

Canada Water Area Action Plan

Appendix A

Table of changes reference	Page	Paragraph/policy/figure	Erata (E) Change (CH)	Proposed change (deleted text is struck-through and new text is underlined)	Reason for change
TOC13	53	4.5.15	CH	There are also some benefits to having tall buildings (over 30m high). They can act as landmarks and would help make the area easier to navigate around by marking the town centre and key locations such as the new plaza and the tube stations. They can add variety to the character of an area and help make the skyline more interesting. However, the core area is sensitive to tall buildings because of a protected view of St. Paul's Cathedral and Tower Bridge from Greenwich Park. This means that buildings on the shopping centre site should not be more than 30 metres high (roughly 10 storeys) <u>and that any tall buildings in the area should meet the requirements of the London Plan and London View Management Framework</u>	This change has been made as a point of clarification and in response to representations no. 147 and 141. The deletion of the word "tube" is a factual clarification made in response to representation no. 156.
TOC22	86	6.5.2a	CH	Insert new paragraph to read: <u>We are prioritising improvements to the road network because our evidence base demonstrates that improvements to the network are critical to helping accommodate growth at Canada Water. In addition to enabling more effective traffic management, these improvements will benefit pedestrian and cyclists, as well as public transport users. They will also help deliver more homes, including more affordable homes.</u>	This change clarifies our reasons for prioritising improvements to the road network. It also responds to representation nos. 133, 134, 143, 148 and 23.
TOC29	100	7.3.4	CH	The Canada Water AAP needs to be consistent with the core strategy and both documents are being prepared on the same timescale. <u>The AAP needs to be read in conjunction with core strategy and Southwark Plan policies, which also apply to the AAP area. Where the AAP provides a detailed policy which applies only to the AAP area eg. residential parking standards or the tall buildings policy, this will take precedence over the Southwark Plan policy.</u>	This is a point of clarification and response to representation no. 32.
TOC32	111	Fig 18	CH	Amend the boundary of proposals site CW AAP 3 as per boundary shown in appendix 2.	The boundary amendment would bring the designation into line with the site area in the

					consented scheme on the site. We published the corrected boundary in January 2010 on our website and put hard copies in libraries.
TOC33	112	Fig 19	CH	Amend the boundary of proposals site CW AAP 20 as per boundary shown in appendix 6.	This is a factual correction. It aligns the boundary with the of the farm. We published the corrected boundary in January 2010 on our website and put hard copies in libraries.
TOC38	120		CH	Insert the Housing Trajectory (see appendix 7) after the table on page 120.	The text on p. 120 makes reference to the housing trajectory. For the purposes of clarity, it would be beneficial to include it in the AAP. This also responds to representation no. 22. The housing trajectory was published in January 2010 in the Canada Water Housing background paper.
FC1	54	CWAAP18	CH	Protect <u>and designate new</u> Sites of Importance for Nature Conservation (SINCs) and ensure that development does not result in a loss of biodiversity	To address planning inspector's report on the core strategy
FC2	55	Fig 10	CH	Insert existing SINCs and the three proposed new SINCs onto Map (see appendix 1 of this document).	To address planning inspector's report on the core strategy
FC4	65	Policy 23	CH	<u>All developments must meet the minimum overall floor sizes set out</u>	To address planning

			<p>in <u>Table 1</u>.</p> <p><u>Across a scheme, the mix of unit types should cater for the full range of household sizes. We will assess this using the average dwelling sizes set out in Table 1.</u></p> <p><u>Table 1: Minimum space standards for new development</u></p> <table border="1"> <thead> <tr> <th><u>Development type</u></th> <th><u>Dwelling type (bedroom/persons)</u></th> <th><u>Essential GIA (sq m)</u></th> </tr> </thead> <tbody> <tr> <td rowspan="14"><u>Flats</u></td> <td><u>Studios</u></td> <td><u>36</u></td> </tr> <tr> <td><u>1b2p</u></td> <td><u>50</u></td> </tr> <tr> <td><u>2b3p</u></td> <td><u>61</u></td> </tr> <tr> <td><u>2b4p</u></td> <td><u>70</u></td> </tr> <tr> <td><u>2b average</u></td> <td><u>66</u></td> </tr> <tr> <td><u>3b4p</u></td> <td><u>74</u></td> </tr> <tr> <td><u>3b5p</u></td> <td><u>86</u></td> </tr> <tr> <td><u>3b6p</u></td> <td><u>95</u></td> </tr> <tr> <td><u>3b average</u></td> <td><u>85</u></td> </tr> <tr> <td><u>4b5p</u></td> <td><u>90</u></td> </tr> <tr> <td><u>4b6p</u></td> <td><u>99</u></td> </tr> <tr> <td><u>4+b average</u></td> <td><u>95</u></td> </tr> <tr> <td rowspan="3"><u>2 storey houses</u></td> <td><u>2b4p</u></td> <td><u>83</u></td> </tr> <tr> <td><u>3b4p</u></td> <td><u>87</u></td> </tr> <tr> <td><u>3b5p</u></td> <td><u>96</u></td> </tr> </tbody> </table>	<u>Development type</u>	<u>Dwelling type (bedroom/persons)</u>	<u>Essential GIA (sq m)</u>	<u>Flats</u>	<u>Studios</u>	<u>36</u>	<u>1b2p</u>	<u>50</u>	<u>2b3p</u>	<u>61</u>	<u>2b4p</u>	<u>70</u>	<u>2b average</u>	<u>66</u>	<u>3b4p</u>	<u>74</u>	<u>3b5p</u>	<u>86</u>	<u>3b6p</u>	<u>95</u>	<u>3b average</u>	<u>85</u>	<u>4b5p</u>	<u>90</u>	<u>4b6p</u>	<u>99</u>	<u>4+b average</u>	<u>95</u>	<u>2 storey houses</u>	<u>2b4p</u>	<u>83</u>	<u>3b4p</u>	<u>87</u>	<u>3b5p</u>	<u>96</u>	<p>inspector's report on the core strategy</p>
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					<u>4b6p</u>	<u>113</u>	
					<u>4+b average</u>	<u>110</u>	
				<u>When designing homes for more than six persons developers should allow approximately 10 sq m per extra person.</u>			
FC5/ EIP40	65	4.6.14	CH	<p>Our approach in the core strategy and AAP is to provide a mix of housing sizes and types to meet the housing needs of different groups, a range of housing with more family homes of 3 or more bedrooms for families of five or more people of all incomes. This will mean that households of different sizes will people have suitable housing and do not need to move out of Canada Water. Other than for studio units, for which there is no identified need in the affordable sector, we will encourage all tenures to provide a range of dwelling sizes, to maximise the diversity of housing choice. Maximising choice of housing is one of the key objectives of the London Plan (2011) and is consistent with Policy 3A.5: Housing Choice 3.8: Housing choice.</p>			To address planning inspector's report on the core strategy
FC6	65	New paras	CH	<p><u>4.6.17 We want all new development to be high quality with good living conditions. Sufficient space is needed by everyone in the home to have space to play, work and study, and for privacy and quiet. Requiring minimum floor areas will help to achieve this by making sure that an adequate amount of space is provided to create pleasant and healthy living environments for different sizes of</u></p>			To address planning inspector's report on the core strategy

				<p><u>households. This is also a priority for the Mayor, who has set out minimum floor areas for housing in Policy 3.5 of the draft replacement London Plan. We will expect new development to meet these space standards, as set out in Table 1. These are minimum standards which developers are encouraged to exceed. They are based on the number of people expected to live in a house. This means developers should state the number of occupiers a home is designed to accommodate.</u></p> <p><u>4.6.18 To ensure we get a mix of dwelling types and sizes for the full range of household sizes, we have set out average minimum floor areas.</u></p>	
PEC5/ EIP31	54	CWAAP18	CH	<ul style="list-style-type: none"> • Protect important open spaces as Metropolitan Open Land (MOL), Borough Open Land (BOL) and Other Open Space (OOS) • <u>Maintain provision of public parks to a standard of at least 1.22ha per 1,000 population</u> • Allocate the Fish Farm former nursery and St Pauls Sports Ground as open spaces and bring them back into active use 	<p>To include findings from the open spaces strategy</p> <p>Proposed change in response to representations made by Mr Hewitt and Ms Adenwalla</p>
PEC7	56	New paras 4.5.19a 4.5.19d	CH	<p><u>We have prepared an open spaces strategy sub-report for Canada Water which identifies existing provision of 75.7ha of open space in the AAP area. The sub report shows that the current level of public park provision is 1.53ha per 1,000 population. There is very little deficiency to parks as almost the whole AAP area is within a 400 metre catchment area.</u></p> <p><u>The residents survey undertaken showed that people in the Canada Water sub area recorded one of the highest levels of satisfaction with open space in the borough of 87%. Most of the open spaces received a quality score of above 66% which is the minimum quality standard for achieving Green Flag status.</u></p> <p><u>The sub-report for Canada Water recommends a projected standard</u></p>	<p>To include findings from the open spaces strategy</p>

				<p><u>for provision of 1.22 ha per 1,000 population based on retaining the existing park provision and taking into account the increase in population to an estimated 36,000 people by 2026. The study recommended the designation of three additional open spaces</u></p> <ul style="list-style-type: none"> • <u>Cumberland Wharf</u> • <u>Surrey Docks Adventure Playground</u> • <u>Neptune Street Park</u> <p><u>These spaces are in council ownership and we will consider taking their designation forward through the site allocations DPD.</u></p> <p><u>We will work with the community including 'Friends' groups, the GLA, Groundwork UK, developers and landowners to implement the strategy within the AAP area. Improvements will be part funded by s106 contributions towards open space improvements. Our Section106 Planning Obligations SPD sets out a borough-wide standard charge that we apply for open space contributions. In the future we will tailor this charge to carry out improvements needed to help deliver the open spaces strategy.</u></p>	
PEC10	62	4.6.6	CH	<p>We will use design standards, including minimum dwelling sizes, set out in <u>policy 23 of the AAP, in our updated Residential Design Standards supplementary planning document (2011) and the in the core strategy</u> and forthcoming Development Management DPD to ensure that new homes are of high quality</p>	<p>To update in accordance with Inspector's report on the core strategy, the adopted core strategy, the updated Residential Design Standards SPD and the proposed change to policy 23 to include minimum dwelling sizes</p>
PEC27	86	6.5.2	CH	<ul style="list-style-type: none"> • Transport contributions to improve the local highway network around Lower Road • Improvements to walking and cycling facilities • <u>Bus service and infrastructure enhancements</u> 	<p>In accordance with Statement of Common Ground with TfL</p>

SCG1	24	Theme 4 P5	CH	P5: To reduce the impact of development on the environment <u>and on health</u> and help tackle climate change, air quality, pollution, waste and flood risk.	In accordance with Statement of Common Ground with Southwark NHS (CDAI9)
SCG2	32	4.3.2	CH	It is important that a safe, accessible, comfortable and attractive environment is provided for pedestrians (<u>including those with physical and sensory disabilities</u>) and cyclists in order to encourage people to walk and cycle, promote healthier lifestyles and physical and mental wellbeing.	In accordance with Statement of Common Ground with Southwark NHS (CDAI9)
SCG4	46	Policy 14	CH	Development in the core area should create clearly defined streets and spaces which <ul style="list-style-type: none"> • Make connections into the surrounding street network • Provide convenient, direct, safe, and attractive pedestrian and cycle links; Pedestrian and cycle routes should be at ground level (grade) • Create practical and logical access routes for motor vehicles • <u>Recognise the physical legacy of the docks as a key part of the character of the area</u> 	In accordance with Statement of Common Ground with English Heritage (CDAI11)
SCG5	47	Policy 15	CH	All development on all sites in the core area should <ul style="list-style-type: none"> • Make sure that new blocks have a fine grain, that is they should <ul style="list-style-type: none"> ○ Present a choice of interesting routes through development; Pedestrians and cyclists should find them easy to move around ○ Have an interesting and varied roofline ○ Incorporate frequent shifts in architectural design ○ Contain frequent entrances on to the street • Use high quality, durable, robust and sustainable building materials that contribute to a sense of quality and create the impression that development is permanent and built to last • Use shifts in height, design and layouts to avoid creating a canyon effect in streets 	In accordance with Statement of Common Ground with English Heritage (CDAI11)

				<ul style="list-style-type: none"> • <u>Conserve or enhance heritage assets and their settings</u> • Minimise the visual impact of car parking. Car parking should be located within buildings, basements, or where appropriate above new development. Multi storey car parking should be designed to incorporate ground level activities and other uses, such as shops, should wrap around <p>New paragraphs to be added:</p> <p>4.5.3a <u>We already protect much of the historic environment through conservation areas and archaeological priority zones. We would also seek to conserve and enhance the significance of all heritage assets, including scheduled monuments, historic parks and gardens, listed and also locally listed buildings, structures and their settings, in line with the protection set out in the Core strategy policies. The design of new development should consider the sensitivity of these heritage assets and their settings and ensure that their significance is conserved or enhanced. Where development may impact on archaeological remains of the former docks and associated features, applications should carry out archaeological assessments to ensure that these remains are preserved and where possible be made accessible for public display. The geoarchaeology of the Canada Water area is also of local significance and should be considered when preparing archaeological assessments.</u></p> <p>4.5.3b <u>In the early 20th century, the docks extended over 85% of the Rotherhithe peninsula. The legacy of the docks, including basins and dock walls, bridges, lifting equipment and dock offices, is still evident today. The design of new development and the public realm should address this historic asset which is an important part of the character of the area and which should help drive its regeneration.</u></p>	
SCG6	50	Policy 17	CH	Prevailing building heights	In accordance with

				<ul style="list-style-type: none"> Relate well to surrounding development <u>and conserve or enhance the significance of heritage assets and their settings.</u> <p>Tall buildings</p> <p>The design of tall buildings needs careful consideration. <u>This includes the need to conserve or enhance the significance of heritage assets and their settings.</u></p>	Statement of Common Ground with English Heritage (CDAI11)
SCG7	72	4.7.17	CH	<p>Over the life of the AAP, there will be a need to improve health facilities and, expand them to meet the needs of the growing population living in the area <u>and to deliver a model of healthcare which provides better access and which incorporates a wider range of primary and community health services.</u> These facilities will enhance existing provision and reflects our aim in core strategy policy 4 of ensuring that new development increases local health facilities. <u>We will follow London Plan Policy 3.2 and require health impact assessments to ensure major developments consider the impact of the development on health.</u></p>	In accordance with Statement of Common Ground with Southwark NHS (CDAI9)

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EIP0	8	New para 1.1.2	CH	<p><u>We recognise that circumstances can change and that there is a need to keep our planning policies under review to ensure they are appropriate for the area and effective. It has become known that the key site of Harmsworth Quays Printworks may be vacated by its present occupants in around 2014. In order to respond to this eventuality we will undertake a review of those aspects of this plan which may be affected.</u></p>	Change in response to Inspector's letter 26.9.11.
EIP2	9	Para 1.2.2	CH	<p>The focus of new development within the AAP will be a core area around Canada Water (figure 2). <u>This area is most suitable for more development and change due to its</u></p>	To provide clarity within the AAP on the reasoning for the boundaries of the core action area.

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				<ul style="list-style-type: none"> • <u>Character</u> The character of the area designated as the core is very different to the surrounding area. The difference in scale, grain and land use between the core area and the wider area is very marked. The core area includes a range of town centre uses as well as larger and taller flatted developments, whereas the wider area is predominately residential, with more open space and smaller scale housing including terraced and semi-detached houses and houses with gardens. • <u>Public transport accessibility</u> The core area has higher levels of public transport accessibility with excellent links by the underground, overground and the bus network. Improvements to public transport will help to further increase the public transport accessibility. • <u>Opportunity and capacity for growth</u> There are concentrations of large development opportunities with the capacity to contribute significantly to the regeneration of Canada Water within the core area. 	
EIP7	20	Vision	CH	Across the AAP area, development will contribute to achieving a <u>high quality green infrastructure network</u> great network of parks and open spaces , which, together with the docks and the River Thames, can help make Rotherhithe known as an attractive destination visit, relax in and have fun. <u>Development will meet the highest possible environmental standards to help tackle climate change, improve air quality and reduce pollution, waste and risk of flooding.</u>	Proposed change in response to representations made by Mr Hewitt and Southwark Friends of the Earth
EIP18	35	Para 4.3.6	CH	<u>The routes shown in Figures 7, 15 and 22-28 are indicative and show the main routes the Council wish to improve. The precise alignment of new routes and the improvements to take place will be considered at a more detailed level through the planning application and development management process and when projects come</u>	Update to reflect Surrey Quays Ltd Statement of Common Ground

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				forward. As well as making improvements to routes....	
EIP20	39	Para 4.3.20a	CH	<u>The action plan area is located in an Air Quality Management Area, indicating that air quality is below national standards. Saved policy 3.6 of the Southwark Plan states that planning permission will not be granted for development that reduces air quality. Our Sustainable Design and Construction SPD advises that major developments will be expected to show impacts on air quality through an air quality assessment and gives further guidance on the way such assessments should be carried out.</u>	Proposed change in response to representations made by Mr Hewitt
EIP21	40	Para 4.3.23	CH	This policy is consistent with policy 3C.24 and Annex 4 6.13 and the <u>parking addendum to chapter 6 in the London Plan (2011)</u> which state that where on-site parking is justified, there is a presumption that it will be publically <u>publicly</u> available.	Update to reflect GLA's adoption of the 2011 London Plan
EIP22	40	Para 4.3.25	CH	We will use parking standards in our forthcoming Development Management DPD and the draft Replacement London Plan to negotiate the number of parking spaces which are provided. <u>In accordance with policy 6.13c of the draft Replacement London Plan 2011, where it can be convincingly demonstrated that there are identified issues of vitality and viability, in view of the need to regenerate the centre, we may take a more flexible approach to the provision of public car parking ensuring it serves the town centre as a whole. Provision of electrical charging points...</u>	Update to reflect Surrey Quays Ltd Statement of Common Ground
EIP26	44	Policy 13	CH	We will protect and strengthen arts, cultural and tourism facilities in the AAP area by <ul style="list-style-type: none"> • Continuing to protect businesses and community uses in the strategic cultural area around St Mary's conservation area • <u>Using opportunities to promote heritage-led regeneration</u> • Providing performance and exhibition space in the new library • <u>Supporting opportunities to reinforce historic links with Scandinavia and the Baltic region</u> 	In accordance with Statement of Common Ground with English Heritage (CDA111) Proposed change in response to representations made by Simon Hughes MP

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				<ul style="list-style-type: none"> • Supporting the use of the docks for water related leisure and tourism activities which do not affect their openness and making improvements to public realm around the docks • Providing small scale local convenience shopping, facilities cafes and restaurants on proposals sites, which include St George's Wharf • Providing new hotel bed spaces in the town centre <p>New paragraphs added</p> <p>4.4.10a <u>There are a number of heritage assets which are significant to the local history of the docks and riverfront and which contribute to defining the character of the Rotherhithe area. There is the potential for new development to conserve or enhance heritage assets and their settings to reinforce the qualities that make the heritage asset significant and that contribute to defining the local character.</u></p> <p>4.4.10b <u>With a large portion of the Rotherhithe area now sitting on infill of former docks, linking canals and the Grand Surrey Canal, there is the potential that associated features survive as archaeological remains. The potential for survival of such features should be archaeologically investigated prior to the design of proposals. Proposals should seek to preserve such features and display them.</u></p> <p>4.4.10c <u>The area around St Mary's Church is a conservation area. The historic village which centres on the church and tightly packed streets of warehouses which front onto the river demonstrate the historical importance of London's relationship with the Thames. The Edward III's</u></p>	

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				<p><u>Rotherhithe conservation area focuses on the scheduled monument of the manor house of Edward III. Both conservation areas contain a number of key heritage assets of the action area enjoyed by people who live and work locally as well as visitors and new development must preserve or enhance their character and appearance. A draft conservation area character appraisal was recently published for the Edward III's conservation area and council is preparing a conservation area character appraisal for the St Mary Rotherhithe conservation area.</u></p> <p>4.4.10d The Surrey Docks also had strong trade links with <u>Scandinavia and the Baltic region and the area still accommodates a thriving Scandinavian community. The Finnish and Norwegian churches on Albion Street and the Swedish Seaman's Church on Lower Road are evidence of continuing links with that region. Appropriate proposals which reinforce this element of the area's character will be supported.</u></p>	
EIP27	49	Para 4.5.8	CH	<p>At the end of the paragraph, add</p> <p><u>Policies 14, 15 and 16 provide a set of urban design principles which developments will be expected to address and do not prescribe a particular design and plans shown in Figures 7, 14, 15 and 22-28 are indicative. The extent to which future development does maximise opportunities to redevelop or reconfigure the shopping centre, or define the character of the southern part of Surrey Quays Road, will be assessed in further detail through the planning application and development management process. In deciding applications in the AAP area, the Council will take into account feasibility and other relevant planning policies. It is recognised that the principles set out in the policies may be delivered as part of a</u></p>	Update to reflect Surrey Quays Ltd Statement of Common Ground

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				<u>phased development of the Surrey Quays shopping centre or shopping centre car parks</u>	
EIP29	53	4.5.17	CH	At issues and options stage we also considered the potential for a tall building on the southern corner of the Leisure Park site. We rejected this option however as we considered that when viewed from Greenland Dock, a tall building in that location would appear prominent and isolated from other buildings of similar height. <u>In July 2011, the leaseholder of the site, Daily Mail & General Trust (DMGT), announced its intention to relocate its present printing operation to a greenfield site in Thurrock. Our 2011 local development scheme indicates that the need to make alterations to the AAP in the light of this will be kept under review. As part of this, we would review the building heights strategy to ensure the AAP recognises the opportunities provided by Harmsworth Quays.</u>	
EIP31A	56	4.5.19	CH	Our Section 106 Planning Obligations SPD sets out a borough-wide standard charge that we apply for open space contributions. In the future we will tailor this charge to carry out improvements needed to help deliver the open spaces strategy. <u>Existing evidence highlights the lack of allotments within Canada Water and the importance attached to amenity green space. We will address these matters through our open spaces strategy and, as necessary, through future planning documents such as the Sites Allocation DPD.</u>	Change in response to Inspector's letter 26.9.11.
EIP39	64	Fact Box: Affordable and private housing	CH	There are two <u>different</u> types of affordable housing: Social Rented Housing is housing that is available to rent either from the council, a housing association (known as registered Social Landlords <u>providers</u> or other affordable housing providers). Access to social housing is based on need. Intermediate housing is housing at prices and rents above those of social rented but below private housing prices or rents. It can include part buy/part rent, key worker housing and intermediate rent	Update to reflect the new PPS3 (June 2011)

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				<p>housing.</p> <p><u>Updated Planning Policy Statement 3: Housing (June 2011) introduces another type of affordable housing:</u></p> <p><u>Affordable rented housing is rented housing let by registered providers of social housing to households who are eligible for social rented housing. It requires a rent of no more than 80 percent of the local market rent.</u></p> <p><u>As part of our consultation on our revised Affordable Housing supplementary planning document we are looking at the implications for the new definition for Southwark.</u></p>	
EIP43	66	Para 4.6.21	CH	<p>Within the core area we will allow higher densities. This is consistent with our vision to create a genuine town centre in the heart of the core area. <u>The core area is the most suitable area for higher density development due to its character, greater public transport accessibility and the key opportunities and capacity for growth within the core area proposals sites.</u></p> <p>Higher residential densities can be achieved through better urban design and architecture, which in turn also bring more people to live in the area.....</p> <p>The focus of new development within the AAP will be a core area around Canada Water (figure 2). <u>This area is most suitable for more development and change due to its</u></p> <ul style="list-style-type: none"> • <u>Character</u> 	To provide clarity within the AAP on the reasoning for the boundaries of the core action area and why these are the density designations.

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				<p><u>The character of the area designated as the core is very different to the surrounding area. The difference in scale, grain and land use between the core area and the wider area is very marked. The core area includes a range of town centre uses as well as larger and taller flatted developments, whereas the wider area is predominately residential, with more open space and smaller scale housing including terraced and semi-detached houses and houses with gardens.</u></p> <ul style="list-style-type: none"> • <u>Public transport accessibility</u> The core area has the higher levels of public transport accessibility with excellent links by the underground, overground and the bus networks. Improvements to public transport supported and proposed through the AAP will help to further increase the public transport accessibility. • <u>Opportunity and capacity for growth.</u> There are concentrations of large development opportunities with the capacity to contribute significantly to the regeneration of Canada Water within the core area. 	
EIP44	69	4.7.2a	CH	<p>Add new para</p> <p><u>Our strategy proposes the formation of a business cluster located around Harmsworth Quays print works. In July 2011, the leaseholder of the site, Daily Mail & General Trust (DMGT), announced its intention to relocate its present printing operation to a greenfield site in Thurrock. Our 2011 local development scheme indicates that the need to make alterations to the AAP in the light of this will be kept under review. As part of a review, we would reassess the type, quantum and distribution of new business floorspace which is proposed in the area, to ensure it remains part of a coherent</u></p>	Change proposed by the council to clarify the intention of Daily Mail group to relocate the printworks away from Harmsworth Quays and to signal potential implications for the AAP of that decision.

Table of changes reference	Page	Paragraph/ policy/ figure	Erata (E) Change (CH)	Proposed change (deleted text is struck-through and new text is underlined)	Reason for change
				<u>strategy.</u>	
EIP47	69	4.7.6	CH	At the end of this paragraph, add: <u>It is recognised that new Class B1 may not be delivered in every phase of development on the Surrey Quays shopping centre site or shopping centre car parks. In such circumstances planning applications should be accompanied with a Masterplan and a reasoned explanation as to why Class B1 is not included in that particular phase and anticipating where it will be provided.</u>	Update to reflect Surrey Quays Ltd Statement of Common Ground
EIP48	73	4.7.22	CH	At the end of this paragraph, add: <u>Whilst the preferred location for new health facilities is CW AAP7 there would be no requirement to provide health facilities on CW AAP7 in the event that the need for additional facilities had already been met on an alternative site. It is recognised that new community space and health facilities may not be delivered in every phase of development at the Surrey Quays shopping centre. In such circumstances planning applications should be accompanied with a Masterplan and a reasoned explanation as to why community space and health facilities are not included in that particular phase and anticipating where they will be provided.</u>	Update to reflect Surrey Quays Ltd Statement of Common Ground
EIP55	81	6.3.4a	CH	<u>In July 2011, Daily Mail and General Trust announced its intention to relocate its present printing operation to a new site. Our 2011 local development scheme indicates that the need to make alterations to the AAP to ensure that a more detailed framework is put in place to guide a redevelopment, will be kept under review.</u>	Change proposed by the council to clarify the intention of Daily Mail group to relocate the printworks away from Harmsworth Quays.
EIP57	84	6.4.12 & 13	CH	6.4.12 In 2005 Southwark undertook an assessment of the impact of a scheme of 30,000sqm of new retail space, 12,000sqm of office space and approximately 2,800 new homes on water supply and drainage capacity. At the time, Thames Water confirmed that both	Update to reflect Thames Water Statement of Common Ground

Table of changes reference	Page	Paragraph/ policy/ figure	Erata (E) Change (CH)	Proposed change (deleted text is struck-through and new text is underlined)	Reason for change
				<p>the water supply and foul trunk (main) sewer infrastructure should have capacity to serve development of this scale.</p> <p>6.4.13 Southwark will monitor phasing and implementation of development and continue to share plans with infrastructure providers. Developers should also continue to <u>will</u> liaise with providers to ensure that <u>any upgrades required to power, water and sewerage infrastructure are provided ahead of the occupation of development can be supplied at the appropriate time to meet development needs.</u> <u>With regard to water and sewerage infrastructure, the council will use planning conditions where appropriate to ensure that development does not commence until impact studies on the existing water supply and sewerage infrastructure have been approved by Southwark in conjunction with Thames Water. Where there is a capacity problem and no improvements are programmed developers should contact the utilities company to agree what improvements are required and how they will be funded.</u></p>	
EIP59/ PEC25	85	Policy 33	CH	<p>We will use s106 planning obligations to ensure the delivery of key infrastructure and to mitigate the impact of development. We will pool contributions towards infrastructure improvements that benefit all developments in the area, including improvements to the <u>surface transport</u> road network, walking and cycling routes and facilities, implementation of an extension to the CPZ, public realm and open spaces.</p> <p>We will set out standard s106 charges in a revision of our s106 Planning Obligations SPD or through our community infrastructure levy (CIL). Improvements to the road surface transport network will be our priority in negotiating planning obligations.</p>	In accordance with Statement of Common Ground with TfL
EIP60/	86	6.5.2	CH	We will secure funding to help implement strategic infrastructure	This paragraph has been

Table of changes reference	Page	Paragraph/policy/figure	Erata (E) Change (CH)	Proposed change (deleted text is struck-through and new text is underlined)	Reason for change
TOC21				proposals, through s106 planning obligations <u>or through the community infrastructure levy (CIL)</u> . Our current s106 Planning Obligations supplementary planning documents provides a set of standard charges which we make on all new large developments. It includes charges for school places, health facilities, employment support and training, strategic transport infrastructure, open spaces, play facilities, sports facilities, community facilities and public realm.	amended to reflect the approach of our s106 Planning Obligations SPD and in response to representation No. 45.
EIP61	86	Para 6.5.5	CH	We will set out the standard charges in <u>a supplementary planning document or bring them forward through the CIL</u> . our s106 Planning Obligations SPD which in our LDS we have anticipated will be updated in 2010/11. They will be designed with flexibility in mind and will be updated in line with inflation and the changing needs of the regeneration of the area. This will also allow our approach to take account of the Community Infrastructure Levy (CIL). Our local <u>development scheme indicates that the we will begin work on CIL during 2012 and aim to adopt a charging schedule in 2013.</u> should this come into effect.	Factual update
EIP62	87	Fact box	CH	Fact Box: Planning Obligations These are agreements made between a developer and the council to help reduce <u>mitigate</u> the harm caused by a development. ... (Last sentence) By law, obligations must be related to reducing <u>mitigating</u> the impacts that the development will have. ... <u>Community Infrastructure levy</u> <u>The Community Infrastructure Levy (CIL) will be a new charge on development which local planning authorities can choose to set and which is designed to help fund needed infrastructure identified in</u>	Provided for clarification

Table of changes reference	Page	Paragraph/policy/figure	Erata (E) Change (CH)	Proposed change (deleted text is struck-through and new text is underlined)	Reason for change								
				<p><u>their plans.</u> <u>It will be paid primarily by owners or developers of land which is developed.</u> <u>CIL should be used to fund the infrastructure needs of development.</u> <u>Development can be unlocked and made sustainable by the provision of very different types of infrastructure, such as transport, schools and health centres, flood defences, energy, telecoms and utilities, play areas, parks and other green spaces, many of which are already funded in part by the existing system of developer contributions.</u></p>									
EIP64	100-107	Table A3.1	CH	<table border="1"> <thead> <tr> <th>Canada Water Area Action Plan Preferred Options</th> <th>London Plan policies</th> </tr> </thead> <tbody> <tr> <td>Vision</td> <td> <u>2A.6 Areas for intensification</u> <u>5D.3 Areas for intensification in South East London</u> <u>2.5 Sub-regions</u> <u>2.9 Inner London</u> <u>2.13 Opportunity areas and intensification areas</u> </td> </tr> <tr> <td>Policy 1: Shopping in the town centre</td> <td> <u>2A.8 Town centres</u> <u>3D.1 Supporting town centres</u> <u>3D.3 Maintaining and improving retail facilities</u> <u>2.15 Town Centres</u> <u>4.7 Retail and town centre development</u> <u>4.8 Supporting a successful and diverse retail sector</u> </td> </tr> <tr> <td>Policy 2: Cafes and restaurants in</td> <td> <u>3D.1 Supporting town centres</u> <u>3D.3 Maintaining and improving retail facilities</u> <u>4.7 Retail and town centre development</u> </td> </tr> </tbody> </table>	Canada Water Area Action Plan Preferred Options	London Plan policies	Vision	<u>2A.6 Areas for intensification</u> <u>5D.3 Areas for intensification in South East London</u> <u>2.5 Sub-regions</u> <u>2.9 Inner London</u> <u>2.13 Opportunity areas and intensification areas</u>	Policy 1: Shopping in the town centre	<u>2A.8 Town centres</u> <u>3D.1 Supporting town centres</u> <u>3D.3 Maintaining and improving retail facilities</u> <u>2.15 Town Centres</u> <u>4.7 Retail and town centre development</u> <u>4.8 Supporting a successful and diverse retail sector</u>	Policy 2: Cafes and restaurants in	<u>3D.1 Supporting town centres</u> <u>3D.3 Maintaining and improving retail facilities</u> <u>4.7 Retail and town centre development</u>	Update to reflect GLA's adoption of the 2011 London Plan
Canada Water Area Action Plan Preferred Options	London Plan policies												
Vision	<u>2A.6 Areas for intensification</u> <u>5D.3 Areas for intensification in South East London</u> <u>2.5 Sub-regions</u> <u>2.9 Inner London</u> <u>2.13 Opportunity areas and intensification areas</u>												
Policy 1: Shopping in the town centre	<u>2A.8 Town centres</u> <u>3D.1 Supporting town centres</u> <u>3D.3 Maintaining and improving retail facilities</u> <u>2.15 Town Centres</u> <u>4.7 Retail and town centre development</u> <u>4.8 Supporting a successful and diverse retail sector</u>												
Policy 2: Cafes and restaurants in	<u>3D.1 Supporting town centres</u> <u>3D.3 Maintaining and improving retail facilities</u> <u>4.7 Retail and town centre development</u>												

Table of changes reference	Page	Paragraph/policy/figure	Erata (E) Change (CH)	Proposed change (deleted text is struck-through and new text is underlined)	Reason for change
				<p>the town centre <u>4.8 Supporting a successful and diverse retail sector</u></p> <p>Policy 3: Important shopping parades 3D.3 Maintaining and improving retail facilities <u>4.7 Retail and town centre development</u> <u>4.8 Supporting a successful and diverse retail sector</u></p> <p>Policy 4: Small scale shops, restaurants and cafes outside the town centre 3D.3 Maintaining and improving retail facilities <u>4.8 Supporting a successful and diverse retail sector</u> <u>4.9 Small shops</u></p> <p>Policy 5: Markets 3D.3 Maintaining and improving retail facilities <u>4.8 Supporting a successful and diverse retail sector</u></p> <p>Policy 6: Walking and cycling 3C.21 Improving conditions for walking 3C.22 Improving conditions for cycling <u>6.9 Cycling</u> <u>6.10 Walking</u></p> <p>Policy 7: Public transport 3C.1 Integrating transport and development 3C.4 Land for transport 3C.14 Enhanced bus priority, tram and busway transit schemes Policy 3C.20 Improving conditions for buses <u>6.1 Strategic Approach</u> <u>6.2 Providing public transport capacity and safeguarding land for transport</u> <u>6.3 Assessing effects of development on transport capacity</u> <u>6.4 Enhancing London's transport connectivity</u></p>	

Table of changes reference	Page	Paragraph/policy/figure	Erata (E) Change (CH)	Proposed change (deleted text is struck-through and new text is underlined)	Reason for change
				<p>6.5 Funding Crossrail and other strategically important transport infrastructure</p> <p>Policy 8: Vehicular traffic</p> <p>3C.2 Matching development to transport capacity</p> <p><u>6.7 Better streets and surface transport</u></p> <p><u>6.11 Smoothing traffic flow and tackling congestion</u></p> <p><u>6.12 Road network capacity</u></p> <p>Policy 9: Parking for town centre uses</p> <p>3C.23 Parking strategy</p> <p>3C.24 Parking in town centres</p> <p><u>6.13 Parking</u></p> <p><u>Parking addendum to Chapter 6</u></p> <p>Policy 10: Parking for residential development in the core area</p> <p>3C.23 Parking strategy</p> <p><u>6.13 Parking</u></p> <p>Policy 11: Leisure and entertainment</p> <p>3D.1 Supporting town centres</p> <p><u>3.16 Protection and enhancement of social infrastructure</u></p> <p><u>4.6 Support for and enhancement of arts, culture, sport and entertainment provision</u></p> <p><u>4.7 Retail and town centre development</u></p> <p>Policy 12: Sports facilities</p> <p>3D.6 The Olympic and Paralympic Games and sports facilities</p> <p><u>2.4 The 2012 games and their legacy</u></p> <p><u>3.19 Sports facilities</u></p> <p>Policy 13:</p> <p>3D.4 Development and promotion of arts and</p>	

Table of changes reference	Page	Paragraph/policy/figure	Erata (E) Change (CH)	Proposed change (deleted text is struck-through and new text is underlined)	Reason for change
				<p>Arts, culture and tourism</p> <p>3D.7 Visitor accommodation and facilities 4C.17 Thames Policy Area <u>4.5 London's visitor infrastructure</u> <u>4.6 Support for and enhancement of arts, culture, sport and entertainment provision</u> <u>7.29 The River Thames</u></p> <p>Policy 14: Streets and public spaces</p> <p>4B.1 Design principles for a compact city 4B.11 London's built heritage 4B.12 heritage conservation <u>5.3 Sustainable design and construction</u> <u>5.10 Urban greening</u> <u>7.1 Building London's Neighbourhoods and communities</u> <u>7.2 An inclusive environment</u> <u>7.3 Designing out crime</u> <u>7.4 Local character</u> <u>7.5 Public realm</u> <u>7.8 heritage assets</u></p>	

Table of changes reference	Page	Paragraph/policy/figure	Erata (E) Change (CH)	Proposed change (deleted text is struck-through and new text is underlined)	Reason for change
				<p>Policy 15: Building blocks</p> <p>4B.1 Design principles for a compact city 4B.11 London's built heritage 4B.12 heritage conservation <u>5.3 Sustainable design and construction</u> <u>5.4 Retrofitting</u> <u>5.11 Green roofs and development site environs</u> <u>7.3 Designing out crime</u> <u>7.4 Local character</u> <u>7.6 Architecture</u> <u>7.8 Heritage assets and archaeology</u> <u>7.9 Heritage-led regeneration</u></p>	
				<p>Policy 16: Town centre development</p> <p>3D.1 Supporting town centres 3D.2 Town centre development 3D.3 Maintaining and improving retail facilities <u>2.15 Town centres</u> <u>4.7 Retail and town centre development</u> <u>4.8 Supporting a successful and diverse retail sector</u> <u>7.1 Building London's neighbourhoods and communities</u> <u>Policy 7.5 Public Realm</u></p>	
				<p>Policy 17: Building heights in and adjacent to the core area</p> <p>4B.9 Tall buildings — location 4B.10 Large-scale buildings — design and impact 4B.16 London View Management Framework <u>7.6 Architecture</u> <u>7.7 Location and design of tall buildings</u> <u>7.11 London View Management Framework</u> <u>7.12 Implementing the London View Management Framework</u></p>	

Table of changes reference	Page	Paragraph/policy/figure	Erata (E) Change (CH)	Proposed change (deleted text is struck-through and new text is underlined)	Reason for change
				<p>Policy 18: Open spaces and biodiversity</p> <p>3D.10 Metropolitan open land 3D.11 Open space provision in DPDs 3D.11 Open space provision in DPDs 3D.14 Biodiversity and nature conservation <u>7.16 Green Belt</u> <u>7.17 Metropolitan Open Land</u> <u>7.18 Protecting local open space and addressing local deficiency</u> <u>7.19 Biodiversity and access to nature</u> <u>7.21 Trees and woodlands</u></p> <p>Policy 19: Children's play space</p> <p>3A.6 Quality of new housing provision Policy 3D.11 Open space provision in DPDs Policy 3D.12 Open space strategies Policy 3D.13 Children and young people's play and informal recreation strategies <u>3.6 Children and young people's play and informal recreation facilities</u> <u>7.17 Metropolitan Open Land</u> <u>7.18 Protecting local open space and addressing local deficiency</u></p> <p>Policy 20: Energy</p> <p>4A.1 Tackling climate change 4A.3 Sustainable design and construction 4A.4 Energy assessment 4A.5 Provision of heating and cooling networks 4A.6 Decentralised energy: Heating, Cooling and Power 4A.7 Renewable energy 4A.16 Water supplies and resources <u>5.1 Climate change mitigation</u></p>	

Table of changes reference	Page	Paragraph/policy/figure	Erata (E) Change (CH)	Proposed change (deleted text is struck-through and new text is underlined)	Reason for change
				<p><u>5.2 Minimising Carbon Dioxide emissions</u> <u>5.3 Sustainable design and construction</u> <u>5.5 Decentralised energy networks</u> <u>5.6 Decentralised energy in development proposals</u> <u>5.7 Renewable energy</u> <u>5.9 Overheating and cooling</u></p> <p>Policy 21: New homes 2A.6 Areas for intensification 5D.3 Areas for intensification in South East London <u>3A.1 Increasing London's supply of housing</u> <u>3A.2 Borough housing targets</u> <u>3A.3 Maximising the potential of sites</u></p> <p><u>2.13 Opportunity areas and intensification areas</u> <u>3.3 Increasing housing supply</u> <u>3.4 Optimising housing potential</u> <u>3.5 Quality and design of housing developments</u> <u>3.7 Large residential developments</u> <u>3.8 Housing choice</u></p> <p>Policy 22: Affordable homes 3A.1 Increasing London's supply of housing 3A.2 Borough housing targets</p> <p><u>3.3 Increasing housing supply</u> <u>3.10 Definition of affordable housing</u> <u>3.11 Affordable housing targets</u> <u>3.12 Negotiating affordable housing on individual private residential and mixed use schemes</u> <u>3.13 Affordable housing thresholds</u></p>	

Table of changes reference	Page	Paragraph/policy/figure	Erata (E) Change (CH)	Proposed change (deleted text is struck-through and new text is underlined)	Reason for change
				<p>Policy 23: Family homes</p> <p>3A.1 Increasing London's supply of housing</p> <p><u>3.3 Increasing housing supply</u></p> <p><u>3.8 Housing choice</u></p>	
				<p>Policy 24: Density of developments</p> <p>2A.6 Areas for intensification</p> <p>5D.3 Areas for intensification in South East London</p> <p>3A.1 Increasing London's supply of housing</p> <p>3A.2 Borough housing targets</p> <p>3A.3 Maximising the potential of sites</p> <p><u>2.5 Sub-regions</u></p> <p><u>2.13 Opportunity areas and intensification areas</u></p> <p><u>3.4 Optimising housing potential</u></p>	
				<p>Policy 25: Jobs and business space</p> <p>2A.6 Areas for intensification</p> <p>5D.3 Areas for intensification in South East London</p> <p>3B.2 Office demand and supply</p> <p>3B.8 Creative industries</p> <p>3B.11 Improving employment opportunities for Londoners</p> <p><u>2.5 Sub-regions</u></p> <p><u>2.13 Opportunity areas and intensification areas</u></p> <p><u>4.2 Offices</u></p> <p><u>4.3 Mixed use development and offices</u></p> <p><u>4.10 New and emerging economic sectors</u></p>	

Table of changes reference	Page	Paragraph/policy/figure	Erata (E) Change (CH)	Proposed change (deleted text is struck-through and new text is underlined)	Reason for change
				Policy 26: Schools 3A.24 Education facilities 3A.25 High and further education <u>3.18 Education facilities</u>	
				Policy 27: Community facilities 3A.18 Protection and enhancement of social infrastructure and community facilities <u>3.16 Protection and enhancement of social infrastructure</u> <u>3.17 Health and social care facilities</u>	
				Policy 28: Early years 3A.18 Protection and enhancement of social infrastructure and community facilities <u>3.16 Protection and enhancement of social infrastructure</u>	
				Policy 29: Health facilities 3A.21 Locations for health care <u>3.17 Health and social care facilities</u>	
				Policy 30: Albion Street	
				Policy 31: Lower Road	
				Policy 32: Proposals sites	
				CW AAP1 5D.3 Areas for Intensification in South East	

Table of changes reference	Page	Paragraph/policy/figure	Erata (E) Change (CH)	Proposed change (deleted text is struck-through and new text is underlined)		Reason for change
					London	
					<u>2.13 Opportunity areas and intensification areas</u>	
				CW AAP2	5D.3 Areas for Intensification in South East London	
					<u>2.13 Opportunity areas and intensification areas</u>	
				CW AAP3	5D.3 Areas for Intensification in South East London	
					<u>2.13 Opportunity areas and intensification areas</u>	
				CW AAP4	5D.3 Areas for Intensification in South East London	
					<u>2.13 Opportunity areas and intensification areas</u>	
				CW AAP5	5D.3 Areas for Intensification in South East London	
					<u>2.13 Opportunity areas and intensification areas</u>	
				CW AAP6	5D.3 Areas for Intensification in South East London	
					<u>2.13 Opportunity areas and intensification areas</u>	
				CW AAP7	5D.3 Areas for Intensification in South East London	
					<u>2.13 Opportunity areas and intensification areas</u>	
				CW AAP8	5D.3 Areas for Intensification in South East London	
					<u>2.13 Opportunity areas and intensification areas</u>	
				CW AAP9	5D.3 Areas for Intensification in South East	

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					London	
					<u>2.13 Opportunity areas and intensification areas</u>	
				CW AAP10	5D.3 Areas for Intensification in South East London	
					<u>2.13 Opportunity areas and intensification areas</u>	
				CW AAP11	5D.3 Areas for Intensification in South East London	
					<u>2.13 Opportunity areas and intensification areas</u>	
				CW AAP12	5D.3 Areas for Intensification in South East London	
					<u>2.13 Opportunity areas and intensification areas</u>	
				CW AAP13	5D.3 Areas for Intensification in South East London	
					<u>2.13 Opportunity areas and intensification areas</u>	
				CW AAP14	5D.3 Areas for Intensification in South East London	
					<u>2.13 Opportunity areas and intensification areas</u>	
				CW AAP15	5D.3 Areas for Intensification in South East London	
					<u>2.13 Opportunity areas and intensification areas</u>	
				CW AAP16	5D.3 Areas for Intensification in South East London	
					<u>2.13 Opportunity areas and intensification areas</u>	
				CW AAP17	5D.3 Areas for Intensification in South East	

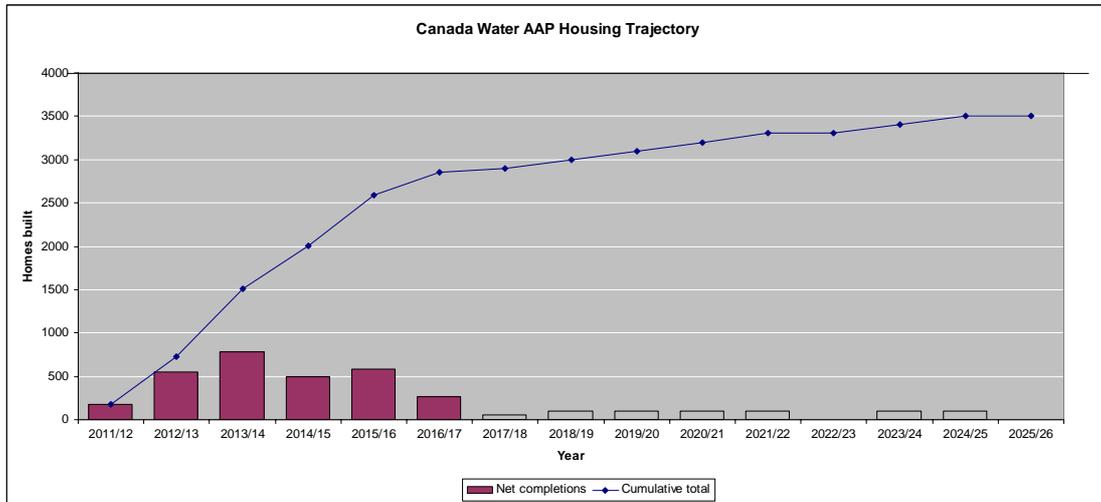
Table of changes reference	Page	Paragraph/policy/figure	Erata (E) Change (CH)	Proposed change (deleted text is struck-through and new text is underlined)	Reason for change
				London <u>2.13 Opportunity areas and intensification areas</u>	
			CW AAP18	5D.3 Areas for Intensification in South East London <u>2.13 Opportunity areas and intensification areas</u>	
			CW AAP19	5D.3 Areas for Intensification in South East London <u>2.13 Opportunity areas and intensification areas</u>	
			CW AAP20	5D.3 Areas for Intensification in South East London <u>2.13 Opportunity areas and intensification areas</u>	
			CW AAP21	5D.3 Areas for Intensification in South East London <u>2.13 Opportunity areas and intensification areas</u>	
			CW AAP22	5D.3 Areas for Intensification in South East London <u>2.13 Opportunity areas and intensification areas</u>	
			CW AAP23	5D.3 Areas for Intensification in South East London <u>2.13 Opportunity areas and intensification areas</u>	
			Policy 33: Section 106 Planning Obligations	6A.4 Priorities in Planning obligations 6A.5 Planning obligations <u>8.2 Planning obligations</u> <u>8.3 Community infrastructure levy</u>	

Table of changes reference	Page	Paragraph/ policy/ figure	Erata (E) Change (CH)	Proposed change (deleted text is struck-through and new text is underlined)	Reason for change
EIP65	116	Appendix 5	CH	<p>Transport: Improved connections. Amendments to column 3:</p> <p>200% increase in cycling levels between 2000 and 2020 <u>Increase the proportion of those cycling from 3% to 4% by 2013/14 (target to be reviewed over the AAP period)</u></p> <p>Increasing the number of journeys made by foot by 15% between 2001 and 2015 <u>Increase the walking mode share to a third (33%) by 2013/14 (target to be reviewed over the AAP period)</u></p>	Factual update to make AAP consistent with recently adopted 2011-2014 Transport Plan.
EIP79	149	7.8.36	CH	<p><u>In July 2011, Daily Mail and General Trust announced its intention to relocate its present printing operation to a new site. Our 2011 local development scheme indicates that the need to make alterations to the AAP to ensure that a more detailed framework is put in place to guide a redevelopment will be kept under review.</u> The print works are in operation and any comprehensive redevelopment would depend on their relocation. Because of this, the site, redevelopment is unlikely to take place in the timeframe of the AAP. In the medium term however, there may be an opportunity to redevelop the western corner of the site. In addition to creating a usable site which provides an active frontage to Surrey Quays Road, this could also unlock an opportunity to reroute traffic to the east of the current Surrey Quays Road alignment and integrate the leisure uses more effectively into the town centre (see CW AAP7). This option would be subject to maintaining security arrangements and vehicular access to print works and protecting the amenities of future residential occupiers on the Leisure Park site.</p>	Change proposed by the council to clarify the intention of Daily Mail group to relocate the printworks away from Harmsworth Quays.
EIP82		Glossary	CH	Development In planning terms, development, as defined by	Amendment to part of

Table of changes reference	Page	Paragraph/ policy/ figure	Erata (E) Change (CH)	Proposed change (deleted text is struck-through and new text is underlined)	Reason for change
				Section 55 of the Town and Country Planning Act 1990, development means carrying out building, engineering, mining or other operations in, on, over or under land, or changing the use of buildings or land. <u>In its widest sense, development can also refer to redevelopment, including refurbishment as well as new development,</u>	change TOC51 of consolidated table of changes (the glossary). Amendment to reflect the London Plan 2011 wider definition of development to include refurbishment.

Appendices

Appendix 7: Amended housing trajectory EIP91



Appendix 14: Amended table 7.1

EIP92

Schedule	Cost	s106 funding from approved schemes	Projected s106 funding from future schemes	Other committed funding	Funding gap (positive figures indicate a funding gap)
Strategic public realm areas					
Plaza and north side of Canada Water basin	2,014,187	2,014,187			
Decathlon site public realm	910,000	<u>910,000</u>	<u>910,000</u>		
Site A public realm	2,200,000	2,200,000			
Albion channel footbridge	157,000	<u>157,000</u>	<u>157,000</u>		
Canada Water Basin south and west sides and new high street	In kind provision		In kind provision		
New open space on shopping centre	In kind provision		In kind provision		
Improvements to Surrey Quays Road	Tbc	<u>672,000</u>	<u>592,000</u>		
Albion Street	97,614			9,499	
Greenland Dock	412,322				
South Dock	171,920				
Totals	5,963,043	4,214,187 <u>5,953,187</u>	1,659,000 <u>0</u>	9,499 <u>0</u>	80,357 <u>9,856</u>
Cycling and walking improvements (priorities)					
Cycle station	50,000	50,000			
Mellish Fields Crossing (west)	117,201				
Mellish Fields Crossing (east)	58,410				
Stave Hill Ecology Park	69,782				
Entrance to Russia Dock Woodlands	137,094				
Russia Dock Woodlands (south)	138,498				
Swan Road/Albatross Way	In kind provision	In kind provision			
Canada Water to Southwark park	68,535				
Ship Inn	171,920				
Deal Porters Way	50,110				
Signage strategy and improvements on Thames Path	70,801			27,500	
Railway Avenue improvements	104,000			<u>104,000</u> <u>76,000</u>	
Swan Road improvements	38,165			<u>38,165</u>	
s106 funding for public realm and walking/cycling improvements		<u>545,575</u> <u>955,250</u>	<u>969,675</u> <u>510,000</u>		
Totals (priorities)	1,074,516	595,575 <u>1,005,250</u>	969,675 <u>510,000</u>	169,665 <u>103,500</u>	-660,399 <u>-544,234</u>

Totals (strategic public realm and walking and cycling priorities)	7,037,559	4,809,762 <u>6,958,437</u>	2,628,675 <u>510,000</u>	179,164 <u>103,500</u>	-580,042 <u>-534,378</u>
Road network and highways					
Improvements to Lower Road gyratory and introduction of right turn into Surrey Quays Road	9,750,000	<u>987,164</u>	<u>4,441,637</u>	2,500,000 (anticipated area based scheme bid to TfL)	
Extrenson of CPZ	240,000	<u>160,000</u>	<u>240,000</u> <u>80,000</u>		
s106 funding for improvement to the road network		<u>365,566</u>	<u>4,441,637</u>		
s106 top-up LIP funding		<u>510,747</u> <u>1,119,332</u>	<u>1,541,446</u> <u>932,871</u>		
Totals	9,990,000	<u>876,313</u> <u>2,266,486</u>	<u>6,223,083</u> <u>5,454,508</u>	2,500,000	<u>390,604</u> <u>-230,994</u>

