used for this application, was the advice given followed?	YES
Was the application validated promptly?	YES
If necessary/appropriate, did the case officer seek amendments to the scheme to improve its prospects of achieving approval?	YES

CONCLUSION

213. This proposed development conforms with the ambitions of the Canada Water Dockside Masterplan and forms an important part of the development, creating a high quality piece of public realm with significantly improved landscaping, access routes and biodiversity net gain. Careful consideration has been given to public safety, delivering environmental quality and the re-provision of fishing pontoons to benefit the local community, workers and visitors to the area.
214. Whilst the priority is for the proposed development to be delivered, there is a fall-back position whereby a payment in lieu will be made to the Council for public realm enhancements if the Developer is unable to obtain all necessary consents to implement the proposal.
215. The proposal would comply with the principles of sustainable development and would not harm residential amenity. It is therefore recommended that this application be recommended for approval, subject to the inclusion of relevant conditions.

BACKGROUND INFORMATION

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Site history file Application file Southwark Local Development Framework and Development Plan Documents	Environment, Neighbourhoods & Growth Department 160 Tooley Street London SE1 2QH	Planning enquiries telephone: 020 7525 5403 Planning enquiries email: planning.enquiries@southwark.gov.uk Case officer telephone: 0207 525 0254 Council website: www.southwark.gov.uk

APPENDICES

No.	Title
Appendix 1	Recommendation (draft decision notice)
Appendix 2	List of Planning Policy
Appendix 3	Consultation undertaken
Appendix 4	Consultation responses received

AUDIT TRAIL

Lead Officer	Stephen Platts, Director of Planning and Growth	
Report Author	Rose Sharkey, Graduate Planner	
Version	Final	
Dated	24 August 2023	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director of Finance and Governance	No	No
Strategic Director of Environment and Leisure	No	No
Strategic Director of Housing and Modernisation	No	No
Date final report sent to Constitutional Team		29 August 2023

Appendix 1: Recommendation

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

This document is not a decision notice for this application.

Applicant On behalf of AIRE UK Canada Water GP PropCos Ltd **Reg. Number** 23/AP/0798

Application Type Minor application

Recommendation GRANT permission

Case Number 468-C

Draft of Decision Notice

planning permission is GRANTED for the following development:

Works to improve and enhance the eastern edge of Canada Dock, including the creation of a public pedestrian promenade at ground level and lower level boardwalk with associated amenity space, soft landscaping, tree planting and associated works together with the relocation and refurbishment of the existing fishing pontoon and the creation of a new fishing pontoon.

Eastern Edge Of Canada Dock Adjacent To Units 1 And 4 Canada Water Retail Park London Southwark SE16

In accordance with application received on 21 March 2023 and Applicant's Drawing Nos.:

Location Plan Site Location Plan CWD-ASD-DE-XX-DR-L-0010-XX P03 received 12/05/2023

Existing Plans

Proposed Plans

Plans - Proposed Landscape Cross Sections 1 of 2 CWD-ASD-DE-XX-DR-L-0120-XX P04 received 12/05/2023

Plans - Proposed Demolition Plan CWD-ASD-DE-XX-DR-L-0012-XX P02 received 12/05/2023

Plans - Proposed Landscape Cross Sections 2 of 2 CWD-ASD-DE-XX-DR-L-0121-XX P04`
received 15/05/2023

Plans - Proposed Landscape Plan for Temporary Wind Mitigation CWD-ASD-DE-XX-DR-L-0701-
XX P01 received 17/07/2023

Plans - Proposed Proposed Levels Plan CWD-ASD-DE-XX-DR-L-0101-XX P05 received
23/08/2023

Plans - Proposed Landscape GA Plan CWD-ASD-DE-XX-DR-L-0100-XX P05 received 23/08/2023

Plans - Proposed Landscape Elevation CWD-ASD-DE-XX-DR-L-0110-XX P03 received
23/08/2023

Plans - Proposed Dock Edge Temporary Wind Mitigation CWD-ASD-DE-XX-DR-L-0700-XX P01
received 17/07/2023

Plans - Proposed Planting Plan CWD-ASD-DE-XX-DR-L-0102-XX P03 received 23/08/2023

Plans - Proposed Tree Planting Plan CWD-ASD-DE-XX-DR-L-0103-XX P03 received 23/08/2023

Other Documents

Document Biodiversity Metric 3.1 received 12/05/2023

Document Biodiversity Net Gain Report CWD-ASS-DE-XX-RP-Y-0001-XX P00 received
12/05/2023

Fire Statement Reasonable Exception Statement received 22/05/2023

Construction Method Statement Outline Construction Environmental and Management Plan CWD-
GTM-DE-XX-RP-Y-0001-XX P00 received 12/05/2023

Design and access statement Design and Access Statement CWD-ASD-DE-XX-RP-A-0001-XX
P00 received 12/05/2023

Document Development Consultation Charter CWD-KAN-DE-XX-RP-Y-0001-XX P00 received
12/05/2023

Document Statement of Community Involvement received 05/06/2023

Environmental Statement Canada Water Dock Environmental Impact Report V5 received
10/07/2023

Document Equalities Impact Assessment CWD-TRI-DE-XX-RP-Y-0001-XX P00 received
22/05/2023

Document Wind Report C W D -RW D -DE-X X-R P -Y-000 1-X X P01 received 12/05/2023

Document Dock Edge RIBA Stage 2 Cost Plan CWD-GTQ-DE-XX-RP-Q-0001-XX P00 received 12/05/2023

Document Drainage details C W D -RUK-DE-X X-R P -C-000 2-X X P01 received 12/05/2023

Document Geo Environmental Desk Study CWD-RUK-DE-XX-RP-C-0002-XX P00 received 12/05/2023

Document Technical Memorandum 2202096 received 11/08/2023

Document RESPONSE TO REPRESENTATIONS RECEIVED FROM MET POLICE ON THE EASTERN EDGE OF CANADA DOCK received 12/07/2023

Design and access statement Light Pollution Study received 10/07/2023

Document Technical Memorandum 2202096 received 23/08/2023

Design and access statement Sustainability Strategy received 12/07/2023

Design and access statement PLANNING ADDENDUM CWD-ASD-DE-XX-RP-L-0803-XX V2 received 23/08/2023

Time limit for implementing this permission and the approved

2. The development hereby permitted shall be begun before the end of three years from the date of this permission.

Reason:

As required by Section 91 of the Town and Country Planning Act 1990 as amended.

Permission is subject to the following Pre-Commencements

3.
 - a) Not to commence the development hereby approved until the developer has submitted details of the temporary wind mitigation measures shown on the plan hereby approved (CWD-ASD-DE-XX-DR-L-0701-XX-P01_LANDSCAPE PLAN FOR TEMPORARY WIND MITIGATION) to the Council and the Council has approved the mitigation measures. The details shall include the location, design, material, dimension and height of all planters, the species of planting and size, and a wind mitigation assessment demonstrating the mitigation measures achieve the relevant comfort category.

- b) Not to commence above ground works of the development hereby approved until the developer has confirmed to the Council that the necessary consents relating to the delivery of the temporary wind mitigation approved under part a) have been obtained. If the necessary consents cannot be obtained, the developer shall submit details of alternative temporary wind mitigation to the Council for approval.

- c) The wind mitigation assessment submitted under Part a) or Part b) shall identify the full impacts of wind within the public realm to the East and Southern edges of The Dock and the public realm to the South and West of Canada Water Dockside Plot A1 (using the Lawson criteria) to match the scope of the approved Wind Report (CWD-RWD-DE-XX-RP-Y-0001-X X-P01) prepared by RWDI and to detail the circumstances in which the mitigation measures would no longer be required.

- d) Not to occupy the development hereby approved until the mitigation measures approved by the Council pursuant to Part a) or Part b) above have been provided and, unless otherwise agreed by the Council, not to remove or permit the removal of such mitigation measures until practical completion of the development in Development Zone D of the adjacent Canada Water Masterplan development site (allocated local planning authority (18/AP/1604).

- e) Not to occupy the development hereby approved until the developer has submitted an updated wind mitigation assessment in respect of the proposed amphitheatre seating as shown on the plans hereby approved.

- f) The wind mitigation assessment submitted under Part d) shall identify the full impacts of wind within the public realm in this location (using the Lawson criteria) and must demonstrate that the seating area will achieve the relevant comfort category.

- g) Not to occupy the development hereby approved until the mitigation measures approved by the Council pursuant to Part e) above have been installed and, unless otherwise agreed by the Council, not to remove or permit the removal of such mitigation measures for the duration that the development or any part of the development remains occupied.

Reason: To ensure that satisfactory wind conditions can be achieved within the public realm in accordance with the strategy proposed in the plans and documents submitted as part of this application and to accord with policies D8 Public realm of the London Plan (2021) and P13 Design of places and P56 Protection of amenity of the Southwark Plan (2022).

4. Construction Environmental Management Plan (CEMP) - pre approval

No development shall take place, including any works of demolition, until a written CEMP has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall oblige the applicant, developer and contractors to commit to current best practice with regard to construction site management and to use all best endeavours to minimise off-site impacts, and will include the following information:

- A detailed specification of demolition and construction works at each phase of development including consideration of all environmental and ecological impacts and the identified remedial measures;
- Confirmation of the appointed 'Ecological Clerk of Works' responsible for overseeing the construction together with full details of their relevant qualifications and responsibilities as well as an outline of the anticipated effects that could arise and any suggested mitigation to minimise harm to the ecology of the SINC
- Site perimeter continuous automated noise, dust and vibration monitoring;
- Engineering measures to eliminate or mitigate identified environmental impacts e.g. hoarding height and density, acoustic screening, sound insulation, dust control measures, emission reduction measures, location of specific activities on site, etc.;
- Arrangements for a direct and responsive site management contact for nearby occupiers during demolition and/or construction (signage on hoardings, newsletters, residents liaison meetings, etc.)
- A commitment to adopt and implement of the ICE Demolition Protocol and Considerate Contractor Scheme; Site traffic - Routing of in-bound and outbound site traffic, one-way site traffic arrangements on site, location of lay off areas, etc.;
- Site waste Management - Accurate waste stream identification, separation, storage, registered waste carriers for transportation and disposal at appropriate destinations.
- A commitment that all NRMM equipment (37 kW and 560 kW) shall be registered on the NRMM register and meets the standard as stipulated by the Mayor of London

To follow current best construction practice, including the following:-

- Southwark Council's Technical Guide for Demolition & Construction at <http://www.southwark.gov.uk/construction>
- Section 61 of Control of Pollution Act 1974,
- The London Mayors Supplementary Planning Guidance 'The Control of Dust and Emissions During Construction and Demolition',
- The Institute of Air Quality Management's 'Guidance on the Assessment of Dust from Demolition and Construction' and 'Guidance on Air Quality Monitoring in the Vicinity of Demolition and Construction Sites',
- BS 5228-1:2009+A1:2014 'Code of practice for noise and vibration control on construction and open sites. Noise',
- BS 5228-2:2009+A1:2014 'Code of practice for noise and vibration control on construction and open sites. Vibration'
- BS 7385-2:1993 Evaluation and measurement for vibration in buildings. Guide to damage levels from ground-borne vibration,
- BS 6472-1:2008 'Guide to evaluation of human exposure to vibration in buildings - vibration sources other than blasting,
- Relevant Stage emission standards to comply with Non-Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999 as amended & NRMM London emission standards <http://nrmm.london/>

All demolition and construction work shall be undertaken in strict accordance with the approved CEMP and other relevant codes of practice, unless otherwise agreed in writing by the Local Planning Authority.

Reason

To ensure that occupiers of neighbouring premises and the wider environment do not suffer a loss of amenity by reason of pollution and nuisance, and to protect the ecological status of the SINC in accordance with the London Plan 2021 Policies G6 (Biodiversity and access to nature) and SI 17 (Protecting and enhancing London's waterways), Southwark Plan 2022 Policies P56 (Protection of amenity), P60 (Biodiversity) and P66 (Reducing noise pollution and enhancing soundscapes) and the National Planning Policy Framework 2021.

5. Hard and soft landscaping

Before any Above Grade works hereby authorised begin, detailed drawings of a hard and soft landscaping scheme shall be submitted to the Local Planning Authority for approval in writing.

Details must include cross sections and plans, detailed planting specifications, signage and wayfinding (with details of warning both pedestrians and cyclists of the shared nature of the upper promenade route, signposting nearby cycle parking facilities and signage with specific exclusion for the Young Angler's area denoting that the area is for netting and landing activities only), surfacing materials, street furniture, access or pathways layouts, materials, details of sustainable drainage or other water features, details of the treatment of any edges/boundaries or other means of enclosure and any necessary wind mitigation features. Details shall be provided of the intended maintenance regime for all areas of landscaping.

The landscaping shall not be carried out otherwise than in accordance with any such approval given and shall be retained and maintained for the duration of the use.

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

Reason:

So that the Local Planning Authority may be satisfied with the details of the landscaping scheme in accordance with Southwark Plan 2022 Policy P56 (Protection of amenity), P13 (Design of places), P14 (Design quality), P50 (Highways impacts), P51 (Walking), P53 (Cycling), P58 (Open water space), P59 (Green infrastructure), P60 (Biodiversity), P61 (Trees) and the National Planning Policy Framework 2021.

6. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason

This is to ensure piling works taking place in made ground or contaminated areas do not present a risk to groundwater within the underlying principal and secondary aquifers or to surface waters.

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

7. Prior to the first opening of the development to the public, a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas shall be submitted to and approved by the Local Planning Authority.

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

Works shall comply to BS: 4428 Code of practice for general landscaping operations, BS: 8545 (2014) Trees: from nursery to independence in the landscape; BS3998: (2010) Tree work - recommendations; BS 7370-4:1993 Grounds maintenance Recommendations for maintenance of soft landscape (other than amenity turf); EAS 01:2021 (EN) -Tree Pruning Standard; EAS 03:2022 (EN) -Tree Planting Standard.

Reason:

This condition is necessary to ensure the protection of wildlife and supporting habitat and secure opportunities for the enhancement of the nature conservation value of the site. This is an

mandatory criteria of BREEAM (LE5) to monitor long term impact on biodiversity a requirement is to produce a Landscape and Habitat Management Plan.

8. Prior to the first opening of the development to the public, the developer shall enter into a section 278 agreement to cover the following works:

- Repave the adopted highway using 750mm x 600mm silver grey natural granite stone slabs including 300mm wide silver grey natural granite stone kerbs.
- Any material departures proposed have to be through the SSDM departure application process and could be subject to commuted sums if granted.
- Gradients connecting areas of different levels must comply with the Equality Act.
- Planting or rain gardens adjacent to the highway must be in accordance with SSDM DS 502
- Details of tree planting and species
- Upgrade street lighting to current LBS standards.

Any such measures shall be retained and maintained for the duration of the consented use unless otherwise agreed in writing with the Local Planning Authority.

Reason:

In order that the immediate pedestrian environment is of sufficient quality to accommodate the additional footfall that the development will generate in accordance with the National Planning Policy Framework 2021 and Southwark Plan (2022) Policies P50 Highways impacts, P51 Walking and P53 Cycling

Permission is subject to the following Compliance

9. Contaminated land - further findings

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority [LPA]) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected

contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the satisfaction of the Local Planning Authority.

Reason:

There is always the potential for unexpected contamination to be identified during development ground works. The Environment Agency and the Environmental Protection Team should be consulted should any contamination be identified, in accordance with the Southwark Plan 2022 Policy P56 (Protection of amenity); Policy P64 (Contaminated land and hazardous substances), and the National Planning Policy Framework 2021.

10. Any external lighting system installed at the development shall comply with Institute of Lighting Professionals Guidance Note 01/21 'Guidance notes for the reduction of obtrusive light'.

Reason

In order that the Council may be satisfied as to the details of the development in the interest of the visual amenity of the area, the amenity and privacy of adjoining occupiers, and their protection from light nuisance, in accordance with the Southwark Plan 2022 Policy P16 (Designing out crime); Policy P56 (Protection of amenity), and the National Planning Policy Framework 2021.

11. Prior to the occupation of any buildings on site, evidence (photographs and installation contracts) should be submitted to demonstrate that the development has been constructed in full accordance with the drainage strategy hereby approved (ref: A1 & A2 and Maritime Street Surface and Foul Water Drainage Strategy Report CWD-RUK-DE -XX-RP-C-0002-XX-P01, dated 3 May 2023), prepared by Ramboll.

The Applicant is reminded that in order to discharge into the Dock, consent will be required from all relevant landowners. The Applicant must ensure that any water proposed to be discharged into the Dock meets CIRIA SuDS Standards.

Reason: To minimise the potential for the site to contribute to surface water flooding in accordance with Southwark's Strategic Flood Risk Assessment (2017) and Policy SI 13 of the London Plan (2021) and Policy P68 of the Southwark Plan (2022) and to ensure that water discharged into the dock would not adversely affect ecology.

Informatives

1 The applicant is advised that planted areas should be well lit and not planted too densely as weapons, stolen property and drugs are often stashed in dense planting by offenders. The bottom of tree canopies should be maintained to be no lower than 2m and ground planting should not be allowed to grow any higher than 1m to ensure good lines of sight across the public realm are maintained. The changes in level on this site may make lines of sight difficult to maintain so care should be taken to ensure there are not areas of concealment that could be utilised by offenders.

The Metropolitan Police advises that lighting should aim to achieve lighting standard BS 5489:2020. This lighting standard is particularly important in regard to preventing offences of violence against women and girls. Good levels of light are known to assist in preventing this type of offending as well as giving confidence to persons using the spaces in the hours of darkness. It is understood that there are likely to be ecological considerations when planning this lighting scheme, the above standard should be the aim, with acceptable deviations to meet other requirements.

Consideration should be given to the types and position of public seating. This is essential to encourage legitimate use of the space but can also be used for rough sleeping and street drinking ' the use of handrails or slightly sloping surfaces can assist in preventing these incidents. Public seating should not be provided under areas of cover.

The applicant is advised that the management plan should detail how ASB in the form of street drinking, rough sleeping, skateboarding etc. will be dealt with. This, ideally, should be by the management team on site so that there is not an increase in calls to service to the police for this type of incident.

The applicant is advised that CCTV is an effective tool in reducing or preventing crime if the cameras are monitored and staff are able to respond to incidents or report these immediately to the appropriate authority. If the cameras are not monitored they can be useful in identification of offenders. The Metropolitan Police recommend some coverage of the public realm space that, as a minimum, provides a monitoring level of coverage.

2 The applicant is advised that the dock edge is currently a signed cycle route forming part of the London Cycle Network (LCN) and clearly will need to be maintained as such.

3 The applicant is advised that it is illegal to disturb nesting birds. Even with the provision of supervision, there will be a residual risk of killing and injuring breeding birds.

The applicant must therefore avoid clearance works during the bird nesting season. If clearance works are carried out between the months of September to February there will be no impact to

breeding birds in relation to death and/or injury. The Ecological Clerk of Works (ECoW) should be secured as part of the detailed Construction Environmental Management Plan.

4 The applicant is advised that in order to limit the potential adverse impact to swans during clearance and construction works the CEMP submitted must include a water fowl management plan to be followed for the duration of the works, which shall include:

1. The harvesting and storage of areas of reedbed and marginal vegetation and provision of fixed or floating platforms, at least one of which is specifically designed to provide a nest site for swans, to provide retained foraging and potential nesting opportunities whilst works are undertaken.

2. An arrangement with a suitable wildlife rescue organisation, such as the Swan Sanctuary, to respond to any problems or issues that might arise.

5 The applicant is advised that highway areas to have planting shall remain adopted. The proposal for the developer to maintain both the hardscape and soft landscape within the public realm and the adopted footway is acceptable subject to a maintenance agreement being reached. The structural design of the proposed pillars/columns, middle and lower level decks require an approval in principle (AIP) in accordance with BD 2/12 'Technical Approval of Highway Structures'. This should be submitted and approved by the Highway Authority.

The applicant is advised that the application site falls within 'Town Centre' designation and the adopted footways should be paved with silver grey natural granite stone slabs and 300mm wide silver grey granite natural stone kerbs. Section 106 and 278 agreements are to secure this.

The applicant is advised that surface water from private areas should not flow onto public highway in accordance with Section 163 of the Highways Act 1980. Detailed drawings must be submitted as part of the s278 application confirming this requirement.

The applicant is advised to note the following:

The Highway Authority requires works to all existing and any proposed new streets and spaces (given for adoption or not) to be designed and constructed to adoptable standards.

Southwark Council's published adoptable standards as Highway Authority are contained in the Southwark Streetscape Design Manual (SSDM), <https://www.southwark.gov.uk/transport-and-roads/traffic-orders-licensing-strategies-and-regulation/southwark-streetscape-design-manual-ssdm>

Applicants will be required to enter into an s278 agreement under the Highways Act 1980 for any works to existing adopted Highways.

Appendix 2: Relevant Policies

National Planning Policy Framework

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

The following chapters are relevant:

Chapter 2 Achieving sustainable development

Chapter 6 Building a strong, competitive economy

Chapter 7 Ensuring the vitality of town centres

Chapter 8 Promoting healthy and safe communities

Chapter 9 Promoting sustainable transport

Chapter 11 Making effective use of land

Chapter 12 Achieving well-designed places

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

Chapter 16 Conserving and enhancing the historic environment

New London Plan 2021 Policies

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

The relevant policies are:

GG1 Building strong and inclusive communities

GG2 Making the best use of land

GG3 Creating a healthy city

Policy SD1 Opportunity Areas

Policy SD6 Town centres and high streets

Policy SD7 Town centres: development principles and Development Plan Documents

Policy SD8 Town centre network

Policy SD10 Strategic and local regeneration

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

Policy D3 Optimising site capacity through the design-led approach

Policy D4 Delivering good design

Policy D5 Inclusive design

Policy D8 Public realm

Policy D12 Fire safety

Policy D14 Noise

Policy S4 Play and informal recreation

Policy HC1 Heritage conservation and growth

Policy G1 Green infrastructure

Policy G4 Open space

Policy G5 Urban greening
Policy G6 Biodiversity and access to nature
Policy G7 Trees and woodlands
Policy SI 1 Improving air quality
Policy SI 7 Reducing waste and supporting the circular economy
Policy SI 8 Waste capacity and net waste self-sufficiency
Policy SI 12 Flood risk management
Policy SI 13 Sustainable drainage
Policy SI 16 Waterways – use and enjoyment
Policy SI 17 Protecting and enhancing London’s waterways
Policy T1 Strategic approach to transport
Policy T2 Healthy Streets
Policy T5 Cycling
Policy T7 Deliveries, servicing and construction

Southwark Plan 2022

ST1 Southwark’s Development targets
ST2 Southwark’s Places
SP2 Southwark Together
SP3 Great start in life
SP5 Thriving neighbourhoods and tackling health equalities
SP6 Climate Emergency
AV.15 Rotherhithe Area Vision
P13 Design of places
P14 Design quality
P16 Designing out crime
P18 Efficient use of land
P21 Conservation of the historic environment and natural heritage
P23 Archaeology
P35 Town and local centres
P45 Healthy developments
P47 Community uses
P49 Public transport
P50 Highways impacts
P51 Walking
P53 Cycling
P56 Protection of amenity
P58 Open water space
P59 Green infrastructure
P60 Biodiversity
P61 Trees
P62 Reducing waste
P65 Improving air quality
P66 Reducing noise pollution and enhancing soundscapes
P68 Reducing flood risk
P69 Sustainability standards

NSP80 Decathlon Site and Mulberry Business Park
Sustainable Transport (2009)

Appendix 3: Consultation undertaken

Site notice date: 15/05/2023

Press notice date: 18/05/2023

Case officer site visit date: n/a

Neighbour consultation letters sent: 15/05/2023

Internal services consulted

Ecology

Archaeology

Community Infrastructure Levy Team

Design and Conservation Team [Formal]

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 Underground

Natural England - London & South East Re
Metropolitan Police Service (Designing O
Transport for London
Thames Water

Neighbour and local groups consulted

85 Montreal House Surrey Quays Road London
70 Montreal House Surrey Quays Road London
69 Montreal House Surrey Quays Road London
67 Montreal House Surrey Quays Road London
53 Montreal House Surrey Quays Road London
50 Montreal House Surrey Quays Road London
42 Montreal House Surrey Quays Road London
40 Montreal House Surrey Quays Road London
1 Montreal House Surrey Quays Road London
9 Maritime Street London Southwark
109 Montreal House Surrey Quays Road London
72 Montreal House Surrey Quays Road London
Flat 26 29 Surrey Quays Road London
Flat 56 11 Maritime Street London
167 Montreal House Surrey Quays Road London
Flat 35 7 Maritime Street London
Flat 23 5 Maritime Street London
Flat 22 29 Surrey Quays Road London
38 Montreal House Surrey Quays Road London

Flat 41 29 Surrey Quays Road London
Flat 52 7 Maritime Street London
Flat 64 29 Surrey Quays Road London
Flat 54 11 Maritime Street London
46 Montreal House Surrey Quays Road London
27 Montreal House Surrey Quays Road London
Unit B Montreal House Surrey Quays Road
153 Montreal House Surrey Quays Road London
145 Montreal House Surrey Quays Road London
137 Montreal House Surrey Quays Road London
111 Montreal House Surrey Quays Road London
76 Montreal House Surrey Quays Road London
65 Montreal House Surrey Quays Road London
Flat 71 29 Surrey Quays Road London
Flat 63 29 Surrey Quays Road London
Flat 21 29 Surrey Quays Road London
Flat 7 29 Surrey Quays Road London
Flat 68 11 Maritime Street London
Flat 64 11 Maritime Street London
Flat 61 11 Maritime Street London
Flat 55 11 Maritime Street London
Flat 47 11 Maritime Street London
Flat 24 11 Maritime Street London
Flat 17 7 Maritime Street London
Flat 11 7 Maritime Street London

Flat 8 7 Maritime Street London
Flat 5 7 Maritime Street London
Flat 2 7 Maritime Street London
Flat 18 5 Maritime Street London
Flat 17 5 Maritime Street London
Flat 9 5 Maritime Street London
25 Maritime Street London Southwark
Unit C Montreal House Surrey Quays Road
169 Montreal House Surrey Quays Road London
160 Montreal House Surrey Quays Road London
140 Montreal House Surrey Quays Road London
135 Montreal House Surrey Quays Road London
118 Montreal House Surrey Quays Road London
91 Montreal House Surrey Quays Road London
56 Montreal House Surrey Quays Road London
37 Montreal House Surrey Quays Road London
34 Montreal House Surrey Quays Road London
14 Montreal House Surrey Quays Road London
Construction Site Office Deal Porters Way London
Top Hill Gelato Deal Porter Square London
15 Maritime Street London Southwark
Flat 42 7 Maritime Street London
Flat 41 7 Maritime Street London
101 Montreal House Surrey Quays Road London
81 Montreal House Surrey Quays Road London

Flat 5 5 Maritime Street London
Flat 58 11 Maritime Street London
Flat 14 11 Maritime Street London
Flat 36 29 Surrey Quays Road London
Flat 31 7 Maritime Street London
Flat 7 7 Maritime Street London
Flat 22 5 Maritime Street London
Flat 4 11 Maritime Street London
Flat 19 29 Surrey Quays Road London
Flat 14 29 Surrey Quays Road London
Flat 8 29 Surrey Quays Road London
Flat 2 29 Surrey Quays Road London
Flat 69 11 Maritime Street London
30 Montreal House Surrey Quays Road London
158 Montreal House Surrey Quays Road London
139 Montreal House Surrey Quays Road London
119 Montreal House Surrey Quays Road London
15 Montreal House Surrey Quays Road London
Unit 3 Ticket Hall Canada Water Underground Station Surrey Quays Road
Flat 51 29 Surrey Quays Road London
Flat 43 29 Surrey Quays Road London
Flat 34 29 Surrey Quays Road London
Flat 13 29 Surrey Quays Road London
Flat 4 29 Surrey Quays Road London
Flat 1 29 Surrey Quays Road London

Flat 67 11 Maritime Street London
Flat 32 11 Maritime Street London
Flat 2 11 Maritime Street London
Flat 30 7 Maritime Street London
Flat 27 7 Maritime Street London
Flat 6 7 Maritime Street London
Flat 26 5 Maritime Street London
Flat 6 5 Maritime Street London
Stall 1 Deal Porter Square London
164 Montreal House Surrey Quays Road London
114 Montreal House Surrey Quays Road London
112 Montreal House Surrey Quays Road London
93 Montreal House Surrey Quays Road London
78 Montreal House Surrey Quays Road London
77 Montreal House Surrey Quays Road London
66 Montreal House Surrey Quays Road London
51 Montreal House Surrey Quays Road London
45 Montreal House Surrey Quays Road London
24 Montreal House Surrey Quays Road London
23 Montreal House Surrey Quays Road London
9 Montreal House Surrey Quays Road London
Unit 2 Ticket Hall Canada Water Underground Station Surrey Quays Road
Flat 30 11 Maritime Street London
127 Montreal House Surrey Quays Road London
39 Montreal House Surrey Quays Road London

Flat 16 7 Maritime Street London
79 Montreal House Surrey Quays Road London
89 Montreal House Surrey Quays Road London
Flat 57 11 Maritime Street London
Flat 59 29 Surrey Quays Road London
Flat 30 29 Surrey Quays Road London
Flat 13 7 Maritime Street London
13 Maritime Street London Southwark
Flat 13 11 Maritime Street London
Flat 55 7 Maritime Street London
Flat 67 29 Surrey Quays Road London
Flat 63 11 Maritime Street London
Flat 37 11 Maritime Street London
49 Montreal House Surrey Quays Road London
166 Montreal House Surrey Quays Road London
129 Montreal House Surrey Quays Road London
5 Montreal House Surrey Quays Road London
73 Montreal House Surrey Quays Road London
63 Montreal House Surrey Quays Road London
Flat 52 29 Surrey Quays Road London
Flat 45 29 Surrey Quays Road London
Flat 42 29 Surrey Quays Road London
Flat 65 29 Surrey Quays Road London
Flat 58 29 Surrey Quays Road London
21 Maritime Street London Southwark

Flat 38 29 Surrey Quays Road London

Flat 31 29 Surrey Quays Road London

Flat 25 29 Surrey Quays Road London

Flat 16 29 Surrey Quays Road London

Flat 48 11 Maritime Street London

Flat 42 11 Maritime Street London

Flat 41 11 Maritime Street London

Flat 21 11 Maritime Street London

Flat 11 11 Maritime Street London

Flat 9 11 Maritime Street London

Flat 56 7 Maritime Street London

Flat 47 7 Maritime Street London

Flat 26 7 Maritime Street London

Flat 24 7 Maritime Street London

Flat 27 5 Maritime Street London

Flat 14 5 Maritime Street London

Flat 11 5 Maritime Street London

Flat 2 5 Maritime Street London

1 Albatross Way London Southwark

149 Montreal House Surrey Quays Road London

141 Montreal House Surrey Quays Road London

86 Montreal House Surrey Quays Road London

83 Montreal House Surrey Quays Road London

80 Montreal House Surrey Quays Road London

36 Montreal House Surrey Quays Road London

32 Montreal House Surrey Quays Road London
21 Montreal House Surrey Quays Road London
20 Montreal House Surrey Quays Road London
4 Montreal House Surrey Quays Road London
Stompin Jago Canada Water Library 21 Surrey Quays Road
Flat 12 7 Maritime Street London
Flat 24 5 Maritime Street London
138 Montreal House Surrey Quays Road London
Flat 37 29 Surrey Quays Road London
47 Montreal House Surrey Quays Road London
12 Montreal House Surrey Quays Road London
Flat 29 7 Maritime Street London
146 Montreal House Surrey Quays Road London
Flat 60 7 Maritime Street London
19 Montreal House Surrey Quays Road London
Flat 49 7 Maritime Street London
Flat 68 29 Surrey Quays Road London
33 Montreal House Surrey Quays Road London
Flat 13 5 Maritime Street London
Flat 47 29 Surrey Quays Road London
Flat 24 29 Surrey Quays Road London
Flat 1 7 Maritime Street London
Flat 7 5 Maritime Street London
Flat 1 11 Maritime Street London
Flat 70 29 Surrey Quays Road London

Flat 49 11 Maritime Street London
Flat 43 11 Maritime Street London
161 Montreal House Surrey Quays Road London
155 Montreal House Surrey Quays Road London
126 Montreal House Surrey Quays Road London
113 Montreal House Surrey Quays Road London
84 Montreal House Surrey Quays Road London
7 Montreal House Surrey Quays Road London
71 Montreal House Surrey Quays Road London
Flat 55 29 Surrey Quays Road London
Flat 46 29 Surrey Quays Road London
17 Maritime Street London Southwark
Flat 35 29 Surrey Quays Road London
Flat 32 29 Surrey Quays Road London
Flat 28 29 Surrey Quays Road London
Flat 27 11 Maritime Street London
Flat 17 11 Maritime Street London
Flat 15 11 Maritime Street London
Flat 12 11 Maritime Street London
Flat 5 11 Maritime Street London
Flat 57 7 Maritime Street London
Flat 54 7 Maritime Street London
Flat 9 7 Maritime Street London
Flat 20 5 Maritime Street London
Unit A Montreal House Surrey Quays Road

157 Montreal House Surrey Quays Road London
120 Montreal House Surrey Quays Road London
117 Montreal House Surrey Quays Road London
105 Montreal House Surrey Quays Road London
97 Montreal House Surrey Quays Road London
64 Montreal House Surrey Quays Road London
59 Montreal House Surrey Quays Road London
55 Montreal House Surrey Quays Road London
48 Montreal House Surrey Quays Road London
11 Montreal House Surrey Quays Road London
Canada Water Library 21 Surrey Quays Road London
Canada Estate Tenants Hall Renforth Street London
Canada Water Bus Station Surrey Quays Road London
Flat 66 29 Surrey Quays Road London
Flat 3 29 Surrey Quays Road London
Flat 59 7 Maritime Street London
Flat 18 11 Maritime Street London
Flat 52 11 Maritime Street London
Flat 1 5 Maritime Street London
Flat 37 7 Maritime Street London
Flat 28 7 Maritime Street London
Flat 4 7 Maritime Street London
Flat 4 5 Maritime Street London
Flat 43 7 Maritime Street London
Flat 17 29 Surrey Quays Road London

Flat 11 29 Surrey Quays Road London
Flat 5 29 Surrey Quays Road London
Flat 46 11 Maritime Street London
Flat 34 11 Maritime Street London
Flat 31 11 Maritime Street London
Flat 28 11 Maritime Street London
Flat 25 11 Maritime Street London
Flat 19 11 Maritime Street London
52 Montreal House Surrey Quays Road London
43 Montreal House Surrey Quays Road London
25 Montreal House Surrey Quays Road London
131 Montreal House Surrey Quays Road London
98 Montreal House Surrey Quays Road London
82 Montreal House Surrey Quays Road London
10 Montreal House Surrey Quays Road London
Flat 57 29 Surrey Quays Road London
Flat 62 29 Surrey Quays Road London
Flat 29 29 Surrey Quays Road London
Flat 59 11 Maritime Street London
Flat 39 11 Maritime Street London
Flat 38 11 Maritime Street London
Flat 26 11 Maritime Street London
Flat 8 11 Maritime Street London
Flat 6 11 Maritime Street London
Flat 3 11 Maritime Street London

Flat 44 7 Maritime Street London
Flat 38 7 Maritime Street London
Flat 32 7 Maritime Street London
Flat 21 7 Maritime Street London
Flat 20 7 Maritime Street London
Flat 21 5 Maritime Street London
143 Montreal House Surrey Quays Road London
136 Montreal House Surrey Quays Road London
133 Montreal House Surrey Quays Road London
128 Montreal House Surrey Quays Road London
123 Montreal House Surrey Quays Road London
107 Montreal House Surrey Quays Road London
96 Montreal House Surrey Quays Road London
74 Montreal House Surrey Quays Road London
44 Montreal House Surrey Quays Road London
28 Montreal House Surrey Quays Road London
16 Montreal House Surrey Quays Road London
Tinos Mobile Pizza Deal Porter Square London
8 Montreal House Surrey Quays Road London
6 Montreal House Surrey Quays Road London
3 Montreal House Surrey Quays Road London
Flat 8 5 Maritime Street London
122 Montreal House Surrey Quays Road London
58 Montreal House Surrey Quays Road London
Flat 46 7 Maritime Street London

Flat 48 29 Surrey Quays Road London
147 Montreal House Surrey Quays Road London
Flat 44 29 Surrey Quays Road London
Flat 56 29 Surrey Quays Road London
Flat 10 7 Maritime Street London
Flat 25 5 Maritime Street London
Flat 60 11 Maritime Street London
168 Montreal House Surrey Quays Road London
124 Montreal House Surrey Quays Road London
100 Montreal House Surrey Quays Road London
87 Montreal House Surrey Quays Road London
18 Montreal House Surrey Quays Road London
Cafe Canada Water Library 21 Surrey Quays Road
Flat 40 29 Surrey Quays Road London
Flat 15 29 Surrey Quays Road London
Flat 10 29 Surrey Quays Road London
Flat 65 11 Maritime Street London
Flat 51 11 Maritime Street London
Flat 45 11 Maritime Street London
Flat 29 11 Maritime Street London
Flat 23 11 Maritime Street London
Flat 53 7 Maritime Street London
Flat 51 7 Maritime Street London
Flat 50 7 Maritime Street London
Flat 39 7 Maritime Street London

Flat 3 7 Maritime Street London
Flat 12 5 Maritime Street London
151 Montreal House Surrey Quays Road London
148 Montreal House Surrey Quays Road London
110 Montreal House Surrey Quays Road London
99 Montreal House Surrey Quays Road London
88 Montreal House Surrey Quays Road London
62 Montreal House Surrey Quays Road London
31 Montreal House Surrey Quays Road London
26 Montreal House Surrey Quays Road London
Flat 7 Toronto House Surrey Quays Road
Flat 5 Toronto House Surrey Quays Road
Flat 31 Toronto House Surrey Quays Road
Flat 22 Toronto House Surrey Quays Road
Flat 21 Toronto House Surrey Quays Road
Flat 19 Toronto House Surrey Quays Road
Flat 9 Toronto House Surrey Quays Road
Rear Of Room Quays Unit A2 Toronto House Surrey Quays Road
Unit A2 Toronto House Surrey Quays Road
Flat 35 Toronto House Surrey Quays Road
Flat 4 Toronto House Surrey Quays Road
Flat 29 Toronto House Surrey Quays Road
Flat 16 Toronto House Surrey Quays Road
Flat 11 Toronto House Surrey Quays Road
Flat 8 Toronto House Surrey Quays Road

Unit 1 Toronto House Surrey Quays Road
Flat 44 Toronto House Surrey Quays Road
Flat 56 Toronto House Surrey Quays Road
Flat 53 Toronto House Surrey Quays Road
Flat 51 Toronto House Surrey Quays Road
Flat 46 Toronto House Surrey Quays Road
Flat 15 Toronto House Surrey Quays Road
Flat 54 Toronto House Surrey Quays Road
Flat 49 Toronto House Surrey Quays Road
Flat 32 Toronto House Surrey Quays Road
Flat 6 Toronto House Surrey Quays Road
Flat 36 Toronto House Surrey Quays Road
Flat 14 Toronto House Surrey Quays Road
Flat 48 Toronto House Surrey Quays Road
Flat 41 Toronto House Surrey Quays Road
Flat 58 Toronto House Surrey Quays Road
Flat 27 Toronto House Surrey Quays Road
Flat 18 Toronto House Surrey Quays Road
Flat 61 Toronto House Surrey Quays Road
Flat 17 Toronto House Surrey Quays Road
Flat 12 Toronto House Surrey Quays Road
Unit C Toronto House Surrey Quays Road
Flat 47 Toronto House Surrey Quays Road
Flat 62 Toronto House Surrey Quays Road
Flat 33 Toronto House Surrey Quays Road

Flat 28 Toronto House Surrey Quays Road
Flat 43 Toronto House Surrey Quays Road
Flat 38 Toronto House Surrey Quays Road
Flat 30 Toronto House Surrey Quays Road
Flat 10 Toronto House Surrey Quays Road
Unit A3 Toronto House Surrey Quays Road
Flat 55 Toronto House Surrey Quays Road
Flat 52 Toronto House Surrey Quays Road
Flat 45 Toronto House Surrey Quays Road
Flat 42 Toronto House Surrey Quays Road
Flat 37 Toronto House Surrey Quays Road
Flat 34 Toronto House Surrey Quays Road
Flat 26 Toronto House Surrey Quays Road
Flat 13 Toronto House Surrey Quays Road
Flat 20 29 Surrey Quays Road London
156 Montreal House Surrey Quays Road London
29 Montreal House Surrey Quays Road London
Flat 23 Toronto House Surrey Quays Road
Unit B Toronto House Surrey Quays Road
Flat 3 Toronto House Surrey Quays Road
Flat 25 Toronto House Surrey Quays Road
Unit A1 Toronto House Surrey Quays Road
Flat 63 Toronto House Surrey Quays Road
Flat 40 Toronto House Surrey Quays Road
Flat 39 Toronto House Surrey Quays Road

Flat 2 Toronto House Surrey Quays Road
Flat 57 Toronto House Surrey Quays Road
Flat 24 Toronto House Surrey Quays Road
Flat 59 Toronto House Surrey Quays Road
Flat 20 Toronto House Surrey Quays Road
Flat 1 Toronto House Surrey Quays Road
Flat 60 Toronto House Surrey Quays Road
Flat 50 Toronto House Surrey Quays Road
Flat 57 Ontario Point 28 Surrey Quays Road
Flat 102 Ontario Point 28 Surrey Quays Road
Flat 76 Ontario Point 28 Surrey Quays Road
Flat 31 Ontario Point 28 Surrey Quays Road
Flat 95 Ontario Point 28 Surrey Quays Road
Flat 69 Ontario Point 28 Surrey Quays Road
Flat 11 Ontario Point 28 Surrey Quays Road
Flat 36 Ontario Point 28 Surrey Quays Road
Flat 114 Ontario Point 28 Surrey Quays Road
Flat 130 Ontario Point 28 Surrey Quays Road
Flat 128 Ontario Point 28 Surrey Quays Road
Flat 106 Ontario Point 28 Surrey Quays Road
Flat 91 Ontario Point 28 Surrey Quays Road
Flat 63 Ontario Point 28 Surrey Quays Road
Flat 45 Ontario Point 28 Surrey Quays Road
Flat 14 Ontario Point 28 Surrey Quays Road
Flat 12 Ontario Point 28 Surrey Quays Road

Flat 2 Ontario Point 28 Surrey Quays Road
Flat 80 Ontario Point 28 Surrey Quays Road
Flat 24 Ontario Point 28 Surrey Quays Road
Flat 133 Ontario Point 28 Surrey Quays Road
Flat 87 Ontario Point 28 Surrey Quays Road
Flat 20 Ontario Point 28 Surrey Quays Road
Flat 1 Ontario Point 28 Surrey Quays Road
Flat 38 Ontario Point 28 Surrey Quays Road
Flat 132 Ontario Point 28 Surrey Quays Road
Flat 124 Ontario Point 28 Surrey Quays Road
Flat 122 Ontario Point 28 Surrey Quays Road
Flat 131 Ontario Point 28 Surrey Quays Road
Flat 108 Ontario Point 28 Surrey Quays Road
Flat 101 Ontario Point 28 Surrey Quays Road
Flat 37 Ontario Point 28 Surrey Quays Road
Flat 65 Ontario Point 28 Surrey Quays Road
Flat 34 Ontario Point 28 Surrey Quays Road
Flat 19 Ontario Point 28 Surrey Quays Road
Flat 83 Ontario Point 28 Surrey Quays Road
Flat 42 Ontario Point 28 Surrey Quays Road
Flat 109 Ontario Point 28 Surrey Quays Road
Flat 71 Ontario Point 28 Surrey Quays Road
Flat 6 Ontario Point 28 Surrey Quays Road
Flat 3 Ontario Point 28 Surrey Quays Road
Flat 56 Ontario Point 28 Surrey Quays Road

Flat 142 Ontario Point 28 Surrey Quays Road
Flat 129 Ontario Point 28 Surrey Quays Road
Flat 135 Ontario Point 28 Surrey Quays Road
Flat 120 Ontario Point 28 Surrey Quays Road
Flat 110 Ontario Point 28 Surrey Quays Road
Flat 99 Ontario Point 28 Surrey Quays Road
Flat 73 Ontario Point 28 Surrey Quays Road
Flat 50 Ontario Point 28 Surrey Quays Road
Flat 47 Ontario Point 28 Surrey Quays Road
Flat 39 Ontario Point 28 Surrey Quays Road
Site Office Surrey Quays Road London
Flat 74 Ontario Point 28 Surrey Quays Road
Flat 9 Ontario Point 28 Surrey Quays Road
Flat 89 Ontario Point 28 Surrey Quays Road
Flat 144 Ontario Point 28 Surrey Quays Road
Flat 134 Ontario Point 28 Surrey Quays Road
Flat 100 Ontario Point 28 Surrey Quays Road
Flat 92 Ontario Point 28 Surrey Quays Road
Flat 84 Ontario Point 28 Surrey Quays Road
Flat 66 Ontario Point 28 Surrey Quays Road
Flat 51 Ontario Point 28 Surrey Quays Road
Flat 44 Ontario Point 28 Surrey Quays Road
Flat 138 Ontario Point 28 Surrey Quays Road
Flat 121 Ontario Point 28 Surrey Quays Road
Flat 103 Ontario Point 28 Surrey Quays Road

Flat 96 Ontario Point 28 Surrey Quays Road
Flat 94 Ontario Point 28 Surrey Quays Road
Flat 70 Ontario Point 28 Surrey Quays Road
Flat 67 Ontario Point 28 Surrey Quays Road
Flat 60 Ontario Point 28 Surrey Quays Road
Flat 30 Ontario Point 28 Surrey Quays Road
Flat 4 Ontario Point 28 Surrey Quays Road
Flat 17 Ontario Point 28 Surrey Quays Road
Flat 35 Ontario Point 28 Surrey Quays Road
Flat 85 Ontario Point 28 Surrey Quays Road
Flat 6 29 Surrey Quays Road London
Flat 36 11 Maritime Street London
61 Montreal House Surrey Quays Road London
Flat 50 29 Surrey Quays Road London
23 Maritime Street London Southwark
Flat 53 29 Surrey Quays Road London
Flat 39 29 Surrey Quays Road London
Flat 33 29 Surrey Quays Road London
Flat 25 7 Maritime Street London
19 Maritime Street London Southwark
Flat 10 11 Maritime Street London
Flat 7 11 Maritime Street London
Flat 40 7 Maritime Street London
Flat 66 11 Maritime Street London
54 Montreal House Surrey Quays Road London

35 Montreal House Surrey Quays Road London
163 Montreal House Surrey Quays Road London
121 Montreal House Surrey Quays Road London
Flat 115 Ontario Point 28 Surrey Quays Road
Flat 49 Ontario Point 28 Surrey Quays Road
Flat 107 Ontario Point 28 Surrey Quays Road
Flat 125 Ontario Point 28 Surrey Quays Road
Flat 113 Ontario Point 28 Surrey Quays Road
Flat 72 Ontario Point 28 Surrey Quays Road
Flat 40 Ontario Point 28 Surrey Quays Road
Flat 25 Ontario Point 28 Surrey Quays Road
Flat 15 Ontario Point 28 Surrey Quays Road
Flat 75 Ontario Point 28 Surrey Quays Road
Flat 136 Ontario Point 28 Surrey Quays Road
Flat 118 Ontario Point 28 Surrey Quays Road
Flat 28 Ontario Point 28 Surrey Quays Road
Flat 98 Ontario Point 28 Surrey Quays Road
Flat 97 Ontario Point 28 Surrey Quays Road
Flat 81 Ontario Point 28 Surrey Quays Road
Flat 79 Ontario Point 28 Surrey Quays Road
Flat 64 Ontario Point 28 Surrey Quays Road
Flat 46 Ontario Point 28 Surrey Quays Road
Flat 41 Ontario Point 28 Surrey Quays Road
Flat 127 Ontario Point 28 Surrey Quays Road
Flat 117 Ontario Point 28 Surrey Quays Road

Flat 104 Ontario Point 28 Surrey Quays Road
Flat 140 Ontario Point 28 Surrey Quays Road
Flat 126 Ontario Point 28 Surrey Quays Road
Flat 105 Ontario Point 28 Surrey Quays Road
Flat 93 Ontario Point 28 Surrey Quays Road
Flat 88 Ontario Point 28 Surrey Quays Road
Flat 53 Ontario Point 28 Surrey Quays Road
Flat 10 Ontario Point 28 Surrey Quays Road
Flat 86 Ontario Point 28 Surrey Quays Road
Flat 77 Ontario Point 28 Surrey Quays Road
30 - 32 Surrey Quays Road London Southwark
Flat 26 Ontario Point 28 Surrey Quays Road
Flat 18 Ontario Point 28 Surrey Quays Road
Flat 16 Ontario Point 28 Surrey Quays Road
Flat 8 Ontario Point 28 Surrey Quays Road
Flat 54 Ontario Point 28 Surrey Quays Road
Flat 139 Ontario Point 28 Surrey Quays Road
Flat 137 Ontario Point 28 Surrey Quays Road
Flat 143 Ontario Point 28 Surrey Quays Road
Flat 116 Ontario Point 28 Surrey Quays Road
Flat 55 Ontario Point 28 Surrey Quays Road
Flat 52 Ontario Point 28 Surrey Quays Road
Flat 48 Ontario Point 28 Surrey Quays Road
Flat 43 Ontario Point 28 Surrey Quays Road
Flat 21 Ontario Point 28 Surrey Quays Road

Flat 27 Ontario Point 28 Surrey Quays Road
Flat 62 Ontario Point 28 Surrey Quays Road
Flat 78 Ontario Point 28 Surrey Quays Road
Flat 59 Ontario Point 28 Surrey Quays Road
Flat 23 Ontario Point 28 Surrey Quays Road
Flat 111 Ontario Point 28 Surrey Quays Road
Flat 82 Ontario Point 28 Surrey Quays Road
Flat 90 Ontario Point 28 Surrey Quays Road
Flat 13 Ontario Point 28 Surrey Quays Road
Flat 61 Ontario Point 28 Surrey Quays Road
Flat 33 Ontario Point 28 Surrey Quays Road
Flat 119 Ontario Point 28 Surrey Quays Road
Flat 112 Ontario Point 28 Surrey Quays Road
Flat 141 Ontario Point 28 Surrey Quays Road
Flat 123 Ontario Point 28 Surrey Quays Road
Flat 68 Ontario Point 28 Surrey Quays Road
Flat 58 Ontario Point 28 Surrey Quays Road
Flat 32 Ontario Point 28 Surrey Quays Road
Flat 29 Ontario Point 28 Surrey Quays Road
Flat 22 Ontario Point 28 Surrey Quays Road
Flat 7 Ontario Point 28 Surrey Quays Road
Flat 5 Ontario Point 28 Surrey Quays Road
116 Montreal House Surrey Quays Road London
2 Montreal House Surrey Quays Road London
106 Montreal House Surrey Quays Road London

90 Montreal House Surrey Quays Road London
13 Montreal House Surrey Quays Road London
3 Albatross Way London Southwark
3 Maritime Street London Southwark
Flat 18 29 Surrey Quays Road London
Flat 12 29 Surrey Quays Road London
Flat 70 11 Maritime Street London
Flat 53 11 Maritime Street London
Flat 35 11 Maritime Street London
Flat 48 7 Maritime Street London
Flat 36 7 Maritime Street London
Flat 14 7 Maritime Street London
Flat 3 5 Maritime Street London
165 Montreal House Surrey Quays Road London
159 Montreal House Surrey Quays Road London
152 Montreal House Surrey Quays Road London
144 Montreal House Surrey Quays Road London
115 Montreal House Surrey Quays Road London
104 Montreal House Surrey Quays Road London
94 Montreal House Surrey Quays Road London
75 Montreal House Surrey Quays Road London
17 Montreal House Surrey Quays Road London
Flat 16 11 Maritime Street London
Flat 15 7 Maritime Street London
142 Montreal House Surrey Quays Road London

108 Montreal House Surrey Quays Road London
68 Montreal House Surrey Quays Road London
Flat 49 29 Surrey Quays Road London
Flat 19 7 Maritime Street London
Flat 61 29 Surrey Quays Road London
103 Montreal House Surrey Quays Road London
Flat 19 5 Maritime Street London
Flat 27 29 Surrey Quays Road London
Flat 34 7 Maritime Street London
Flat 22 7 Maritime Street London
Flat 16 5 Maritime Street London
Flat 10 5 Maritime Street London
Flat 58 7 Maritime Street London
Flat 40 11 Maritime Street London
Flat 22 11 Maritime Street London
57 Montreal House Surrey Quays Road London
41 Montreal House Surrey Quays Road London
22 Montreal House Surrey Quays Road London
150 Montreal House Surrey Quays Road London
134 Montreal House Surrey Quays Road London
95 Montreal House Surrey Quays Road London
92 Montreal House Surrey Quays Road London
60 Montreal House Surrey Quays Road London
Unit 1 Ticket Hall Canada Water Underground Station Surrey Quays Road
Flat 54 29 Surrey Quays Road London

Flat 69 29 Surrey Quays Road London

Flat 60 29 Surrey Quays Road London

1 Maritime Street London Southwark

Flat 23 29 Surrey Quays Road London

Flat 9 29 Surrey Quays Road London

Flat 62 11 Maritime Street London

Flat 50 11 Maritime Street London

Flat 44 11 Maritime Street London

Flat 33 11 Maritime Street London

Flat 20 11 Maritime Street London

Flat 45 7 Maritime Street London

Flat 33 7 Maritime Street London

Flat 23 7 Maritime Street London

Flat 18 7 Maritime Street London

Flat 15 5 Maritime Street London

162 Montreal House Surrey Quays Road London

154 Montreal House Surrey Quays Road London

132 Montreal House Surrey Quays Road London

130 Montreal House Surrey Quays Road London

125 Montreal House Surrey Quays Road London

102 Montreal House Surrey Quays Road London

Re-consultation:

Appendix 4: Consultation responses received

Internal services

Ecology

Archaeology

Community Infrastructure Levy Team

Design and Conservation Team [Formal]

Ecology

Environmental Protection

Highways Development and Management

Flood Risk Management & Urban Drainage

Transport Policy

Urban Forester

Statutory and non-statutory organisations

Environment Agency

London Underground

Metropolitan Police Service (Designing O

Transport for London

Thames Water

Neighbour and local groups consulted:

York House 45 Seymour St London