

REVITALISE<sup>16</sup>



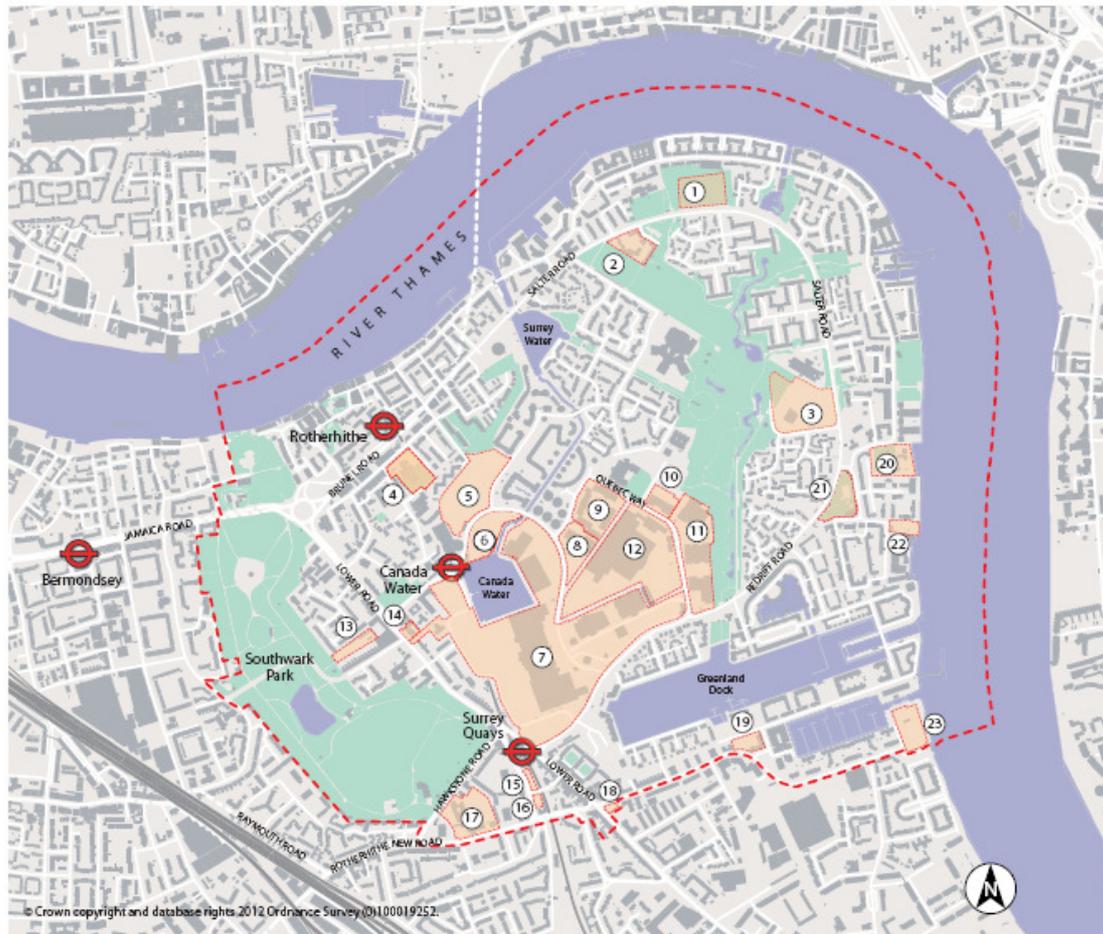
# Canada Water Area Action Plan

March 2012

**Fairer future** ✓  
Delivering our promises



[www.southwark.gov.uk/canadawateraap](http://www.southwark.gov.uk/canadawateraap)



- New Proposals Sites
- Wider AAP area

- |   |   |
|---|---|
| <ol style="list-style-type: none"> <li>1. St Pauls Sports Ground (CWAAP 1)</li> <li>2. Land adjacent to Surrey Docks Stadium (CW AAP 2)</li> <li>3. Downtown (CW AAP 3)</li> <li>4. Albion Primary School CW AAP 4)</li> <li>5. Site A CWAAP 5)</li> <li>6. Site B (CWAAP 6)</li> <li>7. Decathlon site, Surrey Quay Leisure Park, Surrey Quays Shopping Centre and overflow carpark (CWAAP 7)</li> <li>8. Site E (CWAAP 8)</li> <li>9. Mulberry Business Park (CWAAP 9)</li> <li>10. 24-28 Quebec Way (CWAAP 10)</li> <li>11. Quebec Industrial Estate (CWAAP 11)</li> </ol> | <ol style="list-style-type: none"> <li>12. Harmsworth Quays (CWAAP 12)</li> <li>13. Former Nursery (CWAAP1)</li> <li>14. Rotherhithe Police Station (CWAAP 14)</li> <li>15. 23 Rotherhithe Old Road (CWAAP15)</li> <li>16. 41-55 Rotherhithe Old Road (CWAAP 16)</li> <li>17. Rotherhithe Primary School (CWAAP 17)</li> <li>18. 247-251 Lower Road (CWAAP 18)</li> <li>19. Tavern Quay (East and West) (CWAAP 19)</li> <li>20. Surrey Docks Farm (CWAAP 20)</li> <li>21. Dockland Settlement (CWAAP 2 1)</li> <li>22. Odessa Street Youth Club (CWAAP 22)</li> <li>23. St George's Wharf (CWAAP 23)</li> </ol> |
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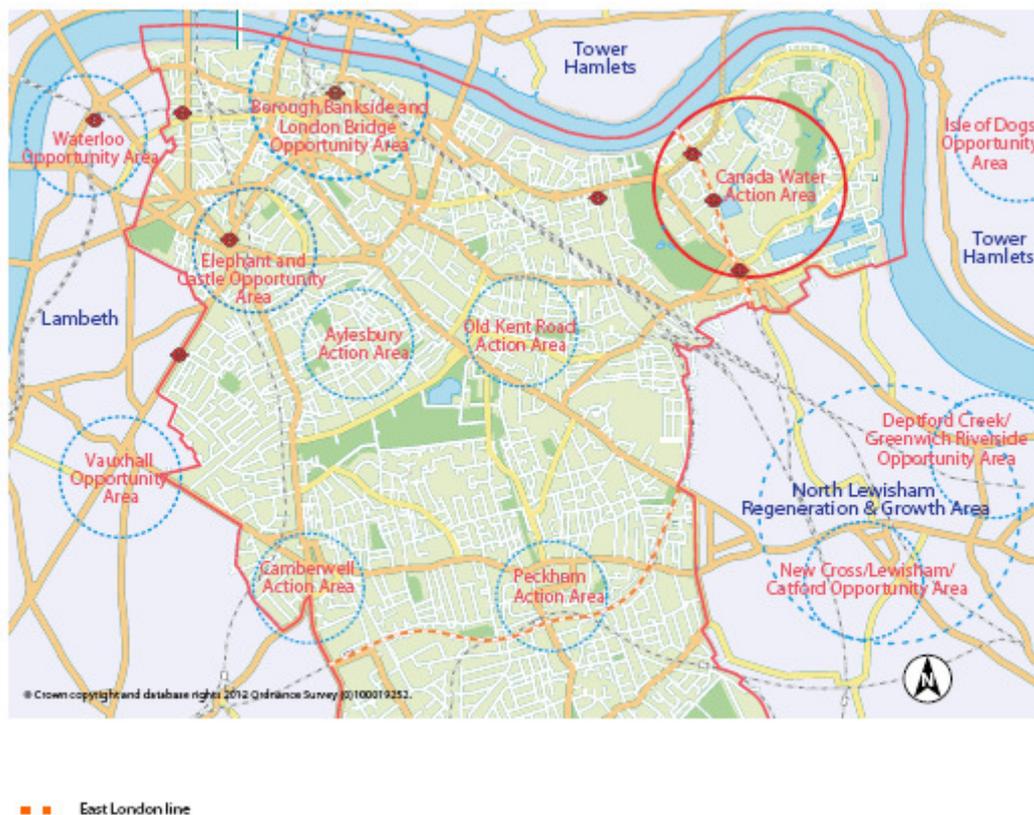
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## PART 1 INTRODUCTION

### 1.1 What is the Canada Water AAP?

- 1.1.1 The Canada Water Area Action Plan (AAP) is a plan to regenerate the area around Canada Water (see Figure 1). It sets out a vision for how the area will change over the period leading up to 2026. This is supported by a strategy with policies we will put in place to achieve this vision, the reasons we have chosen the policies, and the delivery plan for implementing the vision.
- 1.1.2 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.

Figure 1: The location of the Canada Water action area



### 1.2 What are we trying to achieve?

- 1.2.1 The Rotherhithe peninsula was transformed during the 1980s and 1990s. Over 5,500 new homes were built along with the shopping centre and the Harmsworth Quays print works. A second phase of regeneration is now underway in the area focussed around the Canada Water. The substantial amounts of surface car parking, the out-of-town style shopping and

entertainment facilities provide an opportunity to create a new town centre for Rotherhithe and for Southwark.

1.2.2 The focus of new development within the AAP will be a core area around Canada Water (Figure 2). This area is most suitable for more development and change due to its

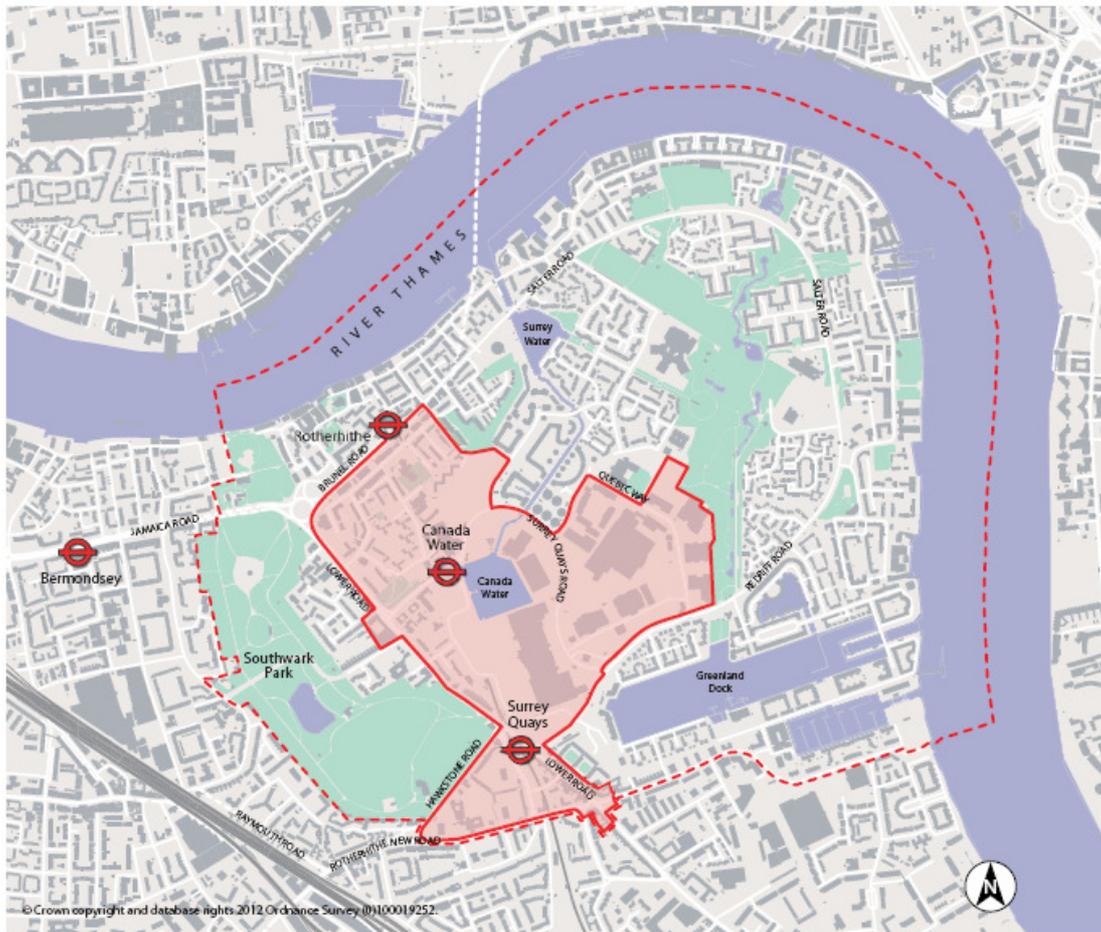
- Character  
The character of the area designated as the core is very different to the surrounding area. The difference in scale, grain and land use between the core area and the wider area is very marked. The core area includes a range of town centre uses as well as larger and taller flatted developments, 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.
- Public transport accessibility  
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.
- Opportunity and capacity for growth  
There are concentrations of large development opportunities with the capacity to contribute significantly to the regeneration of Canada Water within the core area.

The AAP also looks at a wider set of measures that are needed to help the area fulfil its potential. This will build on some of its key strengths, particularly its

- Attraction for families
- Fantastic leisure opportunities
- Great ~~parks~~ open spaces, the docks and green links

1.2.3 The AAP will set a strategy with a delivery plan to manage this change. It identifies what needs to take place and crucially it sets out how and when we will deliver these changes.

**Figure 2: The boundaries of the AAP area**



- AAP core area
- Wider AAP area

### 1.3 What will change?

1.3.1 The AAP will affect your experience of Canada Water including

- The look and feel of the town centre area and design of new buildings
- The type and range of shops
- Improvements to the road layout and pedestrian and cycle links
- Access to schools and jobs
- The provision of leisure facilities
- The range and quality of homes in the area
- The safety and quality of parks and public spaces

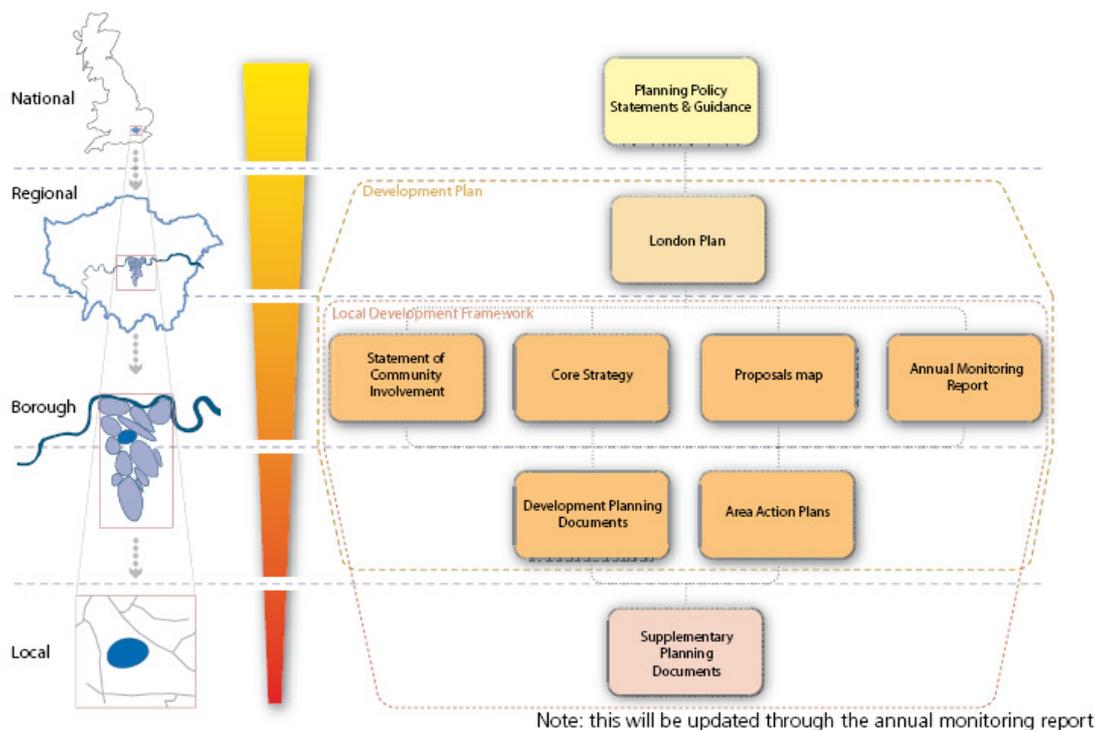
### 1.4 Other important documents you need to know about

1.4.1 The Canada Water AAP is one of several planning documents in our local development framework (LDF), the folder of documents which we use to make decisions on planning applications. The most important document in the folder is the core strategy. The core strategy is a document that sets out how Southwark will change up to 2026 to reflect the type of place set out in our Sustainable Community Strategy (Southwark 2016). It provides our long term

vision, spatial strategy and strategic policies to deliver sustainable development. This spatial planning is a process where we set out all of the important elements that are needed to create successful places.

- 1.4.2 All of the planning documents in the local development framework including Canada Water AAP need to be consistent with the core strategy. Some of the policies in our current borough-wide planning document, the Southwark Plan, will be replaced by the core strategy and the Canada Water AAP. Eventually all of the Southwark Plan will be replaced by policies and guidance in the local development framework.
- 1.4.3 In addition to the core strategy, the AAP needs to be consistent with the Mayor’s policies in the London Plan, as well as national planning policies. The relationship between the Canada Water AAP policies, national, regional and Southwark policies is illustrated in Figure 3 and explained in more detail in appendix 3. These appendices will be updated as policies change. You can also find more information at <http://www.southwark.gov.uk/yourservices/planningandbuildingcontrol/planningpolicy/localdevelopmentframework>

**Figure 3: The inter-relationships between spatial scale and the local development framework**



## 1.5 Supporting documents for the Canada Water AAP

1.5.1 Our supporting documents provide background information. These include the following

- Our evidence base: In preparing the AAP, we have gathered an extensive evidence base which has informed the policies. This includes our 2008

Retail Study, the 2007 Rotherhithe Public Realm Audit and supplementary 2009 Public Realm Improvements Study, our Affordable Housing Viability Study, the Canada Water Energy Study and the transport development impact report. We have referred to our evidence base in explaining the justification for our policies

- Sustainability Appraisal: This tests policies to make sure they have positive social, environmental and economic impacts
- Equalities Impact Assessment: This examines how the Canada Water AAP meets the needs of the whole community and makes sure that the core strategy does not disadvantage anyone in the community
- Consultation Plan and Strategy: These explain how and when we will consult the community in preparing the Canada Water AAP
- Consultation Report and Officer Responses: This summarises consultation on the previous stages of the Canada Water AAP. The officer responses set out all the representations we received and how we have taken the comments into consideration
- Appropriate assessment: This has been carried out under the EU Habitats Directive assessing the impact of the publication/submission version on EU Protected wildlife habitats

1.5.1a Our evidence and other documents which support the AAP can be found on our website:

<http://www.southwark.gov.uk/yourservices/planningandbuildingcontrol/planningpolicy/localdevelopmentframework>

1.5.2 You can find these reports on our website:

<http://www.southwark.gov.uk/canadawater>

## **1.6 Finding your way around the AAP**

- Part 1: Explains what the Canada Water AAP is and provides background information about the process of preparing the AAP and Canada Water.
- Part 2: Describes the characteristics of the area and challenges it faces
- Part 3: Describes the overall vision and objectives for the AAP
- Part 4 4: Sets out the policies and our reasons for choosing them.
- Part 5 5: Sets our approach to specific areas and sites in the AAP area.
- Part 6 6: Provides more details on how the AAP will be implemented through our delivery plan and monitoring

## **PART 2 CANADA WATER TODAY**

### **2.1 Characteristics of the AAP area**

- 2.1.1 Canada Water is located on the Rotherhithe peninsula in south east London. Historically, the area was home to the Surrey Docks, which by the end of the second world war covered an area of about 186 hectares, 85% of the peninsula. By 1969, the last docks had closed and after lying derelict for a decade, the London Docklands Development Corporation (LDDC) was given responsibility for developing the area. Around 90% of the docks were filled in and some 5,500 new homes built, alongside new open spaces, retail, leisure and industrial development.
- 2.1.2 The AAP covers an area of 308 hectares, the majority of which lies in two wards, Rotherhithe and Surrey Docks. Around 23% of the AAP area is open space. The largest of these open spaces are Southwark Park, a historic registered park, Russia Dock Woodland and the remaining docks.
- 2.1.3 Building heights and residential densities are generally higher around the periphery of the AAP area and lower in the centre (see Figure 16). Much of the area around Surrey Docks ward in particular has a leafy suburban feel.
- 2.1.4 At the heart of the AAP area are the Surrey Quays shopping centre, the Decathlon retail sheds and Surrey Quays Leisure Park. Built in the late 1980s and 1990s, this out-of-town retail park has around 40,000 sqm of shopping space and is served by some 2,000 surface car parking spaces.
- 2.1.5 The AAP area has three tube/railway stations, as well as a bus station. Access to public transport is high around the town centre, but drops off quickly, particularly towards Surrey Docks ward. Improvements are currently being made to increase the capacity of the Jubilee line, while the East London line is being connected into London's overground network.
- 2.1.6 With regard to the road network, Lower Road which runs north-south through the AAP is a strategic road linking south-east London with central and east London. To the east, the Rotherhithe peninsula is served by the main loop of Brunel Road, Salter Road and Redriff Road, which feed to commercial uses around the Canada Water basin, as well as small residential blocks and cul-de-sacs. Peak hour congestion on Lower Road tends to create delays for local traffic.
- 2.1.7 Rotherhithe and Surrey Docks wards have a population of around 29,000 people, living in 13,000 households. The two wards have significantly higher number of people of white ethnic origin (78%) compared to the rest of Southwark (63%) and fewer people of ethnic minority backgrounds.
- 2.1.8 Both wards have a mix of housing tenures: Rotherhithe ward has a high proportion of affordable homes and 44% are owned by the council. In Surrey Docks ward, around 31% of homes are affordable. There is significant need for more affordable housing in the area, with average property prices in 2008, being around 8 times the average earnings of someone working full-time in the Southwark.

- 2.1.9 There are seven primary schools in AAP area, the majority of which have been rated either good or outstanding by Ofsted. Bacon's College is the only secondary school in Rotherhithe and the school performs well, achieving significantly higher than average GCSE results when compared to results for the borough and higher results than the UK average. In 2008, the percentage of pupils achieving level 4 or above at key stage 2 (age 11) was 77% for both English and maths in Surrey Docks ward and 75% for English and 73% for maths in Rotherhithe ward, which is fairly similar to the averages achieved across Southwark.
- 2.1.10 There are four GP surgeries in the AAP area. Health and disability deprivation varies across the area. The least deprived areas are in Surrey Docks ward, nearest to the river, whereas the most deprived areas are in the Rotherhithe ward. Life expectancy for men living in Rotherhithe is almost five years shorter than that for England.
- 2.1.11 There are around 1,200 business based in the AAP area. 97% of these are small businesses around half are engaged business related activities such as real estate, advertising, architecture and IT. In Rotherhithe ward, around 40% of people work in retail/wholesale work. By contrast, in Surrey Docks ward business related activities are the largest employer. The number of people claiming benefits in the AAP area is lower than the average for Southwark although again there is a difference between the Surrey Docks and Rotherhithe wards. In Surrey Docks the number of benefit claimants is lower than the UK average whereas the total of benefits claimants in Rotherhithe ward is higher than the UK average. Of those claiming benefits, the highest proportion of claims are for job seekers allowance, incapacity and lone parents benefits.
- 2.1.12 There is more information on the main characteristics of the area in appendix 1.

## **2.2 Challenges and opportunities**

- 2.2.1 In this section, we set out the main challenges and opportunities that we will tackle in the AAP to achieve our vision of regenerating Canada Water. These are based on what people have told us during consultation, partnership working, as well as our research.

### **A genuine town centre and neighbourhood facilities**

- The Canada Water basin has the potential to be a fantastic destination at the heart of the town centre. Currently however, the range of shops in the town centre is very limited and our retail study shows that most people in Southwark go outside the borough to shop for things like clothes, shoes, music, books and electronic equipment. The opportunity to increase retail spaces to meet a projected rise in available expenditure, together with capacity to "claw back" expenditure from centres outside the borough, will help drive the regeneration of the centre.
- It will also provide opportunities to provide more cafes and restaurants in the area which many people say are lacking at the moment. We need to make sure that we hang on to leisure uses. The current cinema and bingo hall are popular and contribute to the mix of uses in the centre.

### **Improved connections**

- The conversion of the east London line to the overground network will create better links between north and east London, Croydon and Clapham Junction. With a tube station, an overground station ~~two tube stations~~ and a bus station, the town centre has good access to public transport facilities.
- There are some good pedestrian and cycle routes in the area, for example along the Albion Channel, Dock Hill Avenue and Albatross Way. Often however it is difficult to find your way around the peninsula as a pedestrian or a cyclist. New development will create a need to improve links.
- Lower Road is currently very congested during the morning and evening peaks. It also forms a barrier for pedestrians and cyclists. To accommodate growth at Canada Water, we will need to improve the road network.

### **A great place to visit, to relax in and have fun**

- ~~With~~ Improvements to sports facilities in the docks, Southwark Park and, the Seven Islands Leisure Centre ~~and plans to give the new secondary school a sports focus~~ will help promote and encourage further sports activities in the AAP area.
- The Thames Path, St Mary's conservation area and other tourism facilities provide valuable resources for local people and visitors. Increasing need for hotel accommodation in London will generate demand for new hotel bed spaces.

### **Better and safer streets, squares and parks**

- The area has excellent parks and green spaces. The docks and parks provide a valuable ecological resource. The suburban character of much of the AAP area makes it an attractive area to live and is prized by local people.
- The area's historic links with the docks and the River Thames help give it a strong sense of identity. However, the architecture in much of the town centre is bland and lifeless. There is an opportunity to create a centre which is much more distinctive.
- Redevelopment of town centre sites creates the opportunity to plan the way energy is provided and cut CO<sup>2</sup> emissions.

### **Providing more and better homes**

- We need to provide more homes of all types in the area to meet Southwark's needs and London Plan targets.
- There is a need for more affordable housing which should be balanced against our objective of fostering mixed communities.

- There is a need for more family sized homes to help ensure that the area is attractive for families. This was strongly supported by the local community during consultation.
- Allowing higher densities in the core area will allow reduced densities elsewhere in the AAP area to help protect its suburban character.

### **Enhanced social and economic opportunities**

- Around 135,000 new jobs are planned for the Isle of Dogs and London Bridge over the next 15 years. Business growth in surrounding areas can stimulate growth in the local economy and small and medium sized enterprises (SMEs).
- The area has good primary schools and the secondary school, Bacon's College, also performs well.
- ~~Under the Southwark Schools for the Future initiative,~~ Southwark's pupil place planning identifies the need for 5 forms of entry of new secondary school places in the borough by 2019/20. It is the council's view that this need is best met by the delivery of these places within Rotherhithe. There may also be a need to expand primary school places in the Rotherhithe AAP area. Southwark will build a new secondary school in the area. Some local primary schools refurbished or rebuilt. This can High performing and accessible schools will help make the area more attractive for families.
- The library under construction at Canada Water will improve civic facilities in the town centre and help give the area a new heart.
- There are several pockets in the AAP area, particularly in Rotherhithe ward in which health ~~and~~ education and multiple deprivation levels are higher than the Southwark and UK average. There is an opportunity to improve local healthcare facilities and improve the health and wellbeing of residents by encouraging healthy lifestyles.

2.2.2 There is more information on the strengths, weakness, opportunities and threats facing the area in appendix 2.

## **2.3 Working with our neighbours**

2.3.1 Canada Water will be affected by what happens in neighbouring boroughs. This includes

- A significant amount of growth is planned north of the river. In the period leading up to 2026, the Isle of Dogs is expected to provide an additional 10,000 new homes, 17,000sqm of new shopping space and 110,000 new jobs.
- Around 150,000 sqm of new retail space is planned at Stratford.
- To the south, Lewisham's draft core strategy has allocated around 6,000 new homes to be built within the growth and regeneration area around Convoy's

Wharf, Oxtalls Road, Canon Wharf and Marine Wharf (see Figure 1). Around 17,000sqm of new retail space is planned in Lewisham town centre.

- 2.3.2 These changes will bring a number of opportunities. As noted in the previous section, increases in jobs and business growth in surrounding areas can stimulate growth at Canada Water and provide opportunities for local SMEs.
- 2.3.3 Retail growth and improvements to nearby centres will provide additional competition for Surrey Quays shopping centre. Investment in the centre and shopping facilities at Canada Water will be required, if the centre is to avoid decline.
- 2.3.4 Probably, the greatest impact will be on transport infrastructure. Capacity on the tube is being increased and the reopening of the East London line will also create additional capacity. The road network around Lower Road however is already congested during morning and evening peaks and improvements will be required to accommodate further growth. We are proposing a set of improvements to the local road network in the AAP. We are discussing these with TfL and have established regular meetings with Lewisham council to share information and resources.

## PART 3 OUR STRATEGY FOR CANADA WATER

### 3.1 What we are trying to achieve

- 3.1.1 Successful places where people want to live, work and visit include good housing, safe and attractive public realm, good connections, successful schools, shops, health and leisure facilities. It is important that we develop a strong vision and set of objectives for the area. The vision and objectives have been derived from our Sustainable Community Strategy, Southwark 2016, the Southwark Plan, the core strategy and what local people have told us in the past. We have used the vision and objectives to guide and help assess the options for development in the area and help select the preferred options.

#### **Vision:**

We are working with the local community, landowners, and developers to transform Canada Water into a town centre as set out in the Canada Water Area Action Plan. Our aim is to make best use of the great opportunity to create a new destination around the Canada Water basin which combines shopping, civic and leisure, business and residential uses to create a new heart for Rotherhithe.

We want to strengthen Canada Water's role as a shopping destination, expanding the amount of retail space by around 35,000sqm and providing a much more diverse range of shops than at present, including a new department store and independent shops. The action area's core will provide at least 2,500 high quality new homes, which will be accommodated in generally mixed use development. The action area will provide at least 875\*\*\* affordable housing units. Office development will provide much needed space for local occupiers and, together with retail development, will generate around 2,000 new jobs.

Existing facilities in the town centre are currently separated and poorly linked, being built originally to serve car-borne visitors. Development in the town centre will contribute towards creating an open environment with a high street feel, and high quality public realm and open spaces. We want to make better use of car parking, ensuring that it is shared between town centre uses. The centre must reach out to the wider Rotherhithe area, ensuring that it is accessible, particularly on foot, by bicycle and by public transport. In addition we will work with Transport for London to improve the road network around Lower Road.

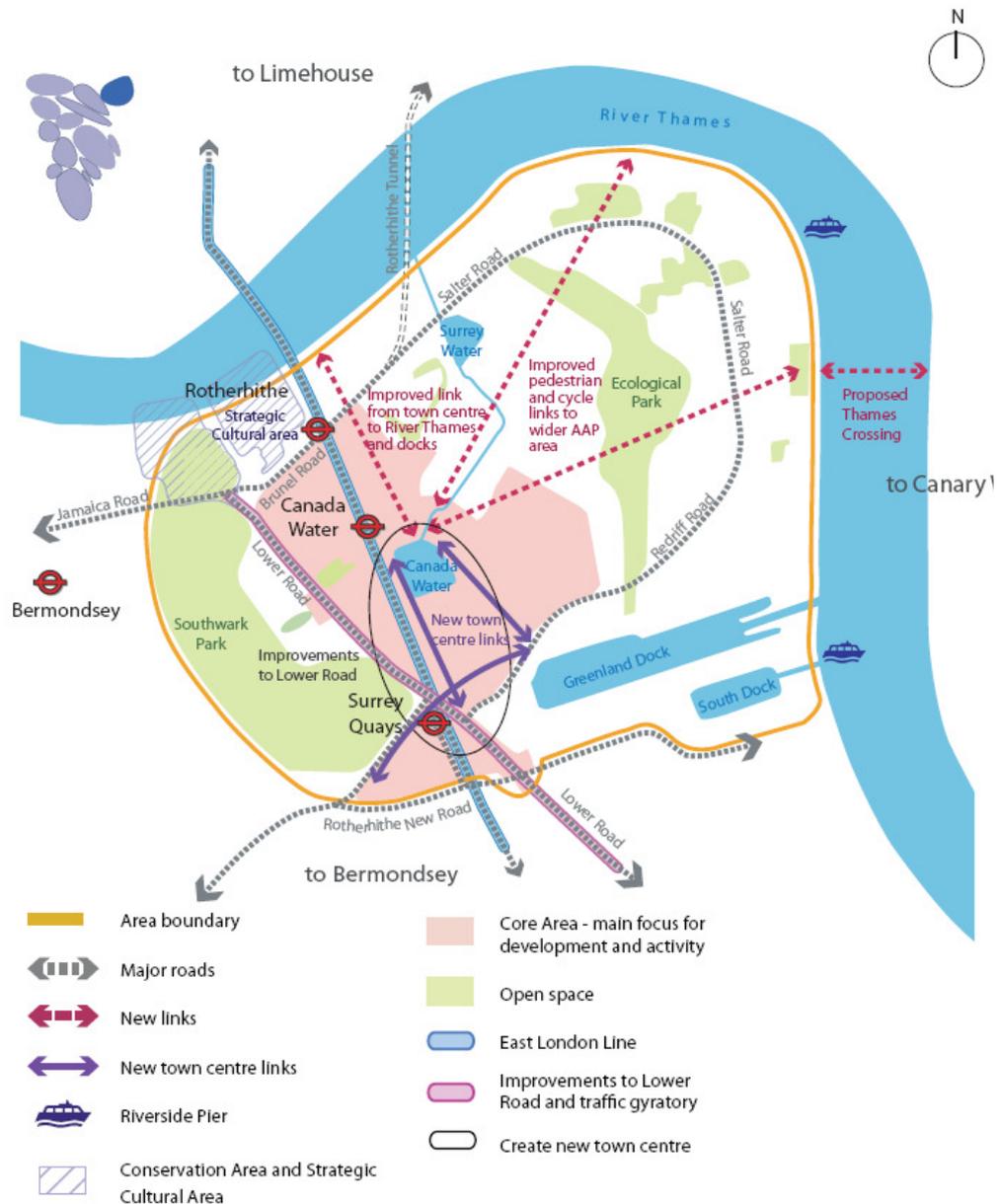
There could be tall buildings on some sites in the core area where this helps stimulate regeneration and creates a distinctive place. Outside the town centre and core area of the AAP, development will be less dense and should reflect the leafy and suburban character of much of the area.

Rotherhithe should be a desirable place to live, particularly for families, and promote healthy lifestyles. To help achieve this, we will build a new secondary school to complement existing schools in the area. Across the AAP area, development will contribute to achieving a high quality green infrastructure network ~~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. Development will meet the highest possible environmental standards to help tackle climate change, improve air quality and reduce pollution, waste and risk of flooding.

We are working with Lewisham Council to make sure we have a joined up approach to future development and improvements to Rotherhithe.

3.2.4 Our vision for the area is expressed spatially on the key diagram. The key diagram is a graphical representation of the main elements of the vision, such as improvements to transport infrastructure and the creation of a new town centre, to be delivered in the area.

**Figure 4: Canada Water AAP key diagram**



### 3.2 The themes and objectives (how we will achieve our vision)

3.2.1 To help achieve our vision, we have set out strategic objectives for the AAP. The objectives relate directly to the vision and have been shaped in the light of consultation that has been carried out both during the AAP preparation process and before. They have also been designed to help deliver key elements of

other strategies and policies, including our Sustainable Community Strategy and the core strategy. The objectives have been tested using our sustainability appraisal to make sure that they are working together to create a sustainable place.

3.2.2 In addition to establishing a clear direction for future development, the objectives have also been used to create more detailed day-to-day policies for the AAP and make sure that these are focused on our key aims. In part 4 of the AAP, we show how the objectives relate directly to the AAP policies.

3.2.3 We have grouped the objectives and the policies that follow from them into the following themes

- Theme 1: Shopping: A genuine town centre and neighbourhood hub
- Theme 2: Transport: Improved connections
- Theme 3: Leisure: A great place to visit, to relax in and have fun
- Theme 4: Places: Better and safer streets, squares and parks
- Theme 5: Housing: Providing more and better homes
- Theme 6: Community: Enhanced social and economic opportunities

*Theme 1: Shopping: A genuine town centre and neighbourhood hubs.*

S1: To create an accessible, distinctive and vibrant town centre at Canada Water which is well connected into the surrounding street network. This will enhance the setting of Canada Water basin and create a range of shops, restaurants, community and leisure facilities within mixed use developments.

S2 To ensure that people who live and work on the wider peninsula have access to local facilities to meet their day-to-day needs.

*Theme 2: Transport: Improved connections.*

T1 To use a range of measures, including public transport improvements, green travel plans, road improvements and restrictions on car parking to ease the impact of new development on the transport network and services.

T2 To make the area more accessible, particularly by sustainable transport including walking, cycling and public transport.

T3 To use car parking in the town centre more efficiently by ensuring that shops and leisure facilities share parking facilities

*Theme 3: Leisure: A great place to visit, to relax in and have fun*

L1 To promote healthy lifestyles and make the area known for its excellent sports, leisure and entertainment facilities.

L2 To promote arts, culture and tourism.

*Theme 4: Places: Better and safer streets, squares and parks*

P1 To ensure the design, scale and location of new buildings help create streets and neighbourhoods which have a varied character. There should be no gated communities and the area's green spaces and heritage should be

enhanced, especially the River Thames, the docks and the parks to create a distinctive sense of place.

- P2 To create an attractive, safe, and secure public realm.
- P3 To link the docks and parks in a network of open spaces which have a variety of functions, including recreation and children's play, sports facilities and nature conservation.
- P4 To make the River Thames and its river front more accessible.
- P5 To reduce the impact of development on the environment and on health and help tackle climate change, air quality, pollution, waste and flood risk.

*Theme 5: Housing: Providing more and better homes*

- H1 To create a mixed community by providing more housing choices and better homes of a high quality. There should be more affordable housing and different housing sizes including larger homes for families.
- H2 To focus higher densities in the action area core where there are town centre activities and good access to public transport.

*Theme 6: Community: Enhanced social and economic opportunities*

- C1 To provide more and improved educational, health and community facilities which meet the needs of the growing population.
- C2 To provide more local employment opportunities.

*Theme 7: Delivering the AAP*

- D1: To continue to work with key stakeholders including the local community, landowners, Lewisham Council and TfL to deliver the vision and objectives of the AAP.
- D2: To ensure that physical and social infrastructure needed to support growth at Canada Water is provided in a timely manner.
- D3: To monitor and review the delivery of AAP policies annually to inform phasing of future development and delivery of infrastructure.

## PART 4 THE POLICIES

### 4.1 Introduction

- 4.1.1 In this section we set out our strategy for achieving our vision, themes and objectives. We start each policy by setting out which of the objectives it is intended to help us achieve.

### 4.2 Shopping: A genuine town centre and local facilities

- 4.1.1 We will improve Canada Water town centre, encouraging investment to provide a wider range of shops and services, as well as places to eat, drink and relax. It is also important that local residents have access to day-to-day convenience shops and facilities across the AAP area. This section explains our approach to shopping and the town centre.

#### Objectives

- S1: To create an accessible, distinctive and vibrant town centre at Canada Water which is well connected into the surrounding street network. This will enhance the setting of Canada Water basin and create a range of shops, restaurants, community and leisure facilities within mixed use developments.
- S2 To ensure that people who live and work on the wider peninsula have access to local facilities to meet their day-to-day needs.

#### Policy 1: Shopping in the town centre

Canada Water will move up our hierarchy of centres to become a major town centre.

We will work with landowners to improve and expand shopping floorspace by around 35,000sqm (net) through the promotion of new retail space on the following sites

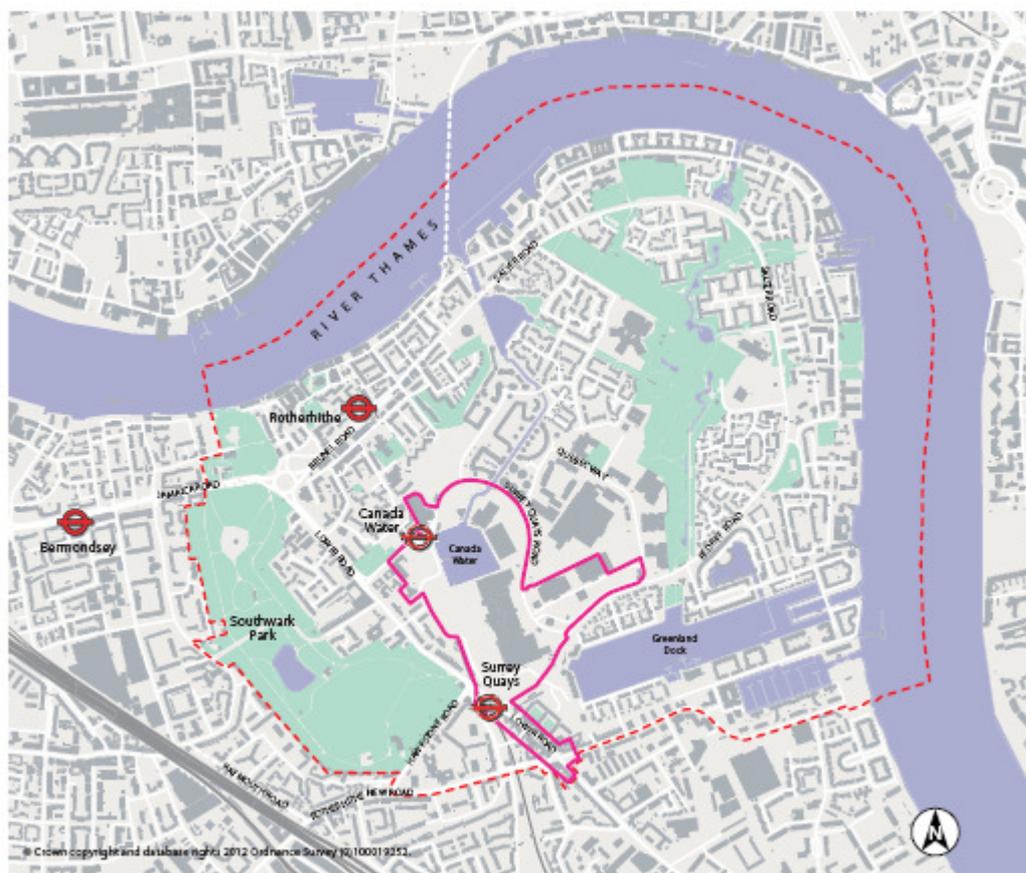
- Surrey Quays shopping centre and overflow car park
- Site A
- Site B
- The Decathlon site
- Surrey Quays Leisure Park

Large retail developments should provide a range of shop unit sizes including small shops suitable for independent operators. We will use planning conditions or planning obligations to ensure that a proportion of new shop units are made available as independent units.

To accommodate retail growth, improvements must be made to transport infrastructure, including the road network, pedestrian and cycling facilities and public transport.

- 4.2.2 The boundaries of the town centre are shown in Figure 5.

**Figure 5: The boundaries of the town centre**



- Town centre boundary
- - - Wider AAP area

**We are doing this because**

- 4.2.3 Our consultation suggests that many people are dissatisfied with the range of shops available in the shopping centre. In preparing our 2009 Southwark Retail Study, we commissioned two hundred interviews to be carried out in the shopping centre. When asked what they disliked about the shopping centre, 36% of people mentioned the limited range of shops, 27% said it had a poor range of foodstores and 19% said that department stores were poor. When asked what would persuade them to visit more often, 47% said larger retailers and 8% said a better range of independent and specialist shops. 32% said they would like to see a Marks and Spencer.
- 4.2.4 These views were also reflected in the response to consultation at issues and options and preferred options stages. At issues and options stage, 64% of respondents favoured an expansion of existing retail facilities (option B, while 15% preferred the business-as-usual or small scale increase option.
- 4.2.5 The retail study also found that most people who live in Southwark do not shop for items like clothes, shoes, music and books in the borough. Only about 16% of the expenditure available for these kinds of goods (comparison

goods) is spent in and around the borough. Over the coming years, increases in population and disposable income will increase available expenditure.

- 4.2.6 Our strategy is to “claw back” some of the expenditure which is currently spent outside the borough and take advantage of increases in available expenditure. The retail study suggests that around 30,000sqm of new floorspace for comparison goods could be provided at Canada Water without harming neighbouring centres in Southwark, Tower Hamlets or Lewisham.
- 4.2.7 We have also undertaken a feasibility study which indicates that there is physical capacity for around 35,000sqm (net) of new shopping space in the town centre. Although the majority of this would be comparison goods space, new units would also be provided for convenience goods (food and day-to-day things such as newsagents), services (banks etc) and cafes and restaurants.
- 4.2.8 Providing a substantial increase in the amount of shopping floorspace would mean that Canada Water becomes a major centre in our hierarchy of centres. This is consistent with policy 3 in our ~~draft~~ core strategy and Table A2.2 in the ~~draft Replacement~~ London Plan (2011). It would also benefit the local economy and has the potential to provide around 1,750 new jobs, making a significant contribution to the London Plan estimate that Canada Water can provide around 2,000 new jobs (Policy 2.13 and Table A1.2 of the London Plan (2011) policy 5D.2).
- 4.2.9 In order to maximise diversity within the town centre we will make sure that some shops are made available to independent small and medium sized (SME) operators. This will apply to large retail developments which provide around 2,500sqm or more of additional retail space. This is consistent with the approach the Mayor is taking in policy 4.9 of the ~~draft Replacement~~ London Plan (2011).
- 4.2.10 Retail growth will require improvements to transport infrastructure. We will expect retail developments to mitigate there impact. We will play a lead role in coordinating the implementation of improvements, working closely with TfL and Lewisham (see policies 6-8).

## **Policy 2: Cafes and restaurants in the town centre**

We will support provision of new cafes and restaurants through the redevelopment of the following sites

Site A  
Site B  
The shopping centre and overflow carpark  
The Decathlon site  
Surrey Quays Leisure Park

### **We are doing this because**

- 4.2.11 Consultation at issues and options and preferred options stages found that many people would like to see more places to eat and drink in the area. We will use development opportunities to expand the choice available. It is important that these do not become too dominant and we would use policies

on our forthcoming Development Management DPD to make sure that they do not harm the quality of life of existing or future residents.

### **Policy 3: Important shopping parades**

We will maintain the status of Albion Street and Lower Road as “protected shopping frontages” which should provide a mix of uses. There should not be more than two units in hot food takeaway use (A5 Class Use) in either the Albion Street frontage or in any one of the six parades which comprise the Lower Road frontage.

#### **We are doing this because**

- 4.2.12 The shops on both Albion Street and Lower Road currently provide day-to-day convenience facilities for local people and passing trade.
- 4.2.13 Policy 1.9 of the Southwark Plan is intended to ensure that at least 50% of the shopping units in the frontages on Albion Street and Lower Road stay in retail (A1 Class Use) and we propose to maintain that.
- 4.2.14 During consultation many people raised concerns about the number of hotfood takeaways (A5 Class Use) on Lower Road and Albion Street. In both streets, there is a relatively high proportion of units in use as takeaways. In Albion Street there are two takeaway restaurants and in Lower Road there are more, including 5 units in the first section of the frontage between nos. 226 and 290 Lower Road. Cumulatively, hot food takeaways can have a negative impact on local residents and on the retail vitality of the parade. Some evidence suggests that hot food takeaways can encourage people to eat unhealthily, and this can be a particular problem with children. Childhood obesity has been identified as an issue in the AAP area and unhealthy takeaway food may add to this problem. Our policy would restrict further growth of hot food takeaways.

### **Policy 4: Small scale shops, restaurants and cafes outside the town centre**

We will permit proposals for small scale shopping (to meet day-to-day convenience needs), cafes and restaurants.

Developments on the following sites will be expected to provide an A class use: Odessa Street Youth Club, Docklands Settlement, St George’s Wharf, and the Surrey Docks Farm.

#### **We are doing this because**

- 4.2.15 In the wider AAP area, there are very few facilities available for day-to-day shopping. We will use development opportunities to provide more facilities, provided they are small in scale (below around 300 sqm).

### **Policy 5: Markets**

We will support the provision of new markets, possibly at the new plaza outside Canada Water tube station, or on Albion Street.

#### **We are doing this because**

- 4.2.16 Markets can help enliven town centres, reinforce the identity of an area and help provide a more varied shopping experience. They can also have other benefits, such as giving more people access to fresh fruit and vegetables, supporting local producers, reducing air-freighting and creating a route into setting up small businesses.
- 4.2.17 A market could help bring life to the plaza which is due to be created outside the new library. A market, possibly with a Scandinavian theme could also help strengthen the vitality of shops on Albion Street. Markets are part of the overall retail economy of the area and we will consider how they work with other forms of retail to enhance the economy of the area rather than compete with it or detract from it. We aim to support market developments that demonstrate how they meet the needs of the current and future population of the area and also attract people to it.
- 4.2.18 This policy will complement the market strategy which we are currently preparing. It received strong support during consultation and also scored well in our sustainability appraisal.

## **4.3 Transport: improved connections**

4.3.1 We are aiming to make sure that the area is highly accessible, particularly by sustainable types of transport, such as walking cycling and public transport and to reduce the impact of new development on congestion and pollution. This section shows how we will achieve these aims.

### **Objectives**

- T1 To use a range of measures, including public transport improvements, green travel plans, road improvements and a restriction on car parking to ease the impact of new development on the transport network and services.
- T2 To make the area more accessible, particularly by sustainable transport including walking, cycling and public transport.
- T3 To use car parking in the town centre more efficiently by ensuring that shops and leisure facilities share parking facilities.

### **Policy 6: Walking and cycling**

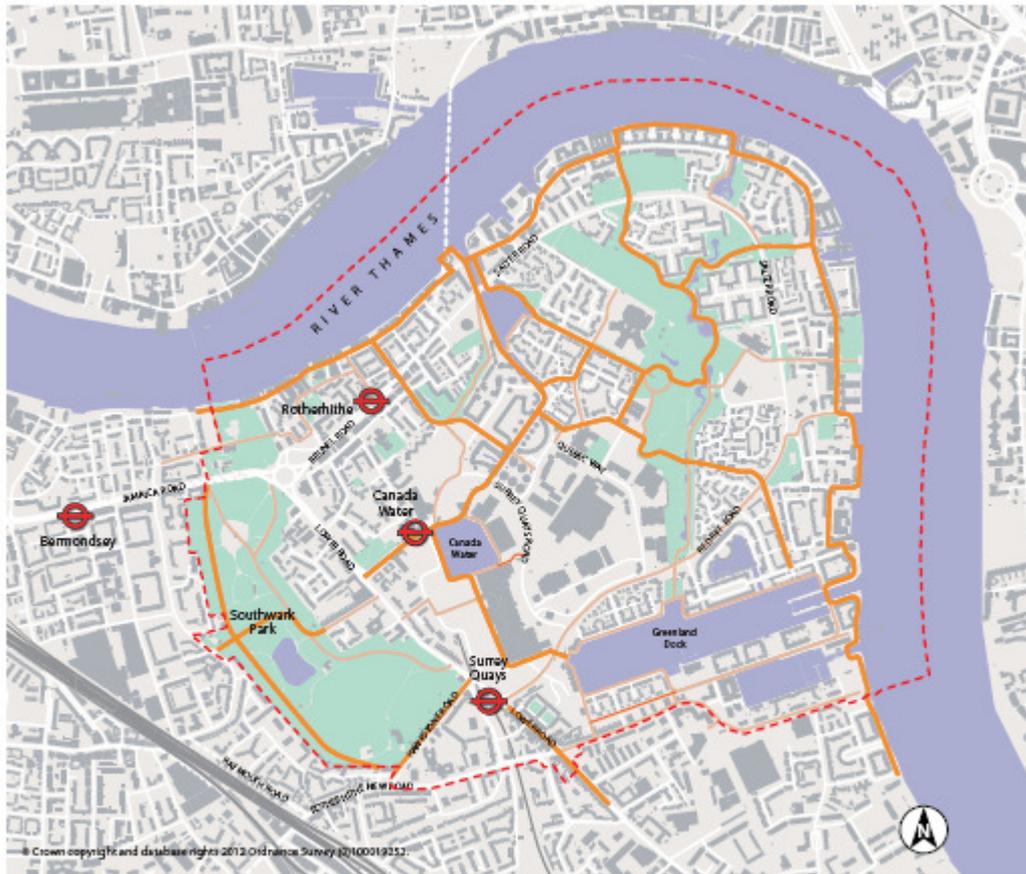
Improvements will be made to the network of pedestrian and cycle routes shown in

Figure 7.

Development proposals should provide routes that are safe, direct and convenient for pedestrians and cyclists. They should incorporate the links shown in

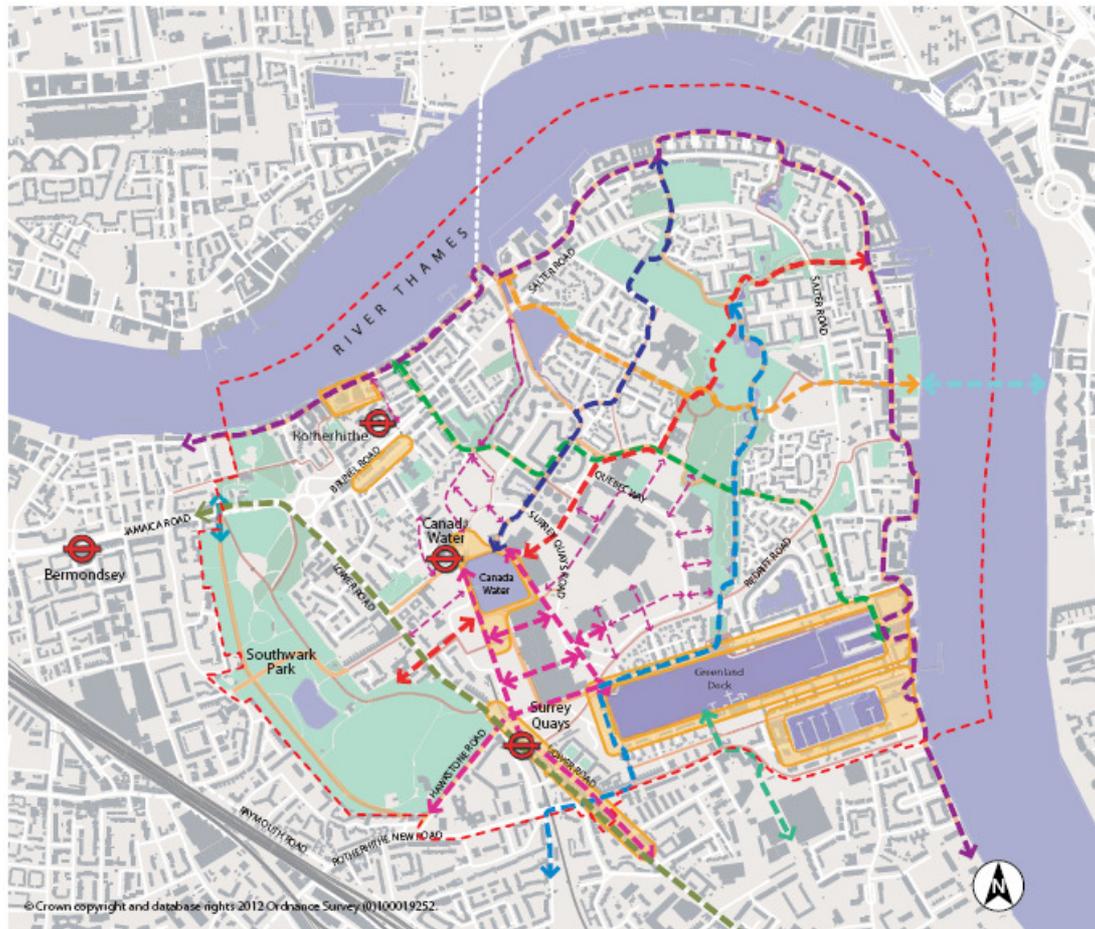
Figure 7, enhance access to the docks and the river and provide or reinstate the Thames Path.

Figure 6: The current pedestrian and cycle network



- Main pedestrian routes
- Secondary pedestrian routes
- - - Wider AAP area

**Figure 7: Indicative improvements to the pedestrian and cycle network**



**We are doing this because**

- 4.3.2 It is important that a safe, accessible, comfortable and attractive environment is provided for pedestrians (including those with physical and sensory disabilities) and cyclists in order to encourage people to walk and cycle, promote healthier lifestyles and physical and mental wellbeing.
- 4.3.3 Over the lifetime of the AAP there will be a substantial increase in people living and working in the area. Many more people will also be coming to shop and visit. To accommodate this growth and minimise impacts on the road network, it will be essential to upgrade pedestrian and cycling routes which radiate out from the town centre.

- 4.3.4 Our strategy is based on the Rotherhithe Public Realm report carried out in 2007. We have costed proposals to implement our strategy and will fund improvements in several ways. These include allocating resources in our borough transport plan (the Local Implementation Plan), using the Cleaner, Greener, Safer programme and s106 contributions. Funding is also committed to implement proposals as part of the Connect 2 scheme which will improve routes from Burgess Park, through Bermondsey to Rotherhithe. There are further details on implementation set out in section 6 on delivery of the AAP and appendices 6 and 7.
- 4.3.4a TfL has proposed that Cycle Superhighway number 4 (Woolwich to London Bridge) is created along Evelyn Street, Lower Road and Jamaica Road. It is expected that this will be introduced in the 2013/14 financial year at the earliest. CSH4 will follow the Lower Road Gyratory until the scheme to remove the gyratory is delivered. The Lower Road scheme will be designed to incorporate the CSH principles.
- 4.3.5 Sustrans have proposed a new bridge to connect Rotherhithe with Canary Wharf. A feasibility study has been carried out for this project which recommended Durrand's Wharf as the most suitable location. We will continue to work with neighbouring boroughs and TfL to support this project. Although it would significantly improve the accessibility of the Rotherhithe peninsula, delivery of the bridge is not critical to the implementation of other policies in the AAP.
- 4.3.6 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 forward. As well as making improvements to routes, we will use our policies in our forthcoming Development Management DPD to make sure that adequate facilities, such as cycle parking and showers are planned into new developments.
- 4.3.7 Through core strategy policy 2 we will also require green travel plans to be submitted with all planning applications. Travel plans are designed to help boost cycling, walking and public transport. They include a range of measures from raising awareness of public transport options, providing parking spaces for car clubs, cycle routes etc, to funding provision of bus services. Our Sustainable Transport SPD provides more guidance on travel plans.

#### **Policy 7: Public transport**

We will work with Transport for London (TfL) to improve the frequency, quality and reliability of public transport, including river transport.

Development on the shopping centre site and overflow car park must re-provide integrated bus stop/standing space and taxi drop off areas, in locations which are safe and convenient for users.

#### **We are doing this because**

- 4.3.8 The AAP area is accessible by several types of transport and a number of improvements are planned. The Jubilee line is due to be upgraded by the end of 2009, improving capacity by 33%. The East London line is currently closed.

When it reopens in 2010, it will provide access to 12 trains per hour running between West Croydon and Dalston. Phase 2, due to open in 2013, will provide a direct service to Peckham and Clapham Junction and provide access to 16 ~~18~~ trains per hour through Surrey Quays station.

- 4.3.9 In preparing the AAP, we have created a multi-modal transport model to assess the impact of proposals on all types of transport, including public transport. Our modelling has found that the reopening of the East London line will absorb many trips which are currently being made by tube. Consequently, although there is likely to be some growth in tube trips, we do not expect it to rise significantly as a result of growth in the area.
- 4.3.10 The East London line will also absorb many journeys currently made by bus. Bus use will rise however, particularly at weekends, when increases will be driven by an expansion of new shopping space. On Saturdays, we expect both inbound and outbound bus use to increase by around 38%. The largest contributor to this increase will be development on the shopping centre and overflow car park. We will work with TfL to assess and monitor the need for increased bus frequencies or new services. Where additional funding is needed to pump prime new bus services we will negotiate s106 planning contributions with developers.
- 4.3.11 Generally Saturday levels of bus use will not exceed weekday levels. This means that there should be sufficient physical infrastructure (bus stops and standing areas etc) to cope with increased frequency of existing services or new services. Redevelopment of the shopping centre should re-provide bus and taxi facilities and use opportunities to improve them.

#### **Policy 8: Vehicular traffic**

Proposals must make sure that developments can be adequately and safely serviced and through a transport assessment, must demonstrate that they can mitigate their impact on the highway network.

We will work with TfL and Lewisham to make the following improvements to the road network to accommodate growth at Canada Water

- Introduce a right turn into Surrey Quays Road for north-bound traffic on Lower Road
- Reintroduce two-way traffic movement on Lower Road and enable a straight-across movement from Plough Way to Rotherhithe New Road

Our objective will be to reduce traffic flows on Rotherhithe Old Road, simplify the network for all users, make the network more efficient, create a safer, more attractive environment for pedestrians and cyclists and make sure that the reliability and frequency of buses is not affected.

As a part of the TfL plan to signalise the roundabout at the entrance to the Rotherhithe Tunnel, we will seek to ensure that an improved pedestrian crossing is provided between Southwark Park and King Stairs Gardens.

#### **Figure 8: Improvements to the road network**



-  Re-introduce 2 way movement for through-traffic in Lower Road
-  Allow right turn into Surrey Quays Road
-  Signalise Roundabout at entrance of Rotherhithe Tunnel
-  Allow traffic from Plough Way to cross Lower Road into Rotherhithe New Road
-  Wider AAP area

### We are doing this because

- 4.3.12 Local people's experience of using the road network around Lower Road suggests that Lower Road is very congested during peak hours. Anecdotal evidence of this is backed up by traffic modelling we have carried out which demonstrates that because the Rotherhithe Tunnel is narrow, it slows down traffic, causing queuing on Lower Road and Jamaica Road in both the morning and evening peaks. This is made worse by congestion on Jamaica Road, particularly in the morning, created by west-bound traffic heading into central London. This queuing in turn creates delays for local traffic.
- 4.3.13 The current gyratory arrangement around Lower Road, Rotherhithe Old Road, Bush Road and Rotherhithe new Road pre-dates the development of the Rotherhithe Peninsula by the LDDC. It creates complicated traffic movements for vehicles accessing and leaving the peninsula via Redriff Road and Plough Way and provides a poor environment for residents living around it and shoppers on Lower Road.

- 4.3.14 The proposals in the AAP will bring significant growth in numbers of homes and shopping facilities. In addition, through their core strategy, Lewisham have identified opportunities for growth on several large sites in the area, including Convoys Wharf, Canon and Marine Wharves, Oxtalls Road and Millwall Stadium.
- 4.3.15 Our testing of AAP proposals demonstrates that we need to make improvements to transport infrastructure. If we do nothing, modelling shows that traffic queues and delays around the gyratory and on Lower Road would be expected to worsen. ~~experience significant queuing delays during peak hours.~~
- 4.3.16 Using the model, we have prepared a comprehensive transport strategy for this area. Our proposals aim to simplify the gyratory system making it less complicated for all users. Our testing shows that reintroducing two-way traffic on Lower Road substantially reduces traffic flows on Rotherhithe Old Road which has the potential to significantly improve the environment for residents. While the proposed changes do not significantly increase the capacity of the network, revised signalling of key junctions enables traffic to move through the area more smoothly. It will also enable us to improve pedestrian crossings on Lower Road, reducing the barrier effect it currently creates between the shopping centre and Surrey Quays station, the Hawkstone Estate and Southwark Park.
- 4.3.17 As a first phase of the improvements, we will use funding available through our Local Implementation Plan to enable a straight-across movement from Plough Way to ~~Lower Road~~ Rotherhithe New Road. In the longer term, in order to accommodate increased movements on Plough Way generated by developments west of Lower Road, including Canon and Marine Wharves, we will need to widen Plough Way at the junction with Lower Road to create an additional left-hand turn lane. Using our compulsory purchase powers if necessary, we will seek to purchase a strip of land on the vacant site at 247-251 Lower Road to achieve this. We have included land acquisition costs in our estimate of the cost of the proposals. We will raise funds to implement the changes set out in this policy through a s106 planning obligations standard charge on new developments in the AAP area. In addition, we plan to make Area Based Scheme (ABS) bid to TfL for funding (refer to section 6 on delivery of the AAP and appendices 6 and 7 for more details).
- 4.3.18 As well as proposals around the gyratory, TfL are planning to signalise the roundabout at the entrance to the Rotherhithe Tunnel in order to improve access to the tunnel for emergency vehicles. Associated improvements are also planned to Jamaica Road which will provide an opportunity to create a new pedestrian crossing between Southwark Park and King Stairs Gardens.
- 4.3.19 While we have prepared a high level transport strategy, individual developments will be expected to carry out transport assessments to demonstrate that they can mitigate their impact. Our multi-modal study is extensive in its coverage. As well as the AAP area, it extends into a wider area which includes neighbouring boroughs. As part of their TA, developments will be expected to use the multi-modal study to assess their transport impacts.

- 4.3.20 It is critical that developments show that adequate and safe servicing of sites can be achieved. A site servicing strategy should be provided as part of the transport assessment. Our Transport SPD provides more details on servicing strategies.
- 4.3.20a 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.

### **Policy 9: Parking for retail and leisure**

Car parking provided for retail and leisure developments within the town centre must be made available to the general public as “town centre” car parking. Proposals should

- Maximise opportunities to ensure that parking spaces are used efficiently throughout the day and evening, taking into account availability of public parking elsewhere in the centre
- Make sure that car parks are advertised by appropriate on-site signage. We may seek financial contributions towards provision of off-site signage
- Provide pedestrian access to car parks in locations which are convenient for users of town centre facilities both on-site as well as on adjacent sites
- Be accompanied by a car parking management strategy

### **We are doing this because**

- 4.3.21 There are currently around 2,230 car parking spaces in the town centre spread over the shopping centre and over-flow car parking sites, the Decathlon site and the Surrey Quays Leisure Park. There is evidence that these car parks are underused. For example, surveys undertaken on the Decathlon site suggest that on Saturday during peak periods, around 65% of spaces are in use. During the weekday peak, this falls to 30%. On the Leisure Park site, recent surveys indicated that that during peak periods on Saturday evening around 54% of spaces were in use. This fell to 45% during the Friday peak.
- 4.3.22 This also shows that existing car parks are not used very efficiently. The Leisure Park car park is busiest during the evening. In contrast, the Decathlon store car park tends to be busier during the daytime.
- 4.3.23 Through providing shared car parks which are publically accessible, we will be able to balance demands for car parking more effectively, ensuring that operators are able to meet peak demands, without resulting in underused car parks during off-peak times. This policy is consistent with policy 3C.24 and Annex 4 6.13 and the parking addendum to chapter 6 in the London Plan (2011) which state that where on-site parking is justified, there is a presumption that it will be ~~publically~~ publicly available.
- 4.3.24 Car parks should be advertised by appropriate signage to ensure town centre users are aware of them and to contribute towards their efficient use. In order

to maximise their efficiency pedestrian access to them should be convenient for users of retail and leisure facilities both on-site and in adjacent parts of the town centre.

- 4.3.25 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. 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 will be required in accordance with policy 6.13 of the draft Replacement London Plan. Planning proposals in the town centre should be accompanied by a strategy which shows how parking will be managed. In addition to addressing parking management issues, this should also address safety and security of users.

#### **Policy 10: Parking for residential development in the Core Area**

Residential parking within the Core Area should be limited to a maximum of 0.3 spaces per home. Car free developments will be permitted where the site is located in a controlled parking zone (CPZ).

We will manage the impact of residential parking on sites in the Core Area by extending the current CPZ.

#### **We are doing this because**

- 4.3.26 Our objective is to encourage people in the area to use sustainable types of transport, such as walking, cycling and public transport. The ease with which someone can find a parking space adds to the convenience of car ownership and usage which in turn contributes to congestion, reduced air quality and noise pollution.
- 4.3.27 The core area has good access to public transport services and therefore a maximum standard which is below the borough-wide standard is appropriate. In order to avoid car-parking over-spilling into neighbouring streets, we would extend the current controlled parking zone and would not issue on-street parking permits to future residents. This would help ensure that it will be easier for existing residents to find a place to park on the street. We will consult separately on the future extension of the CPZ.
- 4.3.28 Consistent with the Southwark Plan and our forthcoming development Management DPD, the car parking standards set out here will include spaces suitable for disabled users.

## 4.4 Leisure: a great place to visit, relax in and have fun

- 4.4.1 Canada Water has some great leisure facilities which make the area really distinctive. These include museums, the cinema and bowling, and sports and recreation facilities in the parks and docks. Our aim is to improve leisure facilities to provide a benefit for both existing and future residents and workers.

### Objectives

- L1 To promote healthy lifestyles and make the area known for its excellent sports, leisure and entertainment facilities.
- L2 To promote arts, culture and tourism.

### Policy 11: Leisure and entertainment

We will support provision of additional leisure and entertainment facilities focussed in the town centre.

Development on the Surrey Quays Leisure Park must not result in a loss of leisure and entertainment floorspace or the existing cinema, unless floorspace of at least the same size and which includes a cinema is secured elsewhere in the town centre.

### We are doing this because

- 4.4.2 Leisure and entertainment facilities are important to help create a thriving and vibrant town centre. Our consultation has demonstrated that the Odeon cinema on the Surrey Quays Leisure Park is popular and makes a very positive contribution to the range of facilities on offer. As the local population will be increasing, we will encourage provision of additional entertainment and leisure facilities and protect those, such as the cinema, that already exist.
- 4.4.3 This is consistent with our proposals to move Canada Water up the hierarchy of centres, making it more attractive to a larger catchment. Retaining existing facilities and supporting new facilities also scored positively in our Sustainability Appraisal of the AAP.
- 4.4.4 We will use policies in our forthcoming Development Management DPD to make sure that new facilities do not have a negative impact on the amenities of nearby local residents.

### Policy 12: Sports facilities

We will support improvements to sports facilities. As part of this, we will

- Refurbish the Seven Islands leisure centre
- Improve sports facilities in Southwark Park
- Make sure that new sports facilities provided in schools are made available to the community for use outside school hours

### We are doing this because

- 4.4.5 There are several sites on the peninsula which provide sports facilities. These include the Seven Islands Leisure Centre, the Surrey Docks Water Sports Centre, the athletics track and sports centre in Southwark Park, the facilities at Bacon's College, and the Living Well health club in the Hilton Hotel.
- 4.4.6 There have been several recent initiatives to improve sports facilities in the area. These include
- A £2.3m refurbishment of the Surrey Quays water sports centre
  - The installation of new sports pitches at Mellish Fields
- 4.4.7 We want to make further improvements to sports facilities
- The Seven Islands Leisure Centre provides a swimming pool as well as a gym and a sports hall. ~~We will be developing plans have plans in place to refurbish the wetside facilities in the centre and over the longer term, will look for opportunities to improve the dryside and wetside facilities. £8m has been committed through the council's 2011 capital refresh programme to complete this work.~~
  - ~~Funding is in place to being sought to refurbish rebuild the sports centre in Southwark Park. to provide a training facilities for the Paralympics in 2012 and work is programmed to start in 2010.~~
  - The new secondary school which is planned for the AAP area ~~will~~ would also have new sports facilities
- 4.4.8 There is also the potential to make better use of the docks for water-related sports activities, such as diving, as long as these do not impact on the openness of the docks.

### **Policy 13: Arts, culture and tourism**

We will protect and strengthen arts, cultural and tourism facilities in the AAP area by

- Continuing to protect businesses and community uses in the strategic cultural area around St Mary's conservation area
- Using opportunities to promote heritage-led regeneration
- Providing performance and exhibition space in the new library
- Supporting opportunities to reinforce historic links with Scandinavia and the Baltic region
- 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

### **We are doing this because**

- 4.4.9 The Rotherhithe peninsula has many arts, cultural and tourism attractions. These include the Brunel Engine House and area around St Mary's church, the Pumphouse museum, the Café Gallery in Southwark Park, Surrey Docks Farm and the docks.

- 4.4.10 Our approach is consistent with core strategy policy 10 which protects arts, tourism and cultural uses in the strategic cultural areas, and promotes new activities in the right locations. The area around St Mary's Church, has a number of arts, culture and tourism uses including, St Mary's Church itself, the Brunel Museum, the Mayflower Inn and Sands Film Studios is designated as a strategic cultural area.
- 4.4.10a 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.
- 4.4.10b 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.
- 4.4.10c 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 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.
- 4.4.10d The Surrey Docks also had strong trade links with 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.
- 4.4.11 South Dock Marina and Greenland Dock provide a great opportunity for leisure and tourism related activities and this policy would help them meet their potential.
- 4.4.12 Development on St George's Wharf will provide an opportunity to provide facilities for both local people and visitors and would also enable the council to fund much needed improvements to the docks and the amenities, including the shower and toilet block. Our proposals for St George's Wharf are set out in appendix 8.
- 4.4.13 Although there is a hotel in the AAP area (the Hilton) and a youth hostel, there is scope to provide new facilities. A study published by the GLA in 2006 estimated that Southwark needs to provide an additional 2,500 hotel beds by 2031 to meet growing needs in south London.

4.4.14 This approach would compliment the policies in other parts of the AAP, particularly the aim of improving pedestrian and cycle links, enhancing access to the docks and river and using development opportunities to provide or reinstate the Thames Path.

## 4.5 Places: better and safer streets, squares and parks

A central part of our vision is to create a distinctive town centre which helps give the area a sense of place. We are also aiming to ensure that the areas network of parks is strengthened and that new development achieves high environmental standards.

### Objectives

- P1 To ensure the design, scale and location of new buildings help create streets and neighbourhoods which have a varied character. There should be no gated communities and the area's green spaces and heritage should be enhanced, especially the River Thames, the docks and the parks to create a distinctive sense of place.
- P2 To create an attractive, safe, and secure public realm.
- P3 To link the docks and parks in a network of open spaces which have a variety of functions, including recreation and children's play, sports facilities and nature conservation.
- P4 To make the River Thames and its river front more accessible.
- P5 To reduce the impact of development on the environment and help tackle climate change, air quality, pollution and waste and flood risk.

### Policy 14: Streets and public spaces

Development in the core area should create clearly defined streets and spaces which

- 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
- Recognise the physical legacy of the docks as a key part of the character of the area
- Create strong physical and visual links between the Canada Water basin, the shopping centre and Lower Road
- Strengthen pedestrian and cycle links from the town centre to open spaces including Greenland Dock, Russia Dock Woodland, Southwark Park, the Thames and Deal Porter's Walk
- Provide high quality, safe and inclusive public realm
- Enhance the open space network through the introduction of new spaces that act as a focus for activity and draw people through the area

### Policy 15: Building blocks

All development on all sites in the core area should

- Make sure that new blocks have a fine grain, that is they should
  - 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
- Conserve or enhance heritage assets and their settings
- 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 should other uses, such as shops, should wrap around it

### **Policy 16: Town centre development**

Development in the town centre should

- Maximise opportunities to mix uses within blocks
- Create strong circulatory routes which link the main retail and leisure uses. These routes should contribute to the creation of an open street environment, rather than a covered or mall style environment
- Provide a new high street and maximise opportunities to reconfigure or redevelop the shopping centre in phases
- Enhance the setting of the Canada Water basin, by retaining its sense of openness, improving the adjacent public realm, activating frontages and removing blank facades. Active uses around the Canada Water basin should have generous floor to ceiling heights
- Maximise opportunities to redefine the character of the southern part of Surrey Quays Road as an integral part of the town centre, by providing strong pedestrian links between the shopping centre and Leisure Park, activating frontages on either side of the street and creating an environment which is comfortable for pedestrians and cyclists

A masterplan for the shopping centre and overflow car park will be required as part of a planning application for the first phase of development.

### **We are doing this because**

- 4.5.1 We have shown how the principles we set out here should apply in. Figures 21-27.
- 4.5.2 Much of the development in the core area, particularly around the shopping centre, is fragmented and suffers from bland and uninteresting architecture. Block sizes are very large which makes movement for pedestrians difficult. Land uses in much of the core area tend to be separated. For example the shopping centre and Decathlon site are occupied only by shops, all leisure uses are located on the Leisure Park, while Harmsworth Quays and Quebec Industrial Estate provide industry and warehousing. Also, most sites were designed for car users and each has its own car park. As a result, there are often few people on the streets and the area can feel rather dead, particularly when shops are closed.

- 4.5.3 Our aim is to create an area which is much more distinctive and on a human scale. New development should create streets which connect into the surrounding street network. They should be overlooked, feel comfortable to use and be easy to move around, particularly by pedestrians and cyclists.
- 4.5.3a 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.
- 4.5.3b In the early 20<sup>th</sup> 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
- 4.5.4 The Canada Water basin is a fantastic asset which is currently ignored by the fragmented nature of the development which has taken place around it. There is an opportunity to create a destination around the basin which combines civic, shopping and entertainment uses. Shop fronts around the basin should have sufficient height to create a sense of presence and help create a strong circulatory route which draws people around it.
- 4.5.5 Development with a finer grain will help integrate key sites into the wider area. The use of articulation in the design of a street facade can humanise the street, enhance the design potential of the block and add to the visual interest of the public realm as a whole.
- 4.5.6 Blocks within the town centre should have a mix of uses to help give more life to the area and ensure that there are more people on the street during the day and in the evening. Development should aim to make the area around the shopping centre feel like a town centre which has an open, rather than a covered or mall style environment. In addition to making the area feel more distinctive, this will also help integrate key sites into the surrounding area.
- 4.5.7 A masterplan should be prepared to accompany the first phase of development on the shopping centre and overflow car park to avoid piecemeal development and ensure that future phases can be delivered according to the principles which are set out here and in proposals site CW AAP7.
- 4.5.8 The principles we set out here allow some flexibility in the way the new town centre could be laid out. While it could enable key sites to be developed independently of one another, we consider that if landowners work together,

we can achieve a better solution which would unlock opportunities to make more substantial changes to the shopping centre. 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 phased development of the Surrey Quays shopping centre or shopping centre car parks.

- 4.5.9 Generally these principles have been supported through consultation and scored well in our sustainability appraisal.

### **Policy 17: Building heights on sites in and adjacent to the core area**

#### **Prevailing building heights**

Prevailing building heights on sites around the Canada Water basin should be between 5 and 8 storeys. Heights will generally be lower on sites on the periphery of the core area. Appropriate building heights are set out in Figure 9.

Developments should contain variations in height and make use of the full range of buildings heights to add interest and variety to the development, help signify places which are more important and help them relate more effectively to surrounding development.

Development around the Canada Water basin and the edge of Russia Dock Woodland should generally be around the lower end of the ranges.

Buildings which are taller than the prevailing heights (but below 30m in height) will only be allowed where they

- Help define a point of local significance
- Add interest to the skyline
- Relate well to surrounding development and conserve or enhance the significance of heritage assets and their settings.

#### **Tall buildings**

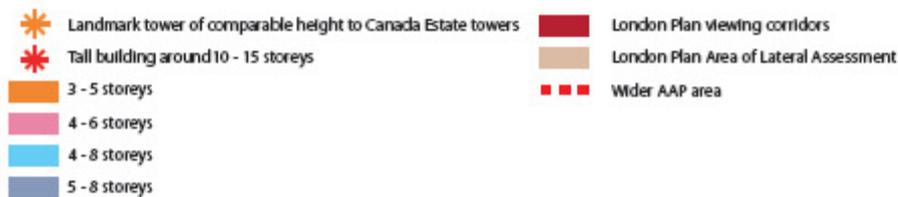
Tall buildings (which are over 30m in height) will be situated in important locations, as indicated in Figure 9. These comprise

- A district landmark tower up to 26 storeys in height\_ on Site A
- A local landmark up to around 15 storeys located on the south west corner of the shopping centre site

The design of tall buildings needs careful consideration. This includes the need to conserve or enhance the significance of heritage assets and their settings. They should be elegant and slender and careful consideration

should be given to the top of the building to ensure it adds interest to the skyline. Proposals should demonstrate that harmful effects on residents, pedestrians and cyclists, such as overshadowing and wind funnelling, will be mitigated minimised.

**Figure 9: Proposed building heights**



**We are doing this because**

- 4.5.10 Our testing of building heights has suggested that the heights we set out in the policy provide the right balance protecting the character of the area and providing sufficient development potential to create a strong and vibrant town centre.
- 4.5.11 General heights on the shopping centre site and around Surrey Quays Road of between 5 and 8 storeys would help enable mixed use developments which will help support shops and businesses and create more life at different times of day. They also enable sufficient development to take place to make

redevelopment of key sites in the town centre viable. With a tube station, an overground station and a bus station, the town centre area can support a higher amount of development.

- 4.5.12 The area which is to be redeveloped is large and building heights can be varied to ensure that important aspects of the area's character are protected. Building heights should not be overbearing on the docks and should be lower towards the northern and eastern fringes of the core area to provide a transition to lower density development in the suburban zone. By varying heights, we can also help create an area which is more interesting and distinctive.
- 4.5.13 These heights set out here are similar to those proposed in option B at issues and options stage. This option received more support than option A which suggested limiting building heights to 6 storeys.
- 4.5.14 Buildings which are taller than the prevailing heights (but below 30m) can help signify locally significant points, such as important road junctions, or as a focal point in an important view. To fulfil this function, they should be used very sparingly and generally only on a small part of a site.
- 4.5.15 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, parts of the core area are sensitive to tall buildings. There is a protected view of St Paul's Cathedral and Tower Bridge from Greenwich Park which means that buildings on the shopping centre site should not be more than 30m high (roughly 10 storeys) and that any tall buildings in the area should meet the requirements of the London Plan and London View Management Framework.
- 4.5.16 There are two existing towers on the Canada Estate. A tall building located on site A would appear as part of a small cluster. A tall building on the south west corner of the shopping centre, would create a landmark at Surrey Quays station and create a gateway into the town centre.
- 4.5.17 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. 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.

## **Policy 18: Open spaces and biodiversity**

### **The wider network**

Our strategy is to protect and maintain and ~~improve~~ enhance a network of open spaces (shown indicatively on Figure 10), green corridors and habitat for wildlife. We will:

- Protect important open spaces as Metropolitan Open Land (MOL), Borough Open Land (BOL) and Other Open Space (OOS)
- Maintain provision of public parks to a standard of at least 1.22ha per 1,000 population
- Allocate the ~~Fish Farm~~ former nursery and St Pauls Sports Ground as open spaces and bring them back into active use
- Protect and designate new Sites of Importance for Nature Conservation (SINCs) and ensure that development does not result in a loss of biodiversity

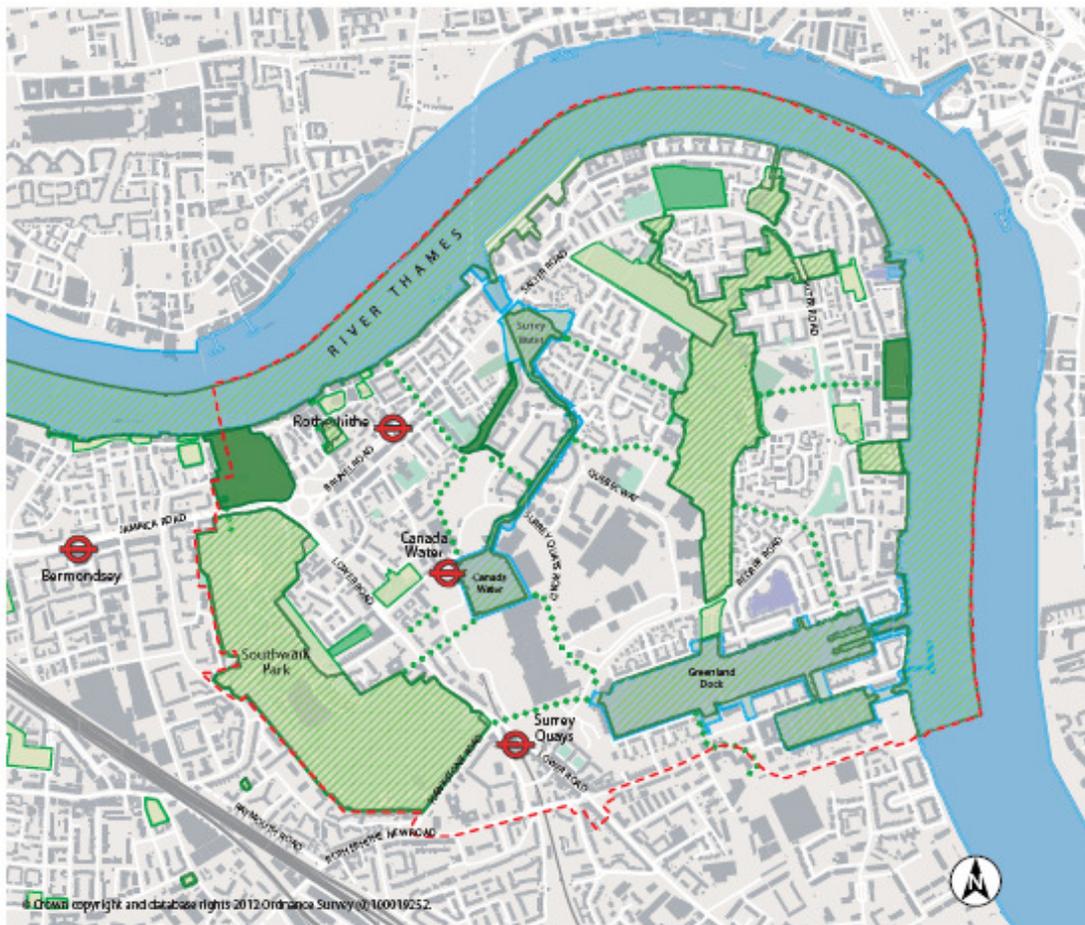
### **The Core Area**

Development in the core area must:

- Provide high quality public open spaces. These should have variety of functions, which could include a market, children's play areas, performance space, ecological and learning areas, places to sit, relax and take part in recreational activities such as fishing
- Provide safe, direct and attractive pedestrian and cycle routes to connect open spaces and help link space into the surrounding network
- Improve the overall greenness of the area, through planting street trees, creating living roofs and walls and providing habitats for wildlife which increase biodiversity

Detailed landscaping plans will be required as an integral part of development proposals.

**Figure 10: The network of open spaces in the AAP area**



- Existing open spaces protected in the Core Strategy
- Additional open spaces protected in the Area Action Plan Preferred Options
- Key links between spaces
- Docks and water bodies protected as open spaces in the Core Strategy
- Wider AAP area
- Existing Sites of Importance for Nature Conservation (SINCs)
- Proposed Sites of Importance for Nature Conservation (SINCs)

### **We are doing this because**

4.5.18 The AAP area contains a variety of open spaces and green areas. These include Southwark Park and Russia Dock Woodlands, the remaining docks and many important smaller parks, public squares and playgrounds. Many of these are protected in the core strategy either as Metropolitan Open Land, Borough Open Land or Other Open Space.

4.5.19 These areas provide a range of landscapes and leisure opportunities for both local people and people across Southwark and are part of the heritage of the area. We surveyed existing open spaces in 2003 in preparing the Southwark Plan. We are currently updating this survey and preparing an open spaces strategy which will include a capital investment framework. 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. 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.

4.5.19a 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.

4.5.19b 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.

4.5.19c The sub-report for Canada Water recommends a projected standard 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

- Cumberland Wharf
- Surrey Docks Adventure Playground
- Neptune Street Park

These spaces are in council ownership and we will consider taking their designation forward through the site allocations DPD.

4.5.19d 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.

4.5.20 There are a number of sites, including Russia Dock Woodlands which are protected as sites of importance for nature conservation (SINCs). These areas provide valuable habitat and opportunities for experiencing nature. These are important in helping local plant and animal species to survive. In the ~~core strategy~~, in addition to those designed in the Southwark Plan, we have designated new SINCs at Durrand's Wharf, King Stairs Gardens and Deal Porters Way. These are shown indicatively on Figure 10.

4.5.21 It is important to create new open spaces in the town centre and core area to help support the growing population. They can help provide relief in what is a built-up area, encourage physical activity and ~~help wellbeing~~, recreation and

enjoyment. Contact with the natural environment has also been shown to improve mental wellbeing and reduce stress. We have recently committed funding to bringing the ~~Fish Farm~~ Former nursery into active use as an open space and will consider the most appropriate role for St Paul's Sports Ground through the preparation of the open spaces strategy.

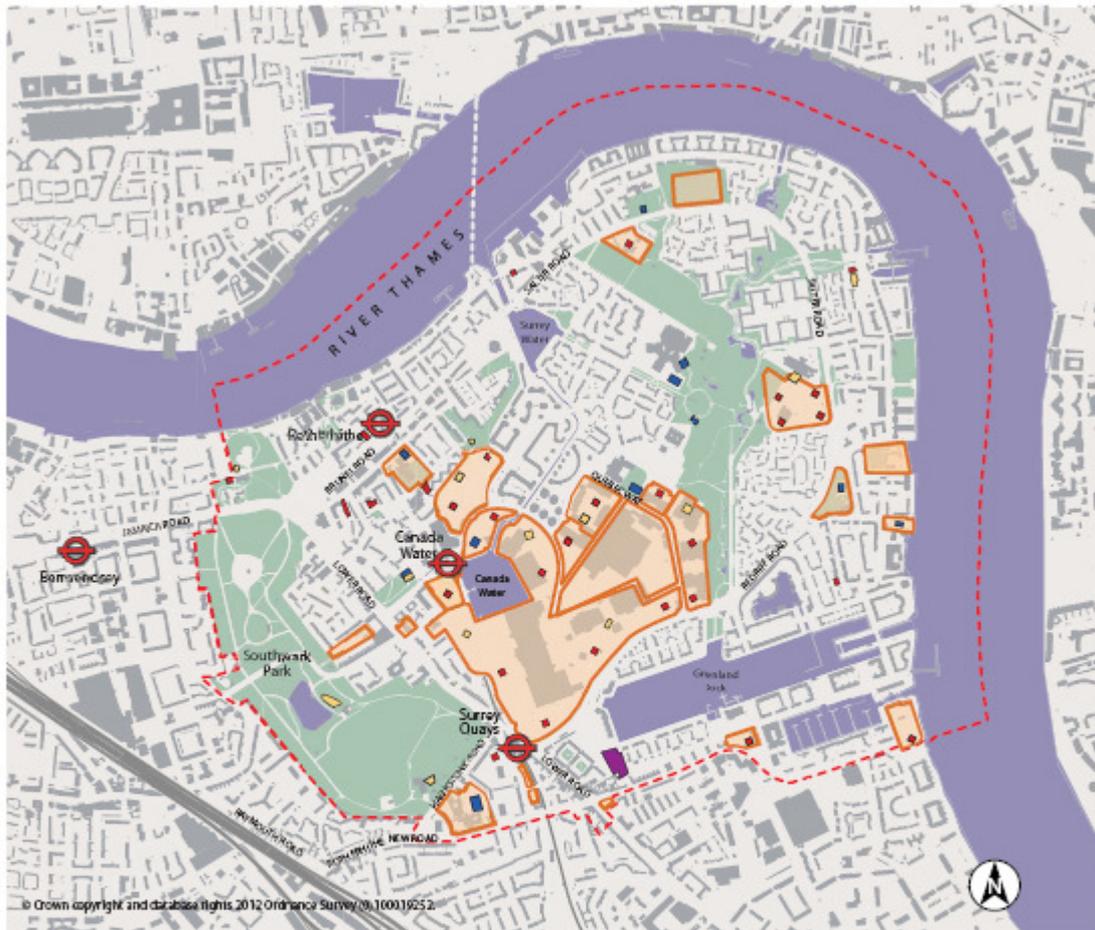
4.5.22 Within the core area, new hard and soft spaces will be created. The original LDDC landscaping strategy envisaged a network of hard and soft spaces linked by roadside planting to create wildlife habitats. New development in the core area will be expected to strengthen links between spaces within the Canada Water and also improve the nature conservation value of sites through measures such as living roofs and walls, tree planting and landscaping. Improvements to the biodiversity of sites can be measured through a Code for Sustainable Homes or BREEAM assessment.

4.5.22a Greening the urban environment is also important in terms of mitigating climate change, improving air quality, providing shade and reducing the 'urban heat island' effect.

#### **Policy 19: Children's play space**

Residential development should have access to sufficient play space for children and young people. Doorstep and local play facilities for children should be incorporated into developments in accordance with Figure 11. We will require residential s106 planning obligations to improve play facilities, which include neighbourhood and youth facilities, which are not provided on site.

**Figure 11: Existing and Proposed play spaces in the AAP area**



### We are doing this because

4.5.23 We have carried out an assessment of the existing provision of children's play spaces and identified areas of deficiency. We will require children's play areas suitable for age ranges 0-5 (doorstep spaces) and 5-11 (local spaces) to be integrated into new development. In this way, about 0.5 ha should be provided on sites in and around the core area, which is the area with greatest deficiency.

4.5.24 All residents within the Core Area will be within easy walking distance of

- Small areas of play for younger children (maximum 100m walk)
- Local facilities (maximum 400m walk)
- Larger equipped areas of play for older children (maximum 800m walk)

4.5.25 These standards are consistent with the London Plan (2011) policy 3.6 and the Major's SPG on Providing for Children and Young People's Informal Play and Recreation. Developments will be required to make a s106 contribution

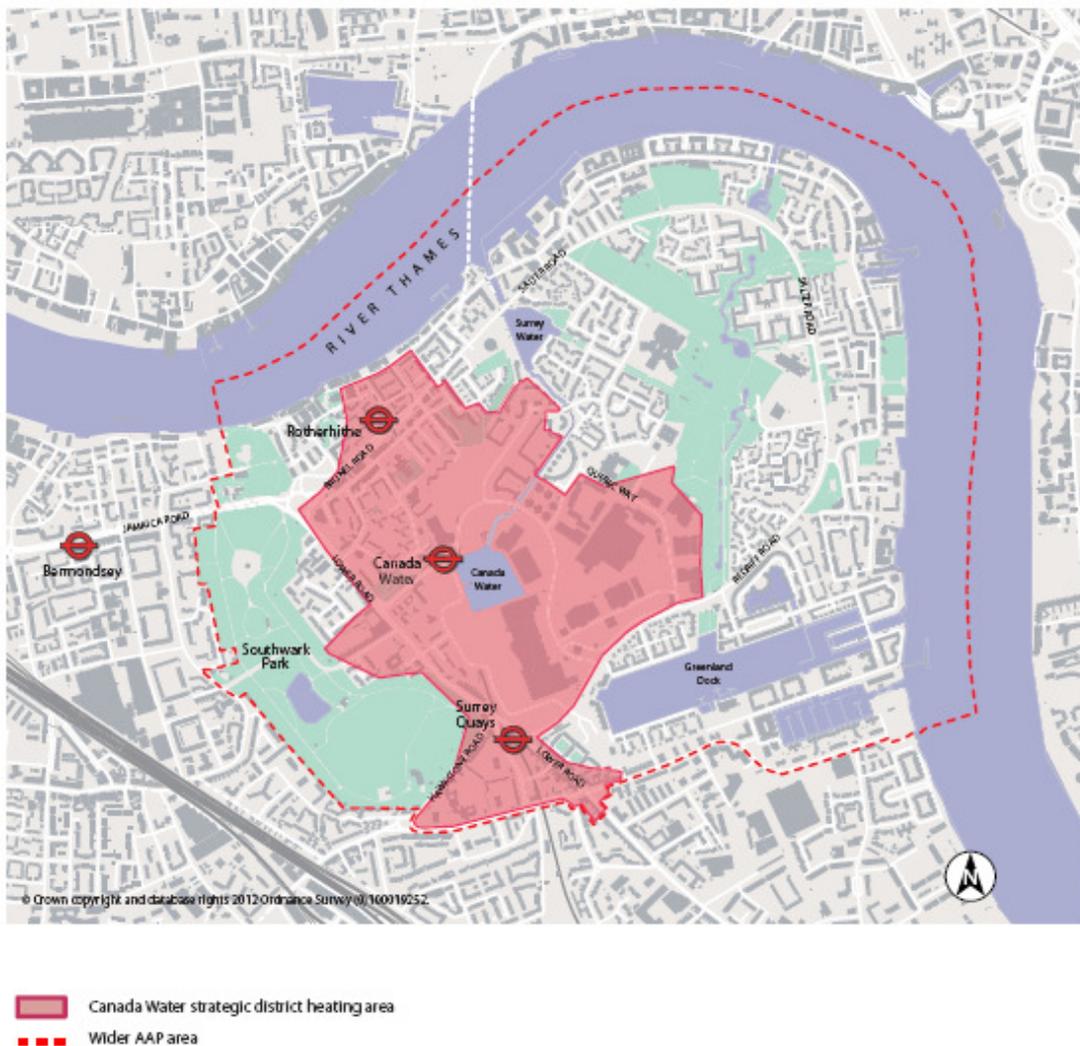
towards improvements to play spaces. This will help improve facilities for older children, or existing facilities for younger children where these have not been provided on site. Our 106 Planning Obligations SPD sets out a standard charge that we apply for open space financial contributions.

4.2.25a Adequate, safe and accessible play space will make an important contribution to the welfare of children and families. It will also have a favourable effect on children's health through raising their levels of physical activity; providing contact with other children, and helping to combat the early onset of conditions such as obesity, depression and diabetes.

**Policy 20: Energy**

Our strategy is to establish a district heating system to serve both new and existing development. To facilitate this, we will designate a strategic district heating area (SDHA) around the core of AAP area (see Figure 12). Development located in the SDHA should be future proofed and designed for connection to the district heating network. When the district heating network is established, major developments will be required to connect to the network.

**Figure 12: Canada Water strategic district heating network**



## **We are doing this because**

- 4.5.26 Our Climate Change strategy aims to reduce carbon emissions by 80% by 2050. In accordance with our core strategy and the London Plan (2011) [policy 5.2](#), all new development will be required to reduce carbon emissions through implementing the energy hierarchy, that is
- Reduce energy consumption through building design and efficiency measures
  - Connect to local community heating or CHP networks where possible
  - Use renewable technologies
- 4.5.27 Policy 13 in the core Strategy requires development to improve on the Building Regulations CO<sup>2</sup> reduction requirements by 44% and a reduction in CO<sup>2</sup> emissions by 20% using low and zero carbon technologies. These policies will apply across the AAP area. Our Climate Change strategy promotes the use of CHP and district heating networks as the main means of tackling CO<sup>2</sup> emissions from buildings. Apart from a reduction in CO<sup>2</sup> emissions, the benefits of creating a network include cheaper energy bills for homes connected to the network, and more cost-effective ways of meeting CO<sup>2</sup> emissions targets for developers. The government have announced that by 2016, all new residential homes should be carbon zero, with commercial development following in 2019.
- 4.5.28 The Canada Water Energy Study has assessed the opportunities for the generation and supply of low carbon and renewable energy across the AAP area and identified a significant opportunity to establish a district heating network. There would be several options to achieve this. The first would be to establish an energy centre in the area and link infrastructure on individual sites to create a network. However, in terms of cost to amount of carbon saved, district heating which utilises waste heat from the South East London Combined Heat and Power (SELCHP) plant in Lewisham would be the most cost effective district heating option. Both options would provide a significant opportunity to incorporate housing on Southwark's estates within the network. The energy study estimates that 84% of predicted energy demand in 2030 will be generated by buildings already standing today.
- 4.5.29 We are currently negotiating with SELCHP to implement phase 1 of the network which will comprise a connection between SELCHP and several housing estates to the south and west of Southwark Park, including the Four Squares estate and the Silwood estate. A second phase could extend the network to the east into the core area (refer to Section 6: Delivering the AAP and Appendix 6 for more details).
- 4.5.30 When there is certainty around the establishment of a district heating network, we will use s106 obligations to require development to connect. Our Sustainable Design and Construction SPD provides more guidance on the design measures needed to ensure that buildings and energy systems are future-proofed. Outside the strategic district heating area, borough-wide policies in the core strategy and forthcoming Development Management DPD will apply.

## 4.6 Providing more and better homes

- 4.6.1 In this section, we set out our approach to providing a range of different types of housing all built to high standards to provide more and better homes. We are doing this by balancing housing needs, with making sure that developments are viable. We also have to take into account land for other types of development and the need to ensure that housing improves the local area so that developments contribute to strengthening the Canada Water town centre and wider AAP area.

### Objectives

- H1 To create a mixed community by providing more housing choices and better homes of a high quality. There should be more affordable housing and different housing sizes including larger homes for families.
- H2 To focus higher densities in the action area core where there are town centre activities and good access to public transport.

### Policy 21: New homes

Development in the core area will provide a minimum of 2,500 net new homes between 2011-2026. Outside the Core area, there is capacity for around 800 additional homes. Across the AAP area, most of these homes will be delivered on proposals sites.

### We are doing this because

- 4.6.2 Our Strategic Housing Market Assessment and Housing Requirements Study highlight that we need to provide more housing to meet the needs of local people and those wanting to live in Southwark. However, we need to balance this against the need to provide space for other activities, such as shopping, leisure and offices.
- 4.6.3 We have designated Canada Water as a growth area and an action area in the core strategy. The Mayor has designated it as an area for intensification in the London Plan and set a housing target for the area. The core strategy sets a target of 2,500 net new homes in the Canada Water Action Area between 2011 and 2026. The draft Replacement London Plan (2011) sets the same target by 2031. ~~The Report of the Panel for the draft Replacement London Plan agrees this target and timescale.~~ We will continue working towards meeting our target for the shorter time period of 2011-2026 in line with our core strategy as we expect all our Canada Water proposals sites to be delivered within this timeframe. ~~The draft Replacement London Plan states that 2500 new homes should be built between 2011 and 2021. This is a draft target and will be finalised following the adoption of the Replacement London Plan which is expected in 2011. The final targets will be included in our core strategy and the AAP once they are agreed.~~
- 4.6.4 We have identified sites in the core area where we estimate that around 2600 new homes could be built by 2026. Of these, ~~924~~ 1628 already have planning permission. In the wider AAP area, there is capacity for approximately 800 homes, of which ~~212~~ 359 have permission. Providing new

homes in Canada Water is very important as they are providing around 13% of the total housing target for Southwark in the core strategy.

- 4.6.5 We are building most of the new housing in the core area where there is good accessibility to improve the town centre and public transport facilities. By maximising the number of homes which are provided in the core area, we can continue to protect our open spaces and the suburban character of the wider AAP area, while providing a continuous supply of housing.
- 4.6.6 We will use design standards, including minimum dwelling sizes, set out in policy 23 of the AAP, in our updated Residential Design Standards supplementary planning document (2011) and the in the core strategy and forthcoming Development Management DPD to ensure that new homes are of high quality

### **Policy 22: Affordable homes**

Development in the AAP area will provide a minimum of 875 new affordable homes between 2011-2026. Most of these new homes will be on the proposal sites.

In schemes of 10 or more homes, at least 35% of homes must be affordable. Of the affordable homes, 70% should be social rented and 30% should be intermediate.

Our preferred approach for the Hawkstone Estate is to refurbish homes in John Kennedy House ~~and the low rise blocks~~ and bring them up to ~~Southwark's~~ the Government's decent homes standards. We are reviewing our strategy for the low rise blocks and a decision on whether to refurbish or redevelop will be made in the light of updated viability information.

### **We are doing this because**

- 4.6.7 Our Strategic Housing Market Assessment and Housing Requirements Study indicate that we should provide as much affordable housing as is viable to meet the needs of local people and those wanting to live in Southwark. The studies also suggest that we can not meet all of the need for social rented or intermediate housing, because this would exceed our total supply of housing of all types.
- 4.6.8 Our core strategy states that at least 875 new affordable homes should be provided in the AAP area over the plan period. This is 35% of our target for Canada Water in the draft Replacement London Plan of 2,500 new homes. Of the target, ~~298~~ 507 affordable homes are on sites with planning permission.
- 4.6.9 Requiring 35% of new homes to be affordable will contribute towards our objective of creating more mixed and balance community at Canada Water. There is a high proportion of existing homes in the area which are social rented, particularly in Rotherhithe ward. The target will provide increased housing choice, a wide range of housing types and will help unlock the development of sites which would not otherwise be viable.
- 4.6.10 Our affordable housing viability study suggests that requiring 35% of new homes to be affordable is deliverable and should not make development unviable. We have also tested this proportion in financial appraisals we have

undertaken on other sites, including the shopping centre and overflow car park, and the findings reinforced the conclusions of the viability study.

4.6.11 Many of the homes on the peninsula are relatively new having been built in the last 20 years. We know however that some of the homes in the area are in a poorer condition. This includes some of the blocks on the Hawkstone Estate which do not meet decent homes standards. We have considered the feasibility of redeveloping John Kennedy House and the low-rise blocks on the Hawkstone Estate. At the point we carried out the study, refurbishment of these blocks was ~~However, we think that refurbishing homes in these blocks is a more financially viable option.~~ The Council's Cabinet made a decision in May 2011 to refurbish John Kennedy House and to carry out further analysis and discussions on the best approach for the low rise blocks. A report will be taken to Cabinet by October 2011. The decision whether to refurbish or redevelop the low rise blocks, or whether to deliver a mixture of these two approaches, will depend on the viability and further analysis work currently being carried out.

#### **Fact box: Affordable and private housing**

There are two types of housing:

Private (or market) housing is available to either buy or rent privately on the open market

Affordable housing, as set out in London Plan policy (2011) policy ~~3A.8-3.10~~, meets the needs of households whose incomes are not enough to allow them to buy or rent decent and appropriate housing in their borough.

There are ~~two~~ different 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~~ providers 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 housing.

Updated Planning Policy Statement 3: Housing (June 2011) introduces another type of affordable housing:

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.

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.

#### **Policy 23: Family homes**

Developments must provide the following in schemes of 10 or more homes

- a minimum of 60% of units with two or more bedrooms
- a maximum of 5% of units as studio flats

- a minimum of 20% of units with 3, 4 or 5 bedrooms with directly accessible amenity space in the core area
- a minimum of 30% of units with 3, 4 or 5 bedrooms with directly accessible amenity space in the suburban density zone

Other than studio flats which must be private, homes of all sizes should provide a mix of private, social and intermediate housing.

All developments must meet the minimum overall floor sizes set out in Table 1.

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.

Table 1: Minimum space standards for new development

<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>3b4p</u>		<u>87</u>
<u>3b5p</u>		<u>96</u>
<u>3b average</u>		<u>92</u>
<u>4b5p</u>		<u>100</u>
<u>4b6p</u>		<u>107</u>
<u>4+b average</u>		<u>104</u>
<u>3 storey houses</u>	<u>3b5p</u>	<u>102</u>
	<u>4b5p</u>	<u>106</u>
	<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>		

### **We are doing this because**

4.6.12 Our Strategic Housing Market Assessment and Housing Requirements Study show that there is a need for more family housing in Southwark across all tenures. At the moment we do not have enough family housing to meet needs. The result is that families are either forced to live in overcrowded homes or unsuitable housing or they have to move out of the borough.

- 4.6.13 Throughout consultation, local people have consistently stated that providing larger homes should be a priority, and that the current Southwark Plan requirement of 10% family homes is too low.
- 4.6.14 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.
- 4.6.15 We will require a higher proportion of family homes in the suburban density zone, as this would be consistent with the suburban character of the area. In this area, there is scope to provide more outside amenity space, which is particularly important for families. Family housing must provide a minimum of 10sqm of directly accessible private amenity to ensure that children have somewhere to play. Guidance on the provision of amenity space is set out in our Residential Design Standards supplementary planning document. New housing developments must also provide additional communal play areas for children, as required by the Mayor's supplementary planning guidance on Providing for Children and Young People's Play and Informal Recreation and policy 19 of the AAP. In the core area densities will be higher and developments will have to be imaginative about the way private outdoor space is provided. Rather than having gardens, some family homes would have access to balconies, patios or roof terraces instead. We have tested this policy in the feasibility study we have carried out on the shopping centre and overflow car park to ensure it is deliverable.
- 4.6.16 The policy will help achieve our objective of ensuring that the area is attractive for families. It will also complement the investment we are making in schools, leisure facilities and the library.
- 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 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.
- 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.

#### **Policy 24: Density of developments**

We have designated a core area on the proposals map. Development within the core area should be the urban density range of 200-700 habitable rooms per hectare. The only exceptions to this should be when development has an exemplary design standard.

With the exception of one area, the remaining part of the AAP area is located within the suburban density zone. Development within this zone should be between 200 and 350 habitable rooms per hectare.

The core area and suburban density zone are shown on Figure 2.

### **We are doing this because**

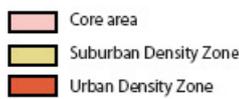
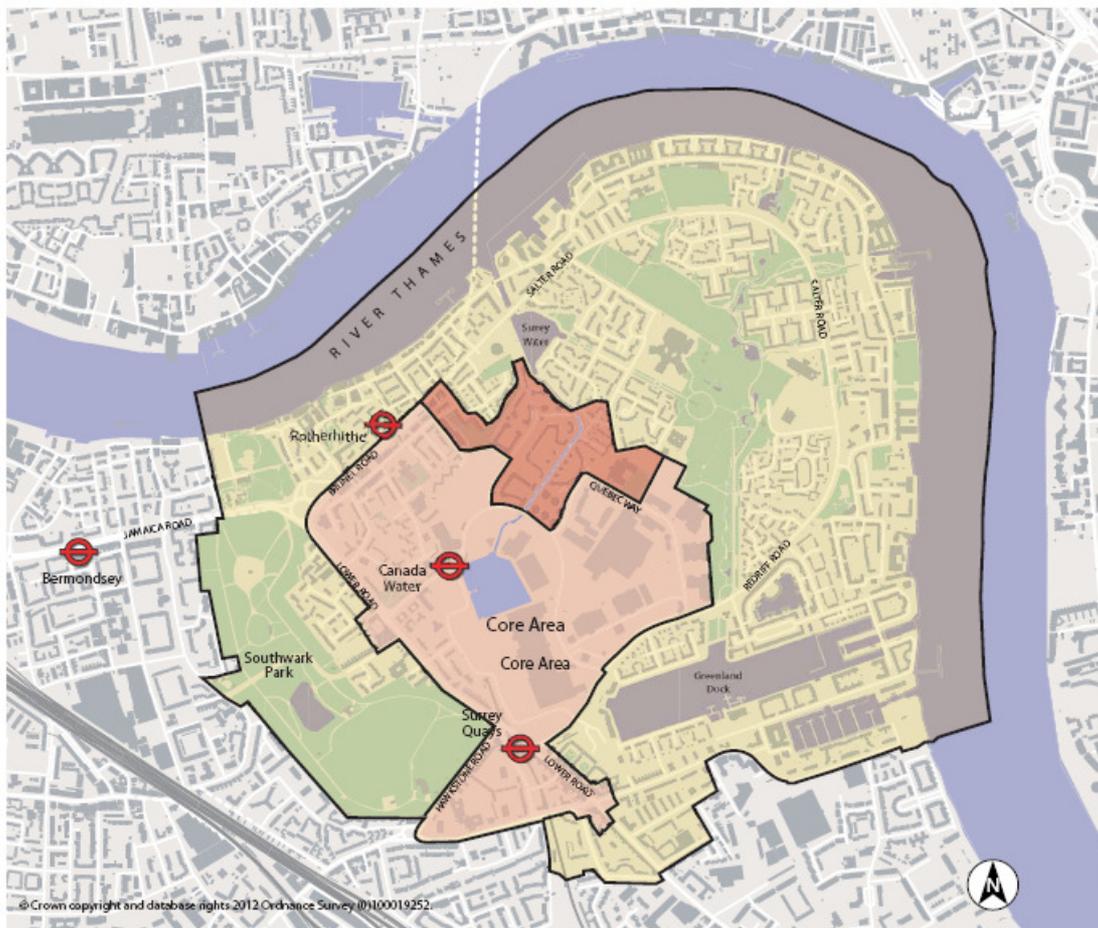
- 4.6.19 The character of the AAP area varies greatly. In Surrey Docks ward, around 32% of homes are houses and 68% are flats. Whilst there appears to be a high proportion of flats, these are mainly located in a narrow strip along the river. The majority of the peninsula is residential in character, with 2-3 storey developments (see Figure 16) off small residential streets, cul-de-sacs, wide verges and generous setbacks.
- 4.6.20 In contrast, residential densities are higher around the area to the north of Canada water tube station and south of Southwark Park.
- 4.6.21 National and London Plan policies require developments to make the most efficient use of land, whilst respecting the character of areas. Our approach in the core strategy is to focus higher densities in town centre areas and areas with good public transport services. In the core strategy, we have designated much of the AAP area as a suburban density zone, which is consistent with the approach the Mayor is taking in policy 3.4 of the ~~draft Replacement~~ London Plan (2011). This has been strongly supported through consultation on the AAP.
- 4.6.22 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. 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. Higher residential densities can be achieved through better urban design and architecture, which will in turn also bring more people to live in the area. More people will help bring more life to the town centre and will support shops, services and leisure facilities. The core area also has good access to public transport services, giving people the opportunity to travel by sustainable types of transport rather than cars.
- 4.6.22a The focus of new development within the AAP will be a core area around Canada Water (Figure 2). This area is most suitable for more development and change due to its

- Character  
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.

- Public transport accessibility  
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.
- Opportunity and capacity for growth  
There are concentrations of large development opportunities with the capacity to contribute significantly to the regeneration of Canada Water within the core area.

**Figure 13: Canada Water core area and urban and suburban density zones**



4.6.23 This approach also complements our building heights policy, which focuses taller buildings in the town centre and close to the stations. Moving away from this core, building heights and densities should diminish. By maximising

densities in the core area, we can reduce the number of homes which are provided in the suburban area to help protect its character.

- 4.6.24 The density ranges we set out in the policy are consistent with our core strategy. Section 2.2 of our Residential Design Standards supplementary planning document sets out the criteria for exemplary design. We may review this in our ~~The criteria for exemplary standard of design will be set out in detail in our~~ Development Management DPD.

**Fact Box: Density**

Density is the measure of the amount (intensity) of development. ~~Our development management development plan document will set out how to calculate density for different types of development. Both residential and mixed use residential~~ development should be within our density ranges. Our Residential Design Standards supplementary planning document sets out how we calculate density. We may review and update this through our development management development plan document.

## 4.7 Enhanced social and economic opportunities

- 4.7.1 It is important that the social and community infrastructure such as new jobs, schools, health and other community facilities is put in place to benefit local people and support the growing population.

### Objectives

- C1 To provide more and enhanced educational, health and community facilities which meet the needs of the growing population.
- C2 To provide more local employment opportunities.

### Policy 25: Jobs and business space

We will promote a business cluster primarily focused around Harmsworth Quays print works, through requiring the provision of around 12,000 sqm of new office and light industrial space (Use Class B1) in new development on the following sites

- The Surrey Quays shopping centre and overflow car park
- Mulberry Business Park
- Site E
- Surrey Quays Leisure Park
- Site B

New business space must be designed flexibly to accommodate a range of unit sizes to help meet the needs of the local office market and SME businesses.

### We are doing this because

- 4.7.2 Our 2009 Employment Land Review forecasts the need to provide between ~~36,000~~25,000sqm and ~~47,000~~ 30,000sqm of new office space in Southwark by 2026 to meet the needs of the local office market which is located outside of the SE1 area of the borough. A proportion of this new office space can be provided at Canada Water through the redevelopment of existing sites and we have estimated approximately 12,000 sqm could be accommodated on the proposal sites. With good access to the tube station and buses and good accessibility to supporting shops and services within the town centre, Canada Water is an attractive location to provide new business space. It should also benefit from growth at Canary Wharf and London Bridge where development is expected to generate 135,000 new jobs in the period leading up to 2031. This will stimulate growth in the local economy as small and medium sized enterprises which play a vital role in providing goods and services to the major business hubs
- 4.7.2a 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 strategy.

- 4.7.3 This AAP strategy was generally supported during consultation and scored well in the sustainability appraisal. It is also consistent with table A2.1 in the ~~draft Replacement~~ London Plan (2011) which recognises that some office provision could be promoted as part of wider residential or residential and retail/leisure mixed use development. Annex 1, Table A1.2 of the London Plan Policy (2011) 5D.2 estimates that Canada Water can provide around 2,000 new jobs. We estimate that provision of new B1 office space would make a net contribution of approximately 350 new jobs.
- 4.7.4 Our research suggests that new space should be flexible to meet the demands of the local office market. Future occupiers would be likely to be public sector organisations or SMEs providing services to other local businesses, mainly in the information technology, creative industries, and professional services sectors. SMEs typically require facilities of between 200sqm to 500sqm, with public sector organisations requiring larger facilities up to 2000sqm. In order to ensure that business space can meet the needs of a wide range of occupiers, we would not encourage provision of live-work units.
- 4.7.5 There is some business space in the core area which has not been designated on proposals sites. This includes the Dock Offices on Surrey Quays Road and the City Business Park on Albion Street. Business space on these sites is protected by policy 10 in the core strategy and should be retained.
- 4.7.6 In accordance with core strategy policy 10 we will target training and employment opportunities which are created by new development towards local people and aim to maximise the proportion of goods and services procured locally and open up supply chain opportunities for local businesses. 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.

### **Policy 26: Schools**

We will provide a new secondary school for Rotherhithe. Our preferred site is Rotherhithe primary school. A development on this site would involve the re-provision of the existing primary school as part ~~we would also look to rebuild Rotherhithe primary school as part of a campus development of an 'all-through' school.~~

We may need to provide additional primary school places during the lifetime of the AAP. Albion Primary school is our preferred site for expansion. We will also continue to explore the potential to improve staff and teaching facilities at Albion Primary School in the short term.

### **We are doing this because**

- 4.7.7 We are aiming to transform teaching and learning by investing in education through the borough-wide Southwark schools for the future (SSF) initiative. This includes building a new secondary school in Rotherhithe to meet the growing population in the north of Southwark. This is to take account of the increasing number of children as the area becomes home to greater numbers of families with children. Our pupil place planning indicates that five forms of entry of new secondary school places will be needed within Southwark by 2019/20.
- ~~4.7.8 The new school will be a five form of entry (750 pupils aged 11-16) school plus sixth form (150 pupils). Bacon's College have agreed to be the sponsor of this new school and as such has guaranteed that all children who wish it and who live on the peninsula will be offered a place at either Bacon's or this new school. This will also allow us to rebuild Rotherhithe primary school. We will also explore ways of linking together the schools of Rotherhithe in a form of federation should the governors of the school wish it.~~
- 4.7.9 Our preferred site for the new secondary school is the Rotherhithe Primary School site. It is a site which meets minimum size requirements, has good transport links, has good access to other amenities such as open space and leisure facilities and is in council ownership. If the new school is built on our preferred site, it will also allow us to rebuild Rotherhithe primary school. We will also explore ways of linking together the schools of Rotherhithe in a form of federation should the governors of the school wish it.
- 4.7.10 The Primary Capital Programme is central government's programme for funding equivalent programme to BSF but for primary schools. Rotherhithe Primary School was identified ~~within that as a potential rebuild~~ as needing investment in the second phase. This school is single storey building with large areas of flat roof giving both high energy costs and high maintenance costs.
- ~~4.7.11 With two new builds planned for the area, there is an exciting opportunity to bring them together to develop a 0-19 year school for the area, incorporating a children's centre alongside provision for primary and secondary aged pupils. Our intention is to work with the governors of Rotherhithe Primary School and the trustees of Bacon's College to develop a model for the new school on the site of Rotherhithe Primary. It would also be the intention of that work to link with developments in Southwark Park to facilitate greater use of the sports facilities in the school by children and young people.~~
- 4.7.12 Albion primary school is currently performing well and the number of staff and pupils has risen in recent years. It has a very large site area relative to its size and in comparison to other schools in the area, but is in need of some additional teaching and staff space, including a better designed school hall. We are working with school governors and staff to explore the feasibility of options of providing additional teaching and staff space. As there is no public sector funding available for improvements, any scheme would need to provide some housing to make it self financing.
- 4.7.13 In the ~~longer~~ medium term, with the growth in the population around the core area, it is likely that additional primary school places will be required. Albion Primary school is currently single form of entry and would have the capacity to expand to two forms of entry.

### **Policy 27: Community facilities**

Our strategy is to locate local facilities together so that the services required by the community including, housing services, services for young people, health centres, community space and facilities for the police are provided in accessible locations in a way in which different facilities can complement and support each other.

New community space will be provided on Site A, the Shopping Centre site, 24-28 Quebec Way, the Quebec Industrial Estate, Downtown and Docklands Settlement, but will only be required where there is a clear requirement and an identified body who will manage it on a viable basis.

### **Policy 28: Early years**

Around 100 pre-school spaces will be provided to meet the demands of population growth in the core area. Our preferred sites for pre-school facilities are existing schools, including Albion Primary School, and the new education campus on Rotherhithe Primary School as well as the Quebec Industrial estate.

### **Policy 29: Health facilities**

We will work with the primary care trust to meet the needs generated by the increased population by providing new health facilities in the core area. The preferred location for a new health facility is the Surrey Quays Shopping Centre and overflow car park although the space may be provided elsewhere.

A new health centre of approximately 1,500sqm will also be built on the Downtown site.

### **We are doing this because**

- 4.7.14 Community uses tend to work well when they are located close to one another. This creates opportunities to share spaces and facilities, makes them more convenient for the public to visit, and helps make them more viable.
- 4.7.15 An example of this approach is the new library at Canada Water which will provide exhibition and performance space and will focus strongly on facilities for and participation by young people and families, providing a base for Southwark Young People's Forum.
- 4.7.16 Co-locating services for young people with education and other community uses reflects our Children and Young People's Plan which aims to bring services together to create a joined-up approach to meeting the needs of children and young people. It identifies significant opportunities to align planned capital investment, particularly in schools, to improve service delivery, achieve better value for money, and take advantage of major regeneration projects in Southwark.
- 4.7.17 Our core strategy policy 4 and Extended Schools programme require schools to be designed flexibly to enable use outside school hours by the wider community Any new secondary school ~~The proposed new education campus on the Rotherhithe Primary School site will provision would be designed to~~

provide a range of services for young people, including learning and health, as well as sports.

- 4.7.18 There is also an opportunity to improve youth facilities in the east of the peninsula by expanding facilities of the Docklands Settlement. The new facility, which would provide a range of community and business facilities would also accommodate the Odessa Street Youth Centre.
- 4.7.19 More new homes in the core area will create a need for around 100 additional spaces in pre-school facilities (approximately 1,000 sqm including outdoor space). Additional pre-school spaces could be provided in Rotherhithe and Albion primary schools and on Quebec Industrial Estate, which is allocated for a mixed use, including a community use.
- 4.7.20 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 and to deliver a model of healthcare which provides better access and which incorporates a wider range of primary and community health services. These facilities will enhance existing provision and reflects our aim in core strategy policy 4 of ensuring that new development increases local health facilities. 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.
- 4.7.21 We are currently considering a planning application which proposes new facilities at the Downtown site. This replaces a much smaller facility. The PCT have advised that the new centre will have capacity to support population growth over the first phase of the AAP.
- 4.7.22 Health provision is not currently proposed in any of the planning applications in the core area. The Surrey Quays Shopping Centre and overflow car park site is our preferred site for new health facilities. This is because the site is close to public transport and is in a central location. Whilst the site is close to other services such as the library it is not too close to the new facilities to be provided at the Downtown site. However, if opportunities elsewhere arise, these should be considered as possible alternatives for the provision of new health facilities. We will continue to liaise with the PCT to share plans and make sure they are aware of proposed developments. 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.

## **PART 5 PLACES AND SITES IN CANADA WATER**

### **5.1 Introduction**

This section sets out policies for Albion Street, Lower Road and individual sites in both core and wider AAP areas. Individual proposals sites are set out in appendix 8 of the AAP.

### **5.2 Places**

#### **Policy 30: Albion Street**

We will promote the regeneration of Albion Street through

- Improving pedestrian and cycle links between Albion Street and the town centre, St Mary's Conservation Area and Rotherhithe Station
- Reinforcing the viability of the shopping parade by making sure that no more than two units are used as hot-food takeaways
- Working with leaseholders to improve the appearance of shop fronts
- Continuing to investigate the potential for a market on Albion Street through the Markets Strategy we are preparing
- Seeking funding to provide public realm improvements
- Using the library site as an opportunity to help improve the street
- Working with governors and staff to explore the potential to provide mixed use development on a part of Albion Primary school

**Figure 14: Albion Street**



 Opportunity sites

 Proposed public realm improvements

1. Improve pedestrian and cycle links between Albion Street and the town centre, St Mary's Conservation Area and Rotherhithe station
2. Reinforce the viability of the shopping parade by making sure that no more than 2 units are used as hot food takeaways
3. Continue to investigate the potential for a market on Albion Street through the Markets strategy we are preparing
4. Work with leaseholders to improve the appearance of shop fronts
5. Obtain funding to provide public realm improvements
6. Work with governors and staff to explore the potential to provide mixed use development on a part of Albion Primary School
7. Use the library site as an opportunity to help improve the street
8. Improve pedestrian and cycle links between Albion Street and the tube station via Penforth Street and the Canada Estate

### **We are doing this because**

- 5.2.1 Albion Street was once a thriving, bustling retail street at the heart of the Rotherhithe docklands community. This role has been challenged however by the redevelopment of much of the docklands area and the creation of new shopping facilities at Canada Water.
- 5.2.2 Time and Talents and Canada Water Consultative Forum recently held a series of "cafe conversations" to discuss the future of Albion Street. These

acknowledged that much can be done to improve Albion Street. The main weaknesses of Albion Street included the fact that it is not easy to get there from either the town centre or from the River Thames to the north. There is also a perception that the retail environment is poor and that the shops lack diversity. Strengths which could play a part in regeneration included the presence of the Scandinavian churches and local primary school.

- 5.2.3 Rotherhithe tube station will reopen in 2010. To capitalise on the benefits the reopened station will bring, we are working with TfL to improve access from Albion Street to the station and also up to the river. Funding has been committed for improvements to Railway Avenue, converting the approach to the station into shared pedestrian and vehicle use and improving lighting, and upgrading the pedestrian and cycle link between Albion Street and Brunel Street. New signage would be provided to help raise awareness of shops on Albion Street.
- 5.2.4 The redevelopment of Site A will provide a new and well lit street linking Needleman Street and Swan Road, creating safer and more convenient links for pedestrians between Albion Street and Canada Water tube station and the town centre.
- 5.2.5 We are proposing a range of measures to help regenerate the shops on the street. Funding is committed through the Improving Local Retail Environments (ILRE) programme to help improve shop fronts on the street and we will restrict growth of further takeaway units to help retain some diversity in the retail offer of the parade. At the eastern end of the parade, the Little Crown pub has been empty for some time. Planning permission was granted for a mixed use redevelopment of the site in 2005 and the owner has stated he intends to bring the site back into active use. In association with these improvements, we will use s106 funding to improve the public realm outside the shops.
- 5.2.6 The vitality of the parade could also be strengthened by providing a street market. During consultation at issues and options and preferred options stages there was strong support for this option along with the idea that it could be linked thematically with the Finnish and Norwegian churches on the street. We are currently investigating this idea further through our emerging Market Strategy which will be consulted on in 2010.
- 5.2.7 There are also opportunities to use the library and primary school sites to help regenerate the street. The current Rotherhithe library will no longer be needed when the new library at Canada Water opens in 2011. The council has taken the decision to sell the site. The council has not yet taken a final decision on whether the existing building should be leased to another occupier or redeveloped.
- 5.2.8 There may be scope to redevelop Albion Primary School to provide new school facilities and housing fronting onto Albion Street (see section 3.6.2 on schools). In the longer term, an expanded school would help bring more life to Albion Street.

### **Policy 31: Lower Road**

We will improve Lower Road through

- Creating a new high street linking the Canada Water Basin with Lower Road and strengthening existing retail provision in Lower Road
- Undertaking public realm improvements on Lower Road to improve the retail environment
- Improving pedestrian and cycle links between Hawkstone Road, Surrey Quays station and the shopping centre
- Reinforcing the viability of the shopping parade by making sure that no more than two units in any one section of the frontage are used as hot food takeaways
- Reintroducing two-way traffic movement on Lower Road to help make traffic movement more efficient and improve the environment around the gyratory
- Enabling a straight through movement for vehicles between Plough Way and Rotherhithe New Road

**Figure 15: Lower Road**



- ■ ■ Southwark boundary
  - ■ ■ Proposed public realm improvements
  - Indicative development blocks
  - Indicative opportunity to reconfigure shopping centre and leisure park
1. Create a new high street which links with Lower Road
  2. Undertake public realm improvements on Lower Road to create a better shopping environment
  3. Improve pedestrian and cycle links between Hawkstone Road, Surrey Quays station and the shopping centre
  4. Reinforce the viability of the shopping parade by ensuring that no more than 2 units in any one section of the frontage are used as hot food takeaway
  5. Reintroduce two-way traffic movement on Lower Road to help make traffic movement more efficient and improve the environment around the gyratory.
  6. Allow traffic from Plough Way to cross Lower Road into Rotherhithe New Road in both directions
  7. Allow right turn into Surrey Quays Road

### We are doing this because

- 5.2.9 Lower Road currently provides day-to-day convenience facilities for local people and passing trade. The pedestrian environment is very poor. It is often difficult to cross Lower Road and links to the shopping centre are not very direct. It is a protected shopping frontage in the Southwark Plan, although a high proportion of the units are takeaways, including 5 units in the first part of the frontage between nos. 226 and 290 Lower Road. Cumulatively, hot food takeaways can create amenity problems for neighbouring occupiers and also reduce the vitality of the frontage.
- 5.2.10 In addition, Lower Road would also benefit from improvements to the road network (see Figure 8) and more convenient and direct links to the shopping centre (see

Figure 7).

## 5.3 Proposals sites

### Policy 32: Proposals sites

Proposals sites have been designated on the Proposals Map. Planning permission will be granted for proposals in accordance with the Proposals Map and Schedule of Proposals Sites (appendix 8).

#### We are doing this because

- 5.3.1 We have designated proposals sites to help deliver the strategic objectives of the AAP. The sites have been identified through a review of planning proposals and enquires we have received as well as through consultation on the AAP. For each of the sites we have set out required uses, as well as other uses which would be acceptable, provided the required use is also delivered.
- 5.3.2 For each of the sites, we have estimated capacities which are based on planning permissions where these exist, feasibility studies we have undertaken and density calculations. For non-residential uses, in some instances we have set out minimum floor areas which are required.
- 5.3.3 The estimates of residential capacity are approximate and should not be interpreted as targets to be achieved. The amount of development which is delivered on each of the sites will depend on the amount of non-residential space provided, the bedroom mix and compliance with other planning policies such as design policies. In deciding applications on the proposals sites, we will take into account policies in the AAP, our Core Strategy, forthcoming Development Management DPD and other documents in the local development framework.
- 5.3.4 For the larger sites, the policies also include plans which show how the principles set out in part 4 of the AAP apply to these sites. The precise location of new routes, buildings and public realm improvements will be considered at a more detailed level through the planning application and development management process.
- 5.3.5 In many cases the proposals sites replace those which were designated in the Southwark Plan. Details of the which of the Southwark Plan proposals sites have been deleted and replaced are set out in appendix 3 of the AAP.

## PART 6 DELIVERING THE AAP

### 6.1 Introduction

- 6.1.1 This section explains our approach to the delivery and phasing of the development and the way that important infrastructure such as open spaces and certain community facilities will be provided.

### 6.2 Progressing committed developments

- 6.2.1 The transformational change of Canada Water which is our aim is already happening. A number of projects are underway or have recently been completed. These include

- Construction of 169 new homes, including affordable homes, retail and office space is currently underway on Site B2
- Completion in summer 2009 of a mixed use development incorporating 63 homes on site B1
- Planning permission has been granted for 668 homes on Site A
- Canada Water's new library which includes exhibition and performance space is currently being constructed and is due to open in 2011
- We have committed £2.3m to a complete refurbishment of the Surrey Docks watersports centre and work is currently in progress. The centre is due to reopen in January 2010
- New sports pitches and games courts have recently been completed at Bacon's College and Mellish Fields
- Construction of Phase 1 of the East London line is in progress. When it reopens in 2010 it will provide direct links between West Croydon and Dalston. The Mayor has recently confirmed funding arrangements for Phase 2 of the line
- The Jubilee line is currently being upgraded. Improved signalisation will increase capacity by 33%

- 6.2.2. There are also several projects that are currently in preparation. These include

- ~~Rebuilding Refurbishment of Southwark Park sSports eCentre. Funding is currently being sought for the project. Planning permission has recently been granted for the £5m redevelopment of the sports centre to provide a paralympic training facility. Funding is in place and construction is due to start in summer 2010~~
- We are currently considering planning applications for schemes on the Decathlon site and Leisure Park site
- Construction of the new plaza outside the library is due to take place in 2011

### 6.3 Working with partners

- 6.3.1 The process of bringing about regeneration at Canada Water has been and will continue to be very challenging and complex. The key sites are in different freehold ownerships, several occupiers have long leases and while

there is potential to intensify development, significant public intervention is needed to upgrade infrastructure in the area.

- 6.3.2 To deliver the vision for Canada Water and implement the AAP, Southwark will play a coordinating role in providing a framework for development. We will take the lead role in ensuring that the necessary improvements are made to infrastructure, facilitating discussions between landowners and where necessary, using compulsory purchase powers to assemble sites and unlock potential for development. In 2002 Southwark appointed British Land Canada Quays (BLCQ) as its development partner at Canada Water. Under the terms of the agreement with BLCQ, while the council controls the planning process, the development partner has taken on the financial risk and the responsibility for promoting comprehensive redevelopment in the core area.
- 6.3.3 As is noted above, development is progressing on Sites A and B. A masterplan for comprehensive redevelopment was prepared in 2005 but was not adopted by the council as a planning document. The purpose of this AAP has been to review both the masterplan and previous designations in the Southwark Plan and provide a vehicle for further change and improvement.
- 6.3.4 Southwark itself has the freehold ownership of the shopping centre and Harmsworth Quays print works. In preparing the AAP we have had discussions with freeholders and leaseholders of key sites, including Conrad Phoenix, Frogmore/Aviva, ~~Harmsworth Quays~~ Daily Mail & General Trust (DMGT) and Surrey Quays Ltd. Segré/Tesco. The feasibility work we have undertaken has been informed by the aspirations of landowners and at the same time has sought to identify opportunities and options which may help unlock development. These discussions will continue through the next phases of development.
- 6.3.4a 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.
- 6.3.5 A key objective of the AAP is the delivery of new homes. The majority of these will be built on sites that are owned by private developers where we do not have direct control. We will work in partnership with the Homes and Community Agency, registered social landlords and private developers, across the AAP area to bring forward new homes.
- 6.3.6 The support of the local community is critical to the success of the AAP. There is a thriving voluntary sector in Rotherhithe and strong community council. The Canada Water Consultative Forum was created to provide a forum for public discussion about the future development of the area. Groups including Friends of Southwark Park, Friends of Russia Dock Woodlands, BARGES, Living Streets, Southwark Cyclists and the many tenants and residents associations in the area have also made a huge contribution to the preparation of the AAP. We will continue to engage with the community to ensure that local people are actively involved in the development of their area.
- 6.3.7 Lower Road, although not part of the Transport for London Road Network is a strategic road and any changes to Lower Road require the agreement of TfL.

The preferred options and draft AAP have been prepared following discussions involving TfL and Lewisham council and we will continue to meet regularly with them.

## 6.4 Infrastructure plan

6.4.1 Over the course of the next 15 years, we expect around 3,000 new homes to be built in Rotherhithe and the amount of shopping space to be significantly expanded. Existing infrastructure will need to be improved and new infrastructure provided to cope with the additional population.

6.4.2 We have divided the AAP delivery timescale into three phases of five years each. A schedule of new or improved infrastructure proposals, funding mechanisms and timing are set out in Table A6.1 in Appendix 6.

### Transport

6.4.3 The AAP proposes several upgrades to the local road network, which includes the signalisation of the roundabout at the junction of Lower Road and Jamaica Road which would be funded by TfL, as well as a simplification of the Lower Road/Rotherhithe Old Road gyratory system. We have estimated the value of this project at about £9.75m. This includes the costs associated with purchasing a strip of land on the corner of Plough Way and Lower Road to increase capacity at the junction. We anticipate making an Area based Scheme (ABS) bid to TfL for a contribution to fund the project. The balance would be generated by s106 funding. We have £876,000 funding available from schemes with planning permission in the area and will apply a standard charge based on trip generation rates to future development in the area.

6.4.4 S106 funding will also be sought to implement a programme of improvement to walking and cycling routes in the area. Some funding is also currently available from Walk London and is anticipated through the Connect 2 project. Connect 2 aims to improve cycle and pedestrian links between Burgess Park, Bermondsey and Rotherhithe. Funded through a combination of National Lottery, TfL and s106 funding, the scheme is due to be completed by 2011.

### Leisure

6.4.5 The refurbishment of the Surrey Docks Watersports centre is now complete underway, and funding is now in place to rebuild being sought to refurbish Southwark Park sSports eCentre, ~~creating a training facility for the Paralympics in 2012.~~ £8m-150,000 has been committed through the council's 2011-09 capital refresh programme towards a refurbishment of the Seven Islands Leisure Centre, and a bid for £500,000 has been submitted to the Department for Culture Media and Sport Free Swimming Capital Programme. A decision on this bid is expected later this year.

### Public realm

6.4.6 The new plaza will create a new civic space in the town centre. The plaza is funded and due to complete in 2011. It is anticipated that s106 planning obligations would fund other vital improvements in the town centre, including upgraded landscaping around the basin and improvements to Surrey Quays Road.

## Open spaces

- 6.4.7 Funding has been allocated to landscape the Former nursery fish farm, transforming it into an actively used open space. New open space is also proposed as part of the planning application on Site A. We are currently preparing an open spaces strategy, which updates our 2004 open spaces audit and which will be accompanied by a capital investment strategy. This will provide a framework to manage and improve open spaces across the borough. Once adopted, the strategy will be used to inform contributions to open space improvements generated through s106 planning obligations. Using our current charging system, we estimate that around £745,000 will be raised over the life of the plan through s106 to improve open spaces.

## Energy and water

- 6.4.8 There is limited substation capacity to supply power to new development in the Core Area. EDF have estimated that an additional 13MVA power supply will be required to meet the needs of developments likely to come forward in the first phase. 4MVA are on order to supply the library and sites A and B and EDF have costed an option for supply of a further 9MVA. The point of connection to EDF's Energy Distribution Network will be the 11KV switchboard at the Verney Road main sub-station.
- 6.4.9 We have also assessed the most cost effective means of supplying low and zero carbon energy in the AAP area. Our Energy Study identified significant potential to establish a district heating network in the area, either through linking sites or connecting to SELCHP.
- 6.4.10 Southwark is currently in negotiations with Veolia who manage SELCHP to supply heat to 2,700 homes on Southwark estates to the south and west of Southwark Park. The new link could be extended into the core area via Lower Road. Anticipated costs of infrastructure are around £8.5m. We have estimated that sale of Renewables Obligation Certificates (ROCs) would provide a revenue of around £2m per year for Veolia which could fund all or part of that infrastructure. Post 2016, the Building Regulations will allow developments to contribute funding towards "allowable solutions" which reduce CO2 emissions elsewhere, instead of achieving carbon zero development on site. This is also likely to be a significant source of funding which could contribute towards setting up the network. Additional funding could be generated through s106 contributions in cases where developers are unable to meet energy targets on site.
- 6.4.11 Timing for this is critical as Veolia's current contract expires in 2032 which would limit the payback period on their investment. There may also be opportunities to phase implementation of infrastructure with road network improvements. These opportunities will be kept under review.
- 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 the water supply and foul trunk (main) sewer infrastructure should have capacity to serve development of this scale.~~

- 6.4.13 Southwark will monitor phasing and implementation of development and continue to share plans with infrastructure providers. Developers ~~should also continue to~~ will liaise with providers to ensure that 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. 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.
- 6.4.14 In 2005, Thames Water ~~also~~ recommended that surface water discharge should be restricted to greenfield rates. Southwark has carried out a strategic flood risk assessment of the borough. Much of the AAP area lies in flood zone 3a (high probability of flooding in the event of a breach of flood defences), although the large mixed use development sites in the core area lie predominantly in zones 1 (low probability) and 2 (medium probability). Core strategy policy 13 states that Southwark will allow development to occur in zones 2 and 3a, providing it is designed to be safe and resilient to flooding. It also requires development to reduce the risk of flooding by reducing surface water run-off and using sustainable urban drainage systems. Further guidance is set out in our Sustainable Design and Construction and Sustainability Assessments SPDs.

### **Community facilities**

- 6.4.15 The new library will help provide a civic heart for the town centre. It is currently under construction and is due to open in 2011. The library will provide performance and exhibition space and a venue for Southwark's Youth Forum. This approach is consistent with our Children and Young People's Plan which identifies significant opportunities to use capital investment in schools and other projects to improve services for young people. New youth services ~~will~~ would be provided on the Rotherhithe primary school site as part of the proposed redevelopment of that site.
- 6.4.16 In the east of the AAP area, Docklands Settlement currently provides a youth club, activities for older people, dance sessions and sports classes. It also lets out space to other community groups and businesses. The charity is preparing plans to improve and expand facilities on site to better serve the needs of users and make the centre more accessible. It would also partner with the Odessa Street Youth Centre providing space for an enhanced centre. The charity proposes to cross-fund the project by on-site residential development. A good example of this approach is the Salmon Road youth centre on Old Jamaica Road in Bermondsey.
- 6.4.17 Good schools are an essential part of our vision for the area. We have identified Rotherhithe Primary school as our preferred site upon which to deliver additional secondary school places. Under the Southwark Schools for the Future Initiative, we will build a new secondary school on the site of Rotherhithe primary school. Bacon's College have agreed to be the sponsor of this new school. The A development on that site would will would also allow us to rebuild invest in Rotherhithe Pprimary Sschool.

- 6.4.18 We may also need to increase primary school capacity in the area. Albion Primary School is currently a single form of entry school and would have capacity to expand to accommodate two forms of entry. This is not currently funded within Southwark's Primary Capital Programme and we expect the bulk of funding to be generated by s106 planning obligations in the AAP area. We will use the AAP monitoring framework to keep the need to expand primary provision under review.
- 6.4.19 Southwark PCT are planning a new health centre on the Downtown site. This will be approximately 80% larger than the existing facility on the site and the PCT expect that this will accommodate need for additional services generated over the first phase of the plan. In the mid-term, the PCT have advised that a new site in the town centre will also be needed. There is physical capacity to provide a new site within a development on the shopping centre and overflow car park. While, funding arrangements for additional facilities are not currently in place, a significant sum of funding is expected to be generated from s106 planning obligations which could contribute.
- 6.4.20 The police have advised that they wish to provide a new Safer Neighbourhood Team base and front counter services at Canada Water, necessary to deliver a more effective locally based police service. This would make the existing police station surplus to requirements. ~~The MPA are currently negotiating with Conrad Phoenix to occupy new space on the Decathlon site.~~

## 6.5 S106 Planning obligations

### Policy 33: s106 Planning obligations

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 ~~road~~ surface transport network, walking and cycling routes and facilities, implementation of an extension to the CPZ, public realm and open spaces.

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.

### We are doing this because

- 6.5.1 With around 3,400 new homes and 35,000sqm of shopping space, the AAP area will experience significant growth over the life of the plan. In order to implement the AAP and accommodate this growth, it will also be necessary to make improvements to the ~~road~~ surface transport network, pedestrian and cycle infrastructure, public open spaces, sports facilities, play spaces, and new or larger health facilities and new school places.
- 6.5.2 We will secure funding to help implement strategic infrastructure proposals, through s106 planning obligations or through our community infrastructure levy (CIL). Our current s106 Planning Obligations supplementary planning

document provides a set of standard charges which we make on all new large developments. It includes standard charges for school places, health facilities, employment support and training, strategic transport infrastructure, open spaces, play facilities, sports facilities, community facilities and public realm. In addition to the list of standard charges, planning obligations may also be sought to address the provision of other social, environmental and physical infrastructure as set out in the SPD. We will apply these policies to developments in the AAP area. Where appropriate, charges for physical infrastructure will be tailored to ensure that all developments contribute to necessary costs. This includes

- Transport contributions to improve the local highway network around Lower Road
- Improvements to walking and cycling facilities
- Implementation of an extension to the CPZ at Canada water
- Improvements to strategically important public realm areas
- Upgrades to local open spaces
- Improvements to play facilities
- Bus service and infrastructure enhancements

6.5.2a We are prioritising improvements to the road surface transport 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.

6.5.3 Standard charges are a simple mechanism that provide developers with the certainty they require regarding development costs. They also allow Southwark, as the organisation responsible for coordinating the development, to pool the contributions and use them to provide necessary strategic and local infrastructure at an appropriate stage in the development process. Charges will be negotiated on a standard rate per residential units or per square metre of commercial floorspace. There may be instances where rather than pay Southwark a contribution, the developer carries out the work as part of the development.

6.5.4 Consistent with national planning policies, all charges will be reasonable and will relate to the scale of development. In preparing the AAP, we have tested the charges we currently envisage to ensure that they do not make developments unviable. There is more information on the standard charges we have assumed in preparing the AAP in appendix 7.

6.5.5 We will set out the standard charges in a supplementary planning document or bring them forward through CIL. ~~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 draft local development scheme indicates that the we will begin work on CIL during 2012 and aim to adopt a charging schedule in 2013. should this come into effect.~~

#### FACT BOX: Planning obligations

These are agreements made between a developer and the council to help ~~reduce~~ mitigate the harm caused by a development. Planning obligations can be in the form of money provided to the council to fund things like open space improvements and community facilities, or a requirement for something to be provided in a scheme such as affordable housing or business space, an exhibition space, or streetscape improvements. By law, obligations must be related to ~~reducing~~ mitigating the impacts that the development will have.

The law that allows planning obligations to be made is Section 106 of the Town and Country Planning Act, which is why they are sometimes called “section 106 agreements”.

#### **Community Infrastructure Levy**

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 their plans. It will be paid primarily by owners or developers of land which is developed.

CIL should be used to fund the infrastructure needs of development. 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.

## **6.6 Regularly reviewing progress**

- 6.6.1 Once the AAP has been adopted it will be important to ensure that the policies outlined in this document are meeting their objectives, that targets are being achieved, and that the assumptions behind the policies are still relevant and valid. We will therefore follow the progress of the AAP by monitoring how well it is achieving its objectives.
- 6.6.2 We have set out a monitoring framework for the AAP (see appendix 5) which establishes out the indicators and targets that will be used to monitor its progress. Where possible these are the same as those already used within our Annual Monitoring Report (which we use to monitor the core strategy and other LDF documents) and Corporate Plan. However, there are also some more locally specific indicators and targets. The monitoring framework has also drawn upon the sustainability indicators and targets outlined in the sustainability appraisal scoping report.
- 6.6.3 Each year we will use this framework to monitor the AAP and the results will be reported in our Annual Monitoring Report. Where necessary, as a result of this monitoring process, actions will be taken to adjust or amend the AAP to ensure that the objectives outlined at the very start of this document are achieved.

## **6.7 Risk**

- 6.7.1 The main risks to achieving the policies in the AAP are:
- Transport infrastructure
  - Phasing of development

## Transport infrastructure

- 6.7.2 The AAP proposes a number of significant improvements to transport infrastructure. Key risks include the fact that agreement with TfL will be necessary to implement improvements to the road network and that funding will need to be found to deliver the improvements.
- 6.7.3 We have reduced these risks by developing the Rotherhithe multi-modal traffic model which has been validated by TfL. We have used this model to demonstrate that growth of the scale we indicate and delivery of the London Plan targets will require investment in the road network. Using the model we have prepared a strategy to improve the network. We have also used it to prepare a rational and fair approach to negotiating planning obligations to help deliver improvements.
- 6.7.4 TfL are in agreement that investment in the network will be required to deliver growth. We meet regularly with TfL and we are confident that by using the model we will be able to agree improvements to the network.
- 6.7.5 There is some flexibility over funding. While we are confident that the levels of s106 planning obligations are affordable, if this changes, we have indicated in policy 33 that we will prioritise s106 obligations that contribute towards highways improvements.
- 6.7.6 While we are currently projecting a small funding gap to deliver highways improvements, given that we are not anticipating making the improvements until AAP phase 2, there is time to identify additional funding. As the funding gap is relatively small, it may be possible to cover it using future LIP allocations.
- 6.7.7 If ultimately, funding is not available, this would impact on the scale of growth which is delivered. It is likely that redevelopment of the shopping centre and overflow car parked would be slowed until funding becomes available. Policy 1 indicates that a significant expansion of retail space is dependant on improving the network.

## Phasing of development

- 6.7.8 The majority of development sites in the area are in private ownership or have complicated leasehold arrangements. The success of the AAP requires the private sector to commit to significant levels of investment. Some of the key sites in and around the core area have planning consent and applications are in preparation for others. There is some uncertainty over the intentions of the leaseholders of the shopping centre and overflow car park. However, we have tested proposals on this site and are confident that the amount of development and design principles we set out in the AAP are viable. The key sites in the core area could be developed independently. If one or more sites do not come forward for development, the phasing schedule we have set out in appendix 8 will be slowed.
- 6.7.9 Phasing will also be impacted by delivery of schemes in Lewisham. It may be necessary in future years to adjust the phasing of new housing, to avoid bringing too many new homes onto the market in any one year.

- 6.7.10 The rate at which development occurs in both Canada Water and Lewisham will also have an impact on the phasing of infrastructure.
- 6.7.11 We meet regularly with Lewisham council to share information and resources. Through monitoring development, we anticipate being able adjust the delivery of infrastructure. This would apply particularly to transport improvements and also to the need to upgrade utilities infrastructure. We have stated in Section 6 that we will share information with utilities and other provides to help ensure that necessary infrastructure improvements are delivered at the right time.

## **PART 7 APPENDICES**

### **7.1 Appendix 1: The characteristics of the AAP area**

#### **People**

- 7.1.1 The AAP area mainly comprises two wards, Rotherhithe and Surrey Docks and at the time of the 2001 census had a population of around 23,000 people. The GLA 2010 round ward-level population projections set out the population has increased to around 29,000 people. Around ~~20~~17% of the population is less than 19 years old, which is a lower proportion than in Southwark as a whole (25~~3~~%). 5~~2~~6% of the population is above the age of 30, which is close to the Southwark average of 55~~4~~%. There is a much higher proportion of people aged 20-29 (27~~3~~1%) living in these two wards compared to the rest of Southwark (19~~2~~2%).
- 7.1.2 The two wards have significantly higher number of people of white ethnic origin (78%) compared to the rest of Southwark (63%) and it also has fewer people of ethnic minorities living there (22%) when compared to Southwark as a whole (37%).
- 7.1.3 The religious beliefs of the people in these wards varies slightly from Southwark as a whole. There is a higher proportion of Christians in Surrey Docks and Rotherhithe (65%) than in the rest of Southwark (61%). The total non Christian population is lower in the two wards (7%) than the rest of Southwark (10%). The number of people that stated they have no religious beliefs or did not state any belief is similar in these wards in comparison to Southwark as a whole.

#### **History**

- 7.1.4 The name Rotherhithe is derived from a saxon word meaning “mariners landing place” and has long been associated with the river Thames and the docks. It was originally a port, and in 1620, the Mayflower carrying the pilgrim fathers set sail for America from Rotherhithe.
- 7.1.5 Docks and shipyards began to appear in the area from the late 17th century. These were expanded and by the second world war, 85% of the Rotherhithe peninsula, an area of 460 acres was covered by a system of docks and timber ponds. Much of the traffic in the docks was associated with timber from Scandinavia and the Baltic and foodstuffs from Canada. A distinctive working culture developed in the docks, with the deal porters – dockers who specialised in carrying huge loads of timber across their shoulders and wearing special headgear to protect themselves - being a characteristic sight.
- 7.1.6 The docks were badly bombed in the second world war and finally closed in 1969. After lying derelict for a decade, the London Docklands Development Corporation was given responsibility for developing the area and around 90% of the docks were filled in. Since 1980, over 5,500 new homes have been built, along with the Surrey Quays shopping centre and leisure park and the Harmsworth Quays print works.

#### **Town centre and shopping**

- 7.1.7 Built in 1988, the Surrey Quays shopping centre contains around 29,000sqm of shopping floorspace. There is an additional 6000sqm of space in the Decathlon retail sheds. Most of the units in the shopping centre are occupied by multiples such as Evans, New Look, River Island and Burton Menswear. There are few retail and financial service units such as travel agents, dry cleaners, opticians, banks and building societies and property services. Food retailing is dominated by a large Tesco foodstore, with little other provision in the centre.
- 7.1.8 Between them, the shopping centre, Decathlon store and Leisure Park, contain around 2000 car parking spaces. Most visitors to the shopping centre live relatively locally and a high proportion visit by car. Physically, the area around the shopping centre feels like an out-of-centre destination, rather than a more traditional town centre.
- 7.1.9 The main shopping parades in the area are on Lower Road and Albion Street. These provide for some day-to-day convenience needs, but feel rather run-down. The eastern part of the Rotherhithe peninsula around Surrey Docks ward has relatively few shops. Most of the shops in this area are located around Rotherhithe Street and pre-date the 1980s and 1990s development.

### **Transport**

- 7.1.10 The AAP area has three tube stations, as well as a bus station and is served by a number of bus routes. Access to public transport is high around the town centre, but drops off quickly, particularly towards Surrey Docks ward.
- 7.1.11 Some improvements to public transport are currently being carried out. The East London line is being converted into part of the overground network. Phase 1 which opens in 2010 will provide access to Croydon and Dalston, while phase 2 will connect Surrey Quays to Peckham and Clapham Junction as part of London's orbital route. These improvements will ensure trains pass Surrey Quays approximately every 5 minutes. The Jubilee line is currently being re-signalised which will increase capacity by around 33% and cut journey times by 22%.
- 7.1.12 The network of roads in the area is shown on Figure 8. Lower Road is a strategic road linking south-east London with central and east London via Jamaica road and the Rotherhithe tunnel. Lower Road is currently very congested during the morning and evening peaks

### **Arts, culture, tourism**

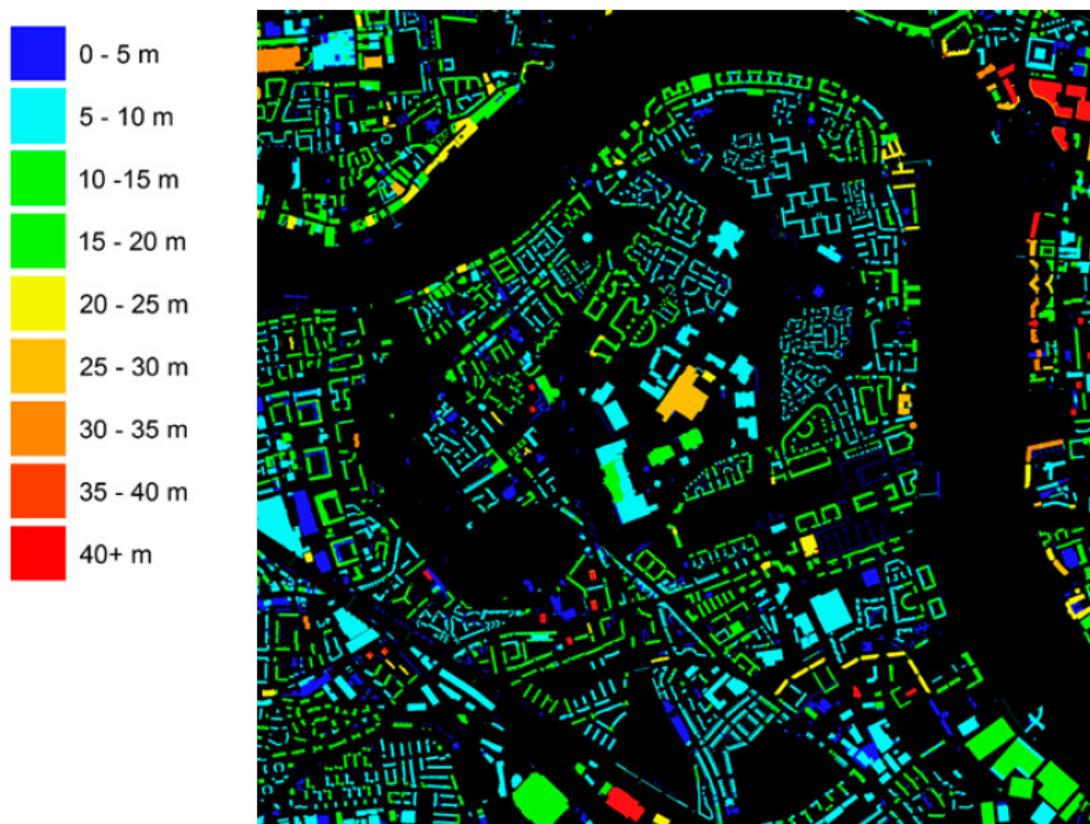
- 7.1.13 The Rotherhithe peninsula has a number of arts, cultural and tourism attractions. These include the Brunel Engine House Museum, St Mary's church, the Mayflower Inn, the Pumhouse museum, the Odeon cinema, the Café Gallery in Southwark Park, the cinema, Surrey Docks Farm, the Thames Path and of course the docks.
- 7.1.14 The existing library on Albion Street is due to be replaced by a new library at Canada Water. This will also provide performance and exhibition space and a venue for Southwark's Youth Forum.

### **Places**

7.1.15 The urban structure of the AAP area was designed mainly with car borne trips in mind. The main loop of Brunel Road, Salter Road and Redriff Road feeds small residential blocks and cul-de-sacs. The structure of the area around the shopping centre is fragmented and is characterised by large sites occupied by single storey shed-style developments and surface car parking. Building heights and residential densities are generally higher around the periphery of the AAP area and lower in the centre of the area (see Figure 16). Much of the area around Surrey Docks ward in particular has a leafy suburban feel.

7.1.16 The area has several large open spaces, including Southwark Park, Russia Dock Woodlands and the docks. These have a variety of functions, including sport and recreation, play and nature conservation. Southwark Park is a historic park. These open spaces are linked by several green pedestrian and cycle links.

**Figure 16: Existing building heights**



### Homes

7.1.17 There are around 11,000 homes in the two wards which comprise the majority of the AAP. Surrey Docks ward has a more suburban character: around 32% of homes are houses and 67% have 3 or more bedrooms. In Rotherhithe ward, 21% of homes are houses and 68% have 3 or more bedrooms.

7.1.18 Both wards have a mix of housing tenures: Rotherhithe ward has a high proportion of affordable homes and 44% are owned by the council. In Surrey Docks ward, around 31% of homes are affordable.



7.1.19 Whilst there is a high amount of affordable housing located in the two wards within Canada Water, there continues to be an identified need for more affordable housing in Southwark.

7.1.20 In April 2009, the average price of a home in Surrey Docks and Rotherhithe wards was £316,000 and £306,000 respectively. This compares to the Southwark average of £321,199 and the London average of £299,613. Currently, the price of an average property is around 8 times the average earnings of someone working full-time in the Southwark (Annual Survey of Hours and Earning (National Statistics) and HM Land Registry).

### Children and Young people

7.1.21 As is noted above, the proportion of young people in the AAP area is lower than in Southwark as a whole. The level of education, skills and training deprivation varies within the AAP area, there is more deprivation in Rotherhithe ward than Surrey Docks.

7.1.22 The percentage of pupils achieving 5 or more A\*-C grades and GCSE level or equivalent in 2008 was 79.3% in Surrey Docks ward. This was considerably higher than the Southwark average of 56.2% and higher than the average across England which was 65.3%. This information is not yet available for Rotherhithe ward.

7.1.23 The percentage of pupils achieving level 4 or above at key stage 2 (age 11) was 77% for both English and maths in Surrey Docks ward and 75% for English and 73% for maths in Rotherhithe ward, which is fairly similar to the averages achieved across Southwark. Both wards are below the national averages in both English (80%) and maths (77%).

7.1.24 There are seven primary schools in AAP area, the majority of which have been rated either good or outstanding by Ofsted. Bacon's College is the only secondary school in Rotherhithe and the school performs well, achieving significantly higher than average GCSE results when compared to results for the borough and higher results than the UK average. There is a need to provide an additional secondary school in the area to meet the needs of the growing population.

### Health

7.1.25 Health and disability deprivation varies across the AAP area. The least deprived areas are in Surrey Docks ward, nearest to the river, whereas the most deprived areas are in the Rotherhithe ward. People living in Rotherhithe report higher levels of long-term limiting illness and lower levels of self-

reported 'good' health than those living in Surrey Docks ward and across Southwark as a whole.

7.1.26 Life expectancy for men living in Rotherhithe is almost five years shorter than that for England. Mortality from all causes is significantly higher in Rotherhithe compared with Surrey Docks and England as a whole (for all ages, as well as under 75 year olds) and Rotherhithe had significantly higher rates of cancers (all types) compared with Surrey Docks and England.

7.1.26a There is a higher level of overweight children in the area compared to the rest of the borough. In 2009/10, Rotherhithe community council area had the highest percentage of overweight children in the borough (Body Mass Index 25-29.9). The area rates 6th out of 8 community council areas in Southwark in terms of the percentage level of obese children (BMI greater than 30). Adult obesity rates are comparable in Rotherhithe and Surrey Docks, at around 20% in both wards compared to 24% for England as a whole.

7.1.26b People living in Surrey Docks (aged 16+) are reported to have a higher level of eating healthily compared to those living in Rotherhithe and England as a whole. Healthy eating is defined as those who consume 5 or more portions of fruit and vegetables per day.

7.1.27 There are four GP surgeries in the study area these are the Surrey Docks Health Centre, Rotherhithe New Road, Park Medical Centre and Albion Street Health Centre. The nearest hospital is Guy's and St Thomas's in London Bridge.

### **Employment and enterprise**

7.1.28 There are around 1,200 business based in the AAP area and these make up about 6% of the total number of businesses in Southwark. Around 97% of the businesses in the AAP area are small businesses and 70% employ less than 10 people. Approximately 50% of businesses in the AAP area are engaged business related activities such as real estate, advertising, architecture and IT.

7.1.29 With regard to employment, there are some differences between Rotherhithe and Surrey Docks wards. In Rotherhithe ward, around 40% of people in the AAP area are engaged in retail/wholesale work and 17% work in business related activities. By contrast in Surrey Docks ward business related activities are the largest employer.

7.1.30 The working age employment rate in Rotherhithe is higher than the average for Southwark and the UK. Of those people employed who live in the area, a higher proportion of people work in managerial and professional occupations in comparison with Southwark and the rest of the UK. (Census, 2001).

7.1.31 The number of people claiming benefits in the AAP area is lower than the average for Southwark although again there is a difference between the Surrey Docks and Rotherhithe wards. In Surrey Docks the number of benefit claimants is lower than the UK average whereas the total of benefits claimants in Rotherhithe ward is higher than the UK average. Of those claiming benefits, the highest proportion of claims are for job seekers allowance, incapacity and lone parents benefits. Both wards have a relatively high employment rate.

## Faith premises

- 7.1.32 There are a number of faith centres in the AAP area. These include three Church of England churches: St Mary's, Holy Trinity Church, and St Katherine with St Barnabus; and three Roman Catholic churches: the Church of the Immaculate Conception, St Peter and the Guardian Angels and St Gertrude.
- 7.1.33 There are four Nordic Lutheran churches in Rotherhithe: St Olaf's is the Norwegian Church and Seaman's Mission; also in Albion Street is the Finnish Church in London. The Swedish Seaman's Mission is located on Lower Road and the Danish Seaman's Church is in Rope Street just south of Greenland Dock.

## Drivers for change

- 7.1.34 South London has experienced considerable change over the last ten years. Much of the growth has been focused on the London South Central area where excellent access to the City and many sites with a very low density of development have provided opportunities for growth. Many large-scale mixed use developments have been built in this area and there are more in the pipeline, including the iconic London Bridge Tower and the extension to Tate Modern. This growth is now beginning to spread south and east. The regeneration of the Elephant and Castle is gathering pace, while to the east, in Bermondsey Spa, the gardens have recently been re-landscaped and there are currently some 600 homes either under construction or recently completed.
- 7.1.35 While the credit crunch may have an impact on development in the short term, we are confident that there are several key drivers which will stimulate further growth in the Canada Water area over the next 10-15 years. These include:
- 7.1.36 Public transport improvements – the upgrade of the Jubilee line and the conversion of the east London line to the overground network.
- 7.1.37 Growth in neighbouring areas: Canary Wharf is only one tube stop from Canada Water and is set to experience significant growth. An additional 110,000 new jobs and 10,000 new homes are planned for the Isle of Dogs by 2026. Looking west, London Bridge is expected to generate 30,000 new jobs in the same time period. As well as helping generate a need for more homes, business growth in surrounding areas will stimulate growth in the local economy and small and medium sized enterprises which play a vital role in providing goods and services to the major business hubs. Growth will also stimulate the need for new retail and leisure space.
- 7.1.38 Children's services - Good schools and leisure facilities are an essential driver in making an area attractive. ~~Under the Southwark Schools for the Future initiative, Our pupil place planning indicates that five forms of entry of new secondary school places will be needed within Southwark by 2019/20. Southwark will build a new secondary school on the peninsula with a sports specialism. Our~~ and a strategy to transform primary schools in greatest need of investment will see some local primary schools refurbished or rebuilt.

## 7.2 Appendix 2: SWOT analysis of the AAP area

<b>Strengths</b>	<b>Weaknesses</b>
<p>The area's historic links with the docks and the River Thames help give it a strong sense of identity.</p> <p>The suburban character of much of the AAP area makes it an attractive area to live and is prized by local people.</p> <p>With two tube stations and a bus station, the town centre has good access to public transport facilities.</p> <p>The area has excellent parks and green spaces. The docks and parks provide a valuable ecological resource.</p> <p>The Thames Path, St Mary's conservation area and other tourism facilities provide valuable resources for local people and visitors.</p> <p>The cinema and bingo hall are popular and contribute to the mix of uses in the centre.</p> <p>The area has good primary schools and the secondary school, Bacon's College, also performs well.</p>	<p>The architecture in much of the town centre is bland and lifeless. The shopping centre and Leisure Park turn their backs on one another.</p> <p>The range of shops in the town centre is very limited. Most people in Southwark do not shop for things like clothes, shoes, music, books and electronic equipment in Southwark.</p> <p>There are few places to eat or drink out in the AAP area.</p> <p>Lower Road is currently very congested during the am and pm peaks. It also forms a barrier for pedestrians and cyclists.</p> <p>Much of the AAP area has been designed for car borne users. This means that currently people need to rely on their car to get around, go shopping, take children to school etc.</p> <p>There are some good pedestrian and cycle routes in the area, for example along the Albion Channel, Dock Hill Avenue and Albatross Way. Often however it is difficult to find your way around the peninsula as a pedestrian or a cyclist.</p> <p>There are several pockets in the AAP area, particularly in Rotherhithe ward in which health and education deprivation levels are higher than the Southwark and UK average.</p>
<b>Opportunities</b>	<b>Threats</b>
<p>The conversion of the east London line to the overground network will create better links between north and east London, Croydon and Clapham Junction. The implementation of Crossrail would also improve accessibility.</p> <p>Growth in neighbouring areas: Around 140,000 new jobs are planned for the Isle of Dogs and London bridge by 2026. Business growth in surrounding areas can stimulate growth in the local economy and small and medium sized enterprises the need for new retail and leisure space.</p> <p>The Olympics may generate demand for tourism facilities and hotel accommodation.</p> <p><u>Our pupil place planning indicates that five forms of entry of new secondary school places will be needed within Southwark by 2019/20. There may also be a need to expand primary school places Under the</u></p>	<p>Albion Street feels run down and a number of the shops are vacant. The job centre has already closed, Rotherhithe library will be moving to the town centre and the PCT have been considering leaving the health centre because of space constraints in the building. It is currently difficult to get to Albion Street from the town centre.</p> <p>The growth in retail space and homes could increase congestion, unless car parks are used more efficiently and improvements are made to Lower Road.</p> <p>Increasing levels of through traffic on Lower Road and the gyratory create a poor environment on Lower Road and around the Hawkstone Estate.</p> <p>Neighbouring centres including Stratford, Canary Wharf, Elephant and Castle and Lewisham are planning significant growth.</p>

Southwark Schools for the Future initiative, Southwark will build a new secondary school in the area. Some local primary schools refurbished or rebuilt. This can help make the area more attractive for families.

The library under construction at Canada Water will improve civic facilities in the town centre and help give the area a new heart.

The Canada Water basin has the potential to be a fantastic destination at the heart of the town centre.

The need for new retail space and capacity to “claw back” expenditure from other areas will help stimulate interest in transforming the town centre.

The large surface car parks and shed style developments in the town centre have potential for redevelopment.

Redevelopment of town centre sites creates the opportunity to plan the way energy is provided and cut CO2 emissions.

With sports facilities in the docks, Southwark Park, the Seven Islands Leisure Centre and plans to give the new secondary school a sports focus will help promote and encourage further sports activities in the AAP area.

River transport is a valuable resource which could be better used.

Unless investment is made at Canada water, facilities in the shopping centre are likely to decline in coming years.

The new population will need access to community facilities such as schools and health.

### **7.3 Appendix 3: Relationship between the AAP, the core strategy, the Southwark Plan and Southwark supplementary planning documents**

- 7.3.1 The main document which is currently used to guide development in Southwark is the Southwark Plan which was adopted in 2007.
- 7.3.2 In 2004 the Government made changes to the planning system and required all councils to produce a new set of planning documents, called the local development framework (LDF). The local development framework contains a number of different planning documents and is illustrated in Figure 3.
- 7.3.3 The local development framework will eventually replace the Southwark Plan. One of the most important documents in the local development framework is the core strategy, which sets out the overall vision and objectives for new development in Southwark. You can find out more information about the core strategy at [www.southwark.gov.uk/corestrategy](http://www.southwark.gov.uk/corestrategy)
- 7.3.4 The Canada Water AAP needs to be consistent with the core strategy and both documents are being prepared on the same timescale. 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 e.g. residential parking standards or the tall buildings policy, this will take precedence over the Southwark Plan policy.
- 7.3.5 The Canada Water AAP also needs to follow national planning guidance and be consistent with the London Plan, which is the planning strategy for all of London. The relationship between the policies in the AAP and those in the core strategy, The Southwark Plan and the London Plan is shown in Table A3.1 below.
- 7.3.6 The AAP will also take into account Southwark 2016, our Sustainable Community Strategy and other council plans and strategies.

**Table A3.1: Relationship between the Canada Water Area Action Plan and regional and local planning policies**

<b>Canada Water Area Action Plan Preferred Options</b>	<b>London Plan policies</b>	<b>core strategy policies</b>	<b>Saved Southwark Plan policies</b>
<b>Vision</b>	<p><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></p>	Canada Water (and Rotherhithe) Action Area	
<b>Policy 1: Shopping in the town centre</b>	<p><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></p>	Strategic Policy 3 – Shopping, leisure and entertainment	<p>Policy 1.7 Development within town and local centres  Policy 1.8 Location of developments for retail and other town centre uses</p>
<b>Policy 2: Cafes and restaurants in the town centre</b>	<p><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>  <u>4.8 Supporting a successful and diverse retail sector</u></p>	Strategic Policy 3 – Shopping, leisure and entertainment	<p>Policy 1.7 Development within town and local centres  Policy 1.8 Location of developments for retail and other town centre uses</p>
<b>Policy 3: Important shopping parades</b>	<p><u>3D.3 Maintaining and improving retail facilities</u>  <u>4.7 Retail and town centre development</u>  <u>4.8 Supporting a successful and diverse retail sector</u></p>	Strategic Policy 3 – Shopping, leisure and entertainment	Policy 1.9 Change of use within protected shopping frontages
<b>Policy 4: Small scale shops, restaurants and cafes outside the town centre</b>	<p><u>3D.3 Maintaining and improving retail facilities</u>  <u>4.8 Supporting a successful and diverse retail sector</u>  <u>4.9 Small shops</u></p>	Strategic Policy 3 – Shopping, leisure and entertainment	Policy 1.10 Small scale shops and services outside the town and local centres and protected shopping frontages

<b>Policy 5: Markets</b>	<del>3D.3 Maintaining and improving retail facilities</del> <u>4.8 Supporting a successful and diverse retail sector</u>	Strategic Policy 3 – Shopping, leisure and entertainment	
<b>Policy 6: Walking and cycling</b>	<del>3C.21 Improving conditions for walking</del> <del>3C.22 Improving conditions for cycling</del> <u>6.9 Cycling</u> <u>6.10 Walking</u>	Strategic Policy 2 – Sustainable transport	Policy 5.3 Walking and cycling
<b>Policy 7: Public transport</b>	<del>3C.1 Integrating transport and development</del> <del>3C.4 Land for transport</del> <del>3C.14 Enhanced bus priority, tram and busway transit schemes</del> <del>Policy 3C.20 Improving conditions for buses</del> <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> <u>6.5 Funding Crossrail and other strategically important transport infrastructure</u>	Strategic Policy 2 – Sustainable transport	Policy 5.4 Public transport improvements
<b>Policy 8: Vehicular traffic</b>	<del>3C.2 Matching development to transport capacity</del> <u>6.7 Better streets and surface transport</u> <u>6.11 Smoothing traffic flow and tackling congestion</u> <u>6.12 Road network capacity</u>	Strategic Policy 2 – Sustainable transport	Policy 5.2 Transport impacts
<b>Policy 9: Parking for town centre uses</b>	<del>3C.23 Parking strategy</del> <del>3C.24 Parking in town centres</del> <u>6.13 Parking</u> <u>Parking addendum to</u>	Strategic Policy 2 – Sustainable transport	Policy 5.6 Car parking Policy 5.7 Parking standards for disabled people and the mobility impaired Policy 5.8 Other

	<u>Chapter 6</u>		parking
<b>Policy 10: Parking for residential development in the core area</b>	<u>3C.23 Parking strategy</u> <u>6.13 Parking</u>	Strategic Policy 2 – Sustainable transport	Policy 5.6 Car parking Policy 5.7 Parking standards for disabled people and the mobility impaired Policy 5.8 Other parking
<b>Policy 11: Leisure and entertainment</b>	<u>3D.1 Supporting town centres</u> <u>3.16 Protection and enhancement of social infrastructure</u> <u>4.6 Support for and enhancement of arts, culture, sport and entertainment provision</u> <u>4.7 Retail and town centre development</u>	Strategic Policy 3 – Shopping, leisure and entertainment	Policy 2.1 Enhancement of community facilities Policy 2.2 Provision of new community facilities
<b>Policy 12: Sports facilities</b>	<u>3D.6 The Olympic and Paralympic Games and sports facilities</u> <u>2.4 The 2012 games and their legacy</u> <u>3.19 Sports facilities</u>	Strategic Policy 4 – Places to learn and enjoy	Policy 2.1 Enhancement of community facilities Policy 2.2 Provision of new community facilities
<b>Policy 13: Arts, culture and tourism</b>	<u>3D.4 Development and promotion of arts and culture</u> <u>3D.7 Visitor accommodation and facilities</u> <u>4C.17 Thames Policy Area</u> <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>	Strategic Policy 10 – Jobs and businesses	Policy 1.11 Arts, culture and tourism uses Policy 1.12 Hotels and Visitor accommodation Policy 3.29 development within the Thames Policy Area Policy 3.30 Protection of riverside facilities

<p><b>Policy 14: Streets and public spaces</b></p>	<p><u>4B.1 Design principles for a compact city</u>  <u>4B.11 London's built heritage</u>  <u>4B.12 heritage conservation</u>  <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>	<p>Strategic Policy 12 – Design and conservation</p>	<p>Policy 3.12 Quality in design  Policy 3.13 Urban design  Policy 3.14 Designing out crime  Policy 3.15 Conservation of the historic environment  Policy 3.16 Conservation areas  Policy 3.17 Listed buildings  Policy 3.18 Setting of listed buildings, conservation areas and world heritage sites  Policy 3.19 Archaeology</p>
<p><b>Policy 15: Building blocks</b></p>	<p><u>4B.1 Design principles for a compact city</u>  <u>4B.11 London's built heritage</u>  <u>4B.12 heritage conservation</u>  <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>Strategic Policy 12 – Design and conservation</p>	<p>Policy 3.12 Quality in design  Policy 3.13 Urban design  Policy 3.14 Designing out crime  Policy 3.15 Conservation of the historic environment  Policy 3.16 Conservation areas  Policy 3.17 Listed buildings  Policy 3.18 Setting of listed buildings, conservation areas and world heritage sites  Policy 3.19 Archaeology</p>
<p><b>Policy 16: Town centre development</b></p>	<p><u>3D.1 Supporting town centres</u>  <u>3D.2 Town centre development</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>  <u>7.1 Building London's</u></p>	<p>Strategic Policy 3 – Shopping, leisure and entertainment</p>	<p>Policy 1.7 Development within town and local centres  Policy 1.8 Location of developments for retail and other town centre uses</p>

	<u>neighbourhoods and communities</u> <u>Policy 7.5 Public Realm</u>		
<b>Policy 17: Building heights in and adjacent to the core area</b>	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>	Strategic Policy 12 – Design and conservation	Policy 3.20 Tall buildings Policy 3.31 Strategic views
<b>Policy 18: Open spaces and biodiversity</b>	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>	Strategic Policy 11 – Open spaces and wildlife	Policy 3.25 Metropolitan open land Policy 3.26 Borough open land Policy 3.27 Other open space Policy 3.28 Biodiversity
<b>Policy 19: Children’s play space</b>	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</u>	Strategic Policy 11: Open Spaces and wildlife	Policy 4.2: Quality of Residential Accommodation Policy 3.27 Other open space

	<p><u>recreation facilities</u>  <u>7.17 Metropolitan Open Land</u>  <u>7.18 Protecting local open space and addressing local deficiency</u></p>		
<b>Policy 20: Energy</b>	<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>  <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>	Strategic Policy 13 – High environmental standards	Policy 3.4 Energy efficiency Policy 3.9 Water
<b>Policy 21: New homes</b>	<p>2A.6 Areas for intensification  5D.3 Areas for intensification in South East London  3A.1 Increasing London's supply of housing  3A.2 Borough housing targets  3A.3 Maximising the potential of sites</p>	<p>Strategic Policy 5 – Providing new homes  Strategic Policy 6 – Homes for people on different incomes  Strategic Policy 7 – Family homes  Strategic Policy 8 – Student homes  Strategic Policy 9 – Homes for gypsies and travellers</p>	<p>SP20 Development site uses  Policy 3.11 Efficient use of land  Policy 4.2 Quality of residential accommodation  Policy 4.3 Mix of dwellings  Policy 4.4 Affordable housing  Policy 4.5 Wheelchair affordable housing</p>

	<p><u>2.13 Opportunity areas and intensification areas</u></p> <p><u>3.3 Increasing housing supply</u></p> <p><u>3.4 Optimising housing potential</u></p> <p><u>3.5 Quality and design of housing developments</u></p> <p><u>3.7 Large residential developments</u></p> <p><u>3.8 Housing choice</u></p>		<p>Policy 4.6 Loss of residential accommodation</p> <p>Policy 4.7 Non-self contained housing for identified user groups</p>
<b>Policy 22: Affordable homes</b>	<p><u>3A.1 Increasing London's supply of housing</u></p> <p><u>3A.2 Borough housing targets</u></p> <p><u>3.3 Increasing housing supply</u></p> <p><u>3.10 Definition of affordable housing</u></p> <p><u>3.11 Affordable housing targets</u></p> <p><u>3.12 Negotiating affordable housing on individual private residential and mixed use schemes</u></p> <p><u>3.13 Affordable housing thresholds</u></p>	Strategic Policy 6 – Homes for people on different incomes	<p>Policy 4.4 Affordable housing</p> <p>Policy 4.5 Wheelchair affordable housing</p>
<b>Policy 23: Family homes</b>	<p><u>3A.1 Increasing London's supply of housing</u></p> <p><u>3.3 Increasing housing supply</u></p> <p><u>3.8 Housing choice</u></p>	Strategic Policy 7 – Family homes	<p>Policy 4.2 Quality of residential accommodation</p> <p>Policy 4.3 Mix of dwellings</p>
<b>Policy 24: Density of developments</b>	<p><u>2A.6 Areas for intensification</u></p> <p><u>5D.3 Areas for intensification in South East London</u></p> <p><u>3A.1 Increasing London's supply of housing</u></p> <p><u>3A.2 Borough housing targets</u></p> <p><u>3A.3 Maximising the potential of sites</u></p> <p><u>2.5 Sub-regions</u></p> <p><u>2.13 Opportunity areas and intensification areas</u></p>	Strategic Policy 5 – Providing new homes	<p>Policy 3.11 Efficient use of land</p> <p>Policy 4.2 Quality of residential accommodation</p>

	<u>3.4 Optimising housing potential</u>		
<b>Policy 25: Jobs and business space</b>	<p>2A.6 Areas for intensification  5D.3 Areas for intensification in South East London  3B.2 Office demand and supply  3B.8 Creative industries  3B.11 Improving employment opportunities for Londoners</p> <p><u>2.5 Sub-regions</u>  2.13 Opportunity areas and intensification areas  4.2 Offices  4.3 Mixed use development and offices  4.10 New and emerging economic sectors</p>	Strategic Policy 10 – Jobs and businesses	Policy 1.1 Access to employment opportunities Policy 1.4 Employment sites
<b>Policy 26: Schools</b>	<p>3A.24 Education facilities  3A.25 High and further education</p> <p><u>3.18 Education facilities</u></p>	Strategic Policy 4 – Places to learn and enjoy	Policy 2.3 Enhancement of educational establishments Policy 2.4 Educational deficiency
<b>Policy 27: Community facilities</b>	<p>3A.18 Protection and enhancement of social infrastructure and community facilities</p> <p><u>3.16 Protection and enhancement of social infrastructure</u>  3.17 Health and social care facilities</p>	Strategic Policy 4 – Places to learn and enjoy	Policy 2.1 Enhancement of community facilities Policy 2.2 Provision of new community facilities
<b>Policy 28: Early years</b>	<p>3A.18 Protection and enhancement of social infrastructure and community facilities</p> <p><u>3.16 Protection and enhancement of social infrastructure</u></p>	Strategic Policy 4 – Places to learn and enjoy	Policy 2.1 Enhancement of community facilities Policy 2.2 Provision of new community facilities
<b>Policy 29:</b>	3A.21 Locations for	Strategic Policy 4 –	Policy 2.2 Provision of

<b>Health facilities</b> <b>Policy 30:</b> <b>Albion Street</b>	<del>health care</del>  3.17 Health and <u>social care facilities</u>	Places to learn and Canada Water (and Rotherhithe) Action Area	new community facilities No Southwark Plan policy
<b>Policy 31:</b> <b>Lower Road</b>		Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy
<b>Policy 32:</b> <b>Proposals</b> <b>sites</b>			
<b>CW AAP1</b>	<del>5D.3 Areas for Intensification in South East London</del>  <u>2.13 Opportunity areas and intensification areas</u>	Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy
<b>CW AAP2</b>	<del>5D.3 Areas for Intensification in South East London</del>  <u>2.13 Opportunity areas and intensification areas</u>	Canada Water (and Rotherhithe) Action Area	Replaces 7P
<b>CW AAP3</b>	<del>5D.3 Areas for Intensification in South East London</del>  <u>2.13 Opportunity areas and intensification areas</u>	Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy
<b>CW AAP4</b>	<del>5D.3 Areas for Intensification in South East London</del>  <u>2.13 Opportunity areas and intensification areas</u>	Canada Water (and Rotherhithe) Action Area	Replaces 27P
<b>CW AAP5</b>	<del>5D.3 Areas for Intensification in South East London</del>  <u>2.13 Opportunity areas and intensification areas</u>	Canada Water (and Rotherhithe) Action Area	Replaces 28P
<b>CW AAP6</b>	<del>5D.3 Areas for Intensification in South East London</del>  <u>2.13 Opportunity areas and intensification areas</u>	Canada Water (and Rotherhithe) Action Area	Replaces 35P, 36P, 37P
<b>CW AAP7</b>	<del>5D.3 Areas for Intensification in South East London</del>  <u>2.13 Opportunity areas and intensification areas</u>	Canada Water (and Rotherhithe) Action Area	Replaces 31P
<b>CW AAP8</b>	<del>5D.3 Areas for</del>	Canada Water (and	Replaces 32P

	Intensification in South East London  <u>2.13 Opportunity areas and intensification areas</u>	Rotherhithe) Action Area	
<b>CW AAP9</b>	<del>5D.3 Areas for Intensification in South East London</del>  <u>2.13 Opportunity areas and intensification areas</u>	Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy
<b>CW AAP10</b>	<del>5D.3 Areas for Intensification in South East London</del>  <u>2.13 Opportunity areas and intensification areas</u>	Canada Water (and Rotherhithe) Action Area	Replaces 34P
<b>CW AAP11</b>	<del>5D.3 Areas for Intensification in South East London</del>  <u>2.13 Opportunity areas and intensification areas</u>	Canada Water (and Rotherhithe) Action Area	Replaces 33P
<b>CW AAP12</b>	<del>5D.3 Areas for Intensification in South East London</del>  <u>2.13 Opportunity areas and intensification areas</u>	Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy
<b>CW AAP13</b>	<del>5D.3 Areas for Intensification in South East London</del>  <u>2.13 Opportunity areas and intensification areas</u>	Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy
<b>CW AAP14</b>	<del>5D.3 Areas for Intensification in South East London</del>  <u>2.13 Opportunity areas and intensification areas</u>	Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy
<b>CW AAP15</b>	<del>5D.3 Areas for Intensification in South East London</del>  <u>2.13 Opportunity areas and intensification areas</u>	Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy
<b>CW AAP16</b>	<del>5D.3 Areas for Intensification in South East London</del>  <u>2.13 Opportunity areas</u>	Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy

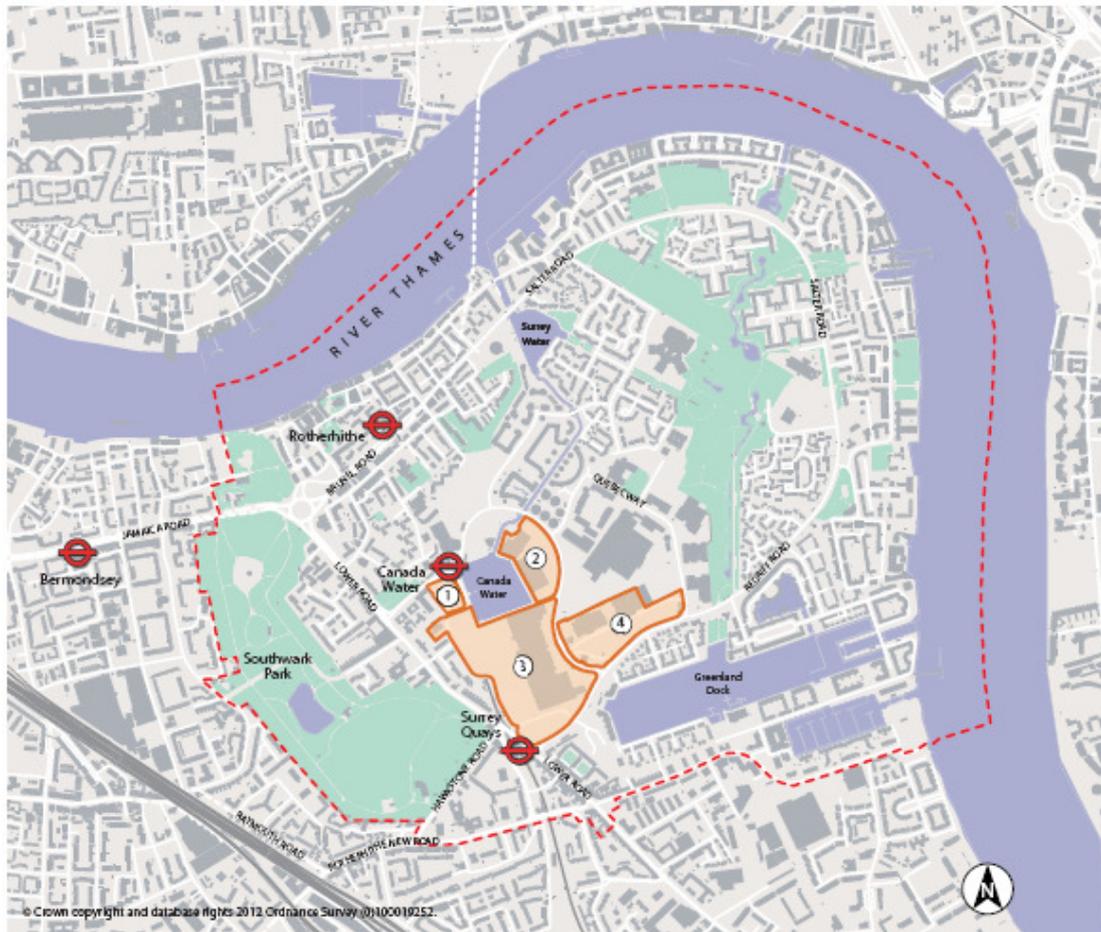
	<u>and intensification areas</u>		
<b>CW AAP17</b>	5D.3 Areas for Intensification in South East London  <u>2.13 Opportunity areas and intensification areas</u>	Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy
<b>CW AAP18</b>	5D.3 Areas for Intensification in South East London  <u>2.13 Opportunity areas and intensification areas</u>	Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy
<b>CW AAP19</b>	5D.3 Areas for Intensification in South East London  <u>2.13 Opportunity areas and intensification areas</u>	Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy
<b>CW AAP20</b>	5D.3 Areas for Intensification in South East London  <u>2.13 Opportunity areas and intensification areas</u>	Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy
<b>CW AAP21</b>	5D.3 Areas for Intensification in South East London  <u>2.13 Opportunity areas and intensification areas</u>	Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy
<b>CW AAP22</b>	5D.3 Areas for Intensification in South East London  <u>2.13 Opportunity areas and intensification areas</u>	Canada Water (and Rotherhithe) Action Area	Replaces 48P
<b>CW AAP23</b>	5D.3 Areas for Intensification in South East London  <u>2.13 Opportunity areas and intensification areas</u>	Strategic Policy 14 – implementation and delivery	Policy 2.5 Planning Obligations
<b>Policy 33: Section 106 Planning Obligations</b>	6A.4 Priorities in Planning obligations 6A.5 Planning obligations  <u>8.2 Planning obligations</u> <u>8.3 Community infrastructure levy</u>	Canada Water (and Rotherhithe) Action Area	Replaces 6P

NB: This table shows the relationship between the Canada Water Area Action Plan and regional and local planning policies however it is not intended to be exhaustive.

## 7.4 Appendix 4: Schedule of changes to the Proposals Map

<b>Southwark Plan proposals sites to be deleted</b>
29P
30P
35P
36P
37P
47P
<b>Southwark Plan proposals sites to be amended</b>
6P: Rename CW AAP1
7P: Amend boundary and rename CW AAP3
27P: Rename CW AAP5
28P: Rename CW AAP6
31P: Rename CW AAP 8
32P: Rename CW AAP9
33P: Amend boundary and rename CW AAP12
34P: Rename CW AAP11
48P: Rename CW AAP23
<b>New proposals sites</b>
CW AAP2
CW AAP4
CW AAP7
CW AAP 10
CW AAP13
CW AAP14
CW AAP15
CW AAP16
CW AAP17
CW AAP18
CW AAP19
CW AAP20
CW AAP21
CW AAP22
<b>Energy</b>
Canada Water strategic district heating area (SDHA)
<b>Density</b>
Core area boundary
Suburban area boundary

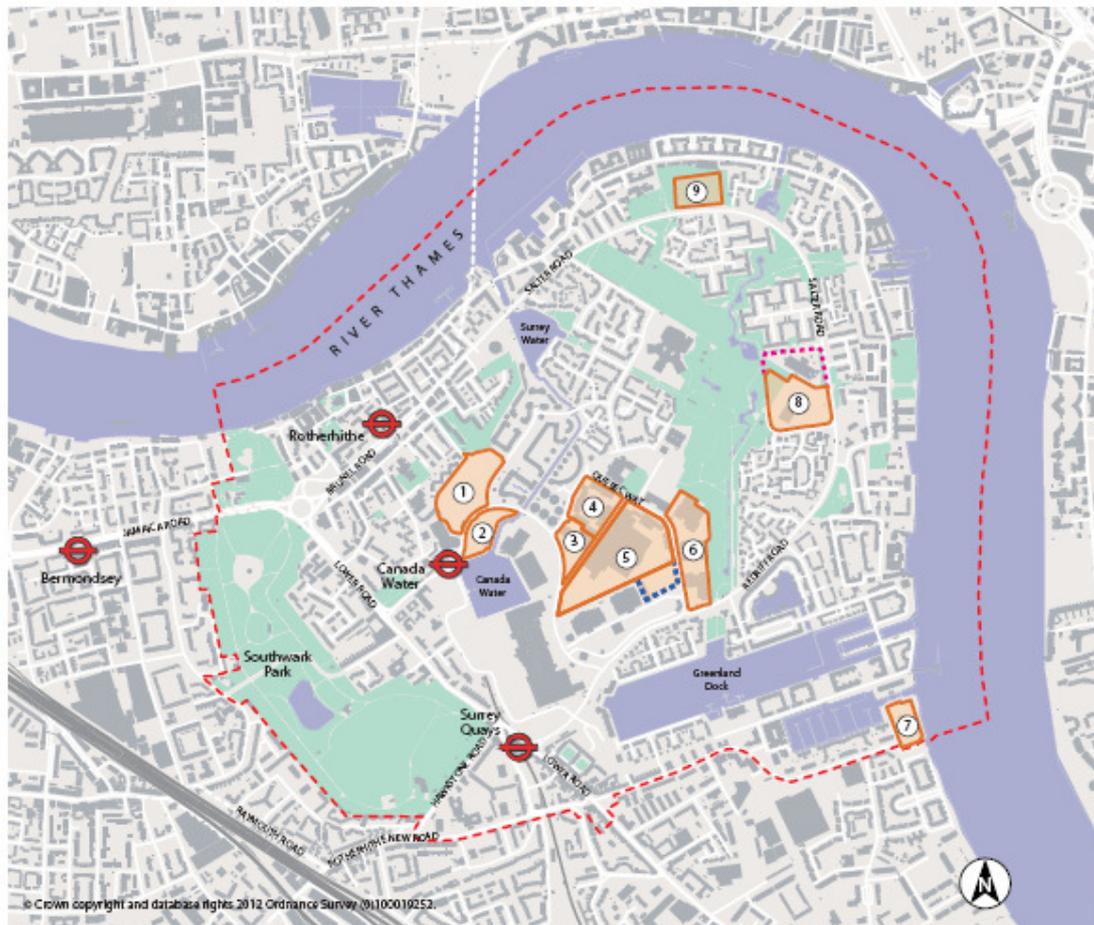
**Figure 17: Southwark Plan proposals sites to be deleted**



- Proposal Sites to be deleted
- Wider AAP area

1. Proposal Site 35P Overflow Car Park
2. Proposal Site 29P Site C
3. Proposal Site 36P Shopping Centre
4. Proposal Site 37P Surrey Quays Leisure Park

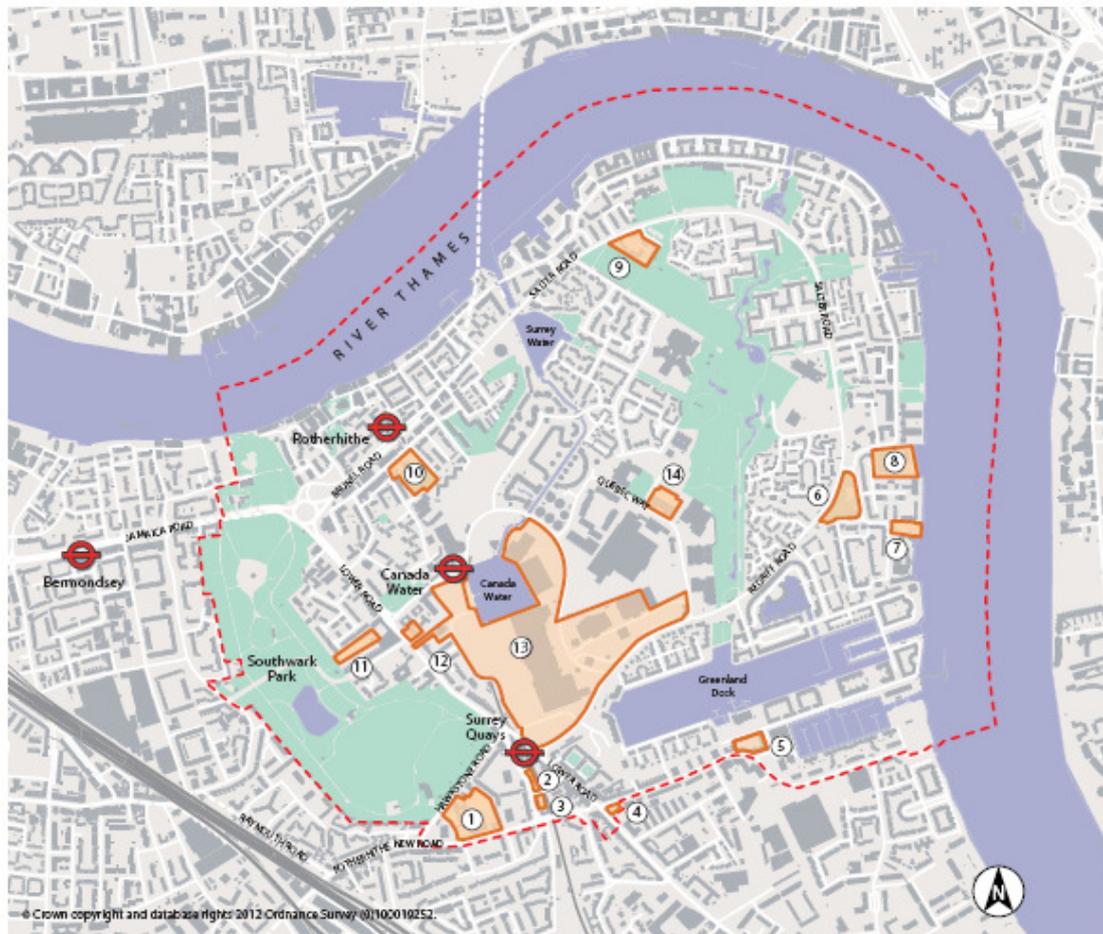
**Figure 18: Southwark Plan proposals sites to be amended**



- Proposal Sites to be amended
- Extension to existing boundary
- Reduction of existing boundary
- Wider AAP area

1. Proposal Site 27P replaced by CWAAP 5
2. Proposal Site 28P replaced by CWAAP 6
3. Proposal Site 31P replaced by CWAAP 8
4. Proposal Site 32P replaced by CWAAP 9
5. Proposal Site 33P replaced by CWAAP 12
6. Proposal Site 34P replaced by CWAAP 11
7. Proposal Site 48P replaced by CWAAP 23
8. Proposal Site 7P replaced by CWAAP 3
9. Proposal Site 6P replaced by CWAAP 1

Figure 19: New proposals sites



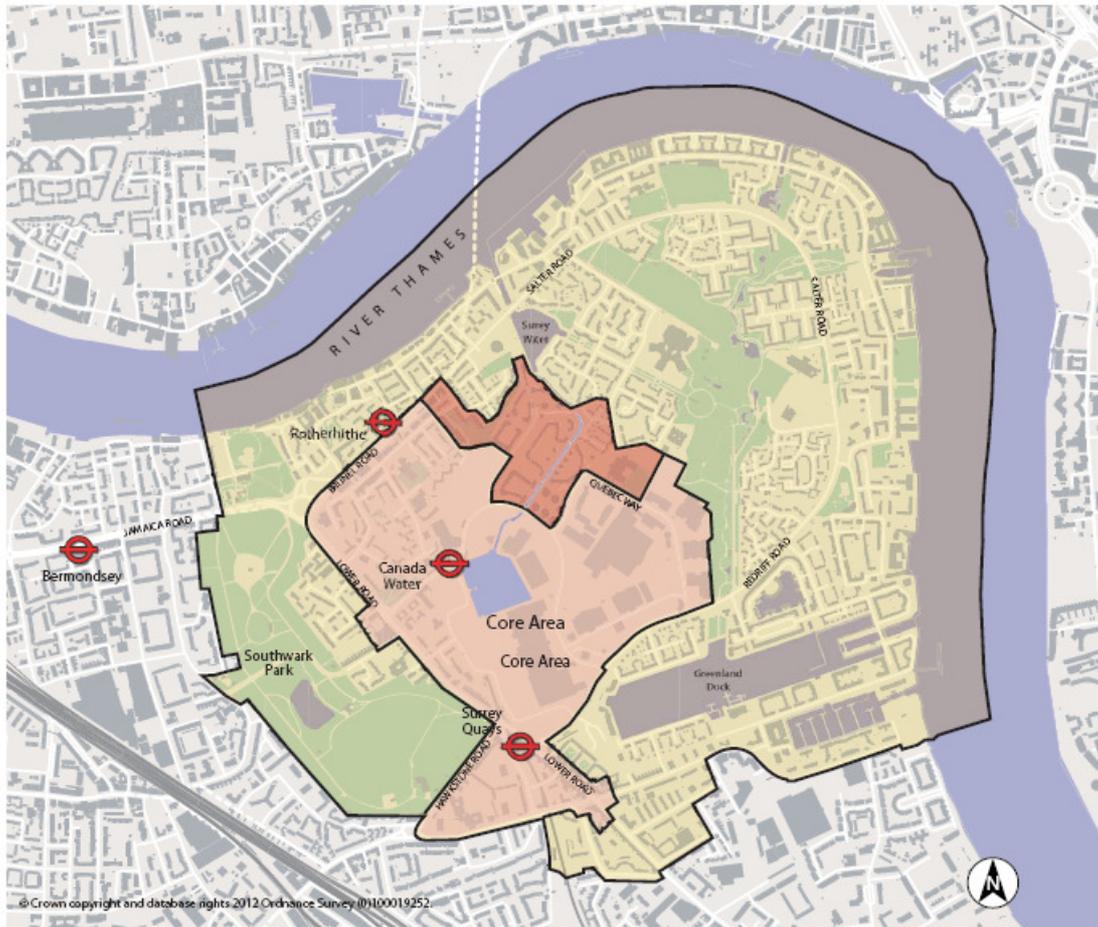
New Proposals Sites  
 Wider AAP area

- |             |              |
|-------------|--------------|
| 1. CWAAP 17 | 8. CWAAP 20  |
| 2. CWAAP 15 | 9. CWAAP 2   |
| 3. CWAAP 16 | 10. CWAAP 4  |
| 4. CWAAP 18 | 11. CWAAP 13 |
| 5. CWAAP 19 | 12. CWAAP 14 |
| 6. CWAAP 21 | 13. CWAAP 7  |
| 7. CWAAP 22 | 14. CWAAP 10 |



**Figure 21: Density**

Core area boundary  
Suburban area boundary



- Core area
- Suburban Density Zone
- Urban Density Zone

## 7.5 Appendix 5: Monitoring Framework

### Shopping: A genuine town centre and neighbourhood hubs

Objectives	Policy	Targets	Indicators
<p>S1: To create an accessible, distinctive and vibrant town centre at Canada Water which is well connected into the surrounding street network, which <del>enhances</del> <u>This will</u> enhance the setting of Canada Water basin; and <del>which has create</del> a range of shops, restaurants, community and leisure facilities within mixed use developments.</p> <p>S2: To ensure that <u>people who live and work on</u> the wider peninsula <del>has</del> <u>have</u> access to <del>convenient</del> local facilities to meet <u>their</u> day-to-day needs.</p>	<p>Policy 1: Shopping in the Town Centre</p> <p>Policy 2: Cafes and restaurants in the Town Centre</p> <p>Policy 3: Important Shopping Parades</p> <p>Policy 4: Small scale shops, restaurants and cafes outside the town centre</p> <p>Policy 5: Markets</p>	<p>All major development for shopping development to be in the town centre</p> <p>Provide around 35,000 sqm of new shopping floorspace in the core area</p> <p>Provide small scale units on designated sites outside the core area</p> <p>Increase number of small shopping units and units with independent occupiers in the town centre</p> <p>Restrict growth of units in hot food takeaway use on Albion Street and Lower Road</p>	<p>Annual Monitoring Report Indicators:</p> <ul style="list-style-type: none"> <li>• 12B: Vacancy Rates for Retail</li> <li>• 16A: Office, Retail, Institution, leisure completions in town centres (NI BD4i)</li> <li>• 16B: Office, Retail, Institution, leisure completions (sqm of floorspace) (NI BD4ii)</li> <li>• 17: Completed small business units (less than 500 sqm) (SDO 1.4)</li> </ul>

### Transport: Improved connections

Strategic Objectives	Policy	Targets	Indicators
<p>T1: To use a range of measures, including public transport improvements, green travel plans, road improvements and a restrictions on car parking to ease the impact of new development on the transport network and services.</p> <p>T2: To make the area more accessible, particularly by sustainable <del>types of</del> transport including</p>	<p>Policy 6: Walking and Cycling</p> <p>Policy 7: Public Transport</p> <p>Policy 8: Vehicular traffic</p> <p>Policy 9: Parking for retail and leisure</p> <p>Policy 10: Parking for Residential Development in the Core Area</p>	<p>Implement identified cycling and walking projects within AAP period</p> <p>Reintroduce two-way traffic on Lower Road in phase 2 of the AAP period</p> <p>All car parking for town centre uses to be provided as publically accessible parking</p>	<p>Annual Monitoring Report Indicators:</p> <ul style="list-style-type: none"> <li>• 56A: % development that has been complying with AAP car parking standards</li> <li>• 57: Amount of development in CPZ restricted from on street parking</li> <li>• 58: Amount of approved development subject to a travel plan</li> <li>• 60: The number of people killed or</li> </ul>

<p>walking, cycling and travelling by public transport.</p> <p><u>T3: To use car parking in the town centre more efficiently by ensuring that shops and leisure facilities share parking facilities.</u></p>		<p>Residential parking in the core area to provide no more than 0.3 spaces per home</p> <p><del>200% increase in cycling levels between 2000 and 2020</del></p> <p><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><del>Increasing the number of journeys made by foot by 15% between 2001 and 2015</del></p> <p><u>Increase the walking mode share to a third (33%) by 2013/14 (target to be reviewed over the AAP period)</u></p>	<p>seriously injured in road traffic collisions (SDO 16.2)</p> <ul style="list-style-type: none"> <li>• 61: Proportion of personal travel made on each mode of transport (Public transport, walking, cycling) (SDO 16.3)</li> <li>• 62: Proportion of personal travel made on each mode of transport (All people, people who are disabled, people aged over 65, women travelling at night)</li> </ul> <p>New indicators:</p> <ul style="list-style-type: none"> <li>• Completion of improvements to walking and cycling routes</li> <li>• Completion of improvements to road network</li> <li>• % of parking for town centre uses which is publically accessible</li> </ul>
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### Leisure: a great place to visit, to relax in and have fun

Strategic Objectives	Policy	Targets	Indicators
<p>L1: To promote <u>healthy lifestyles and</u> make the area known for its excellent <u>sports, leisure and entertainment</u> facilities.</p> <p>L2: To promote arts, culture and tourism in the area.</p>	<p>Policy 11: Leisure and Entertainment</p> <p>Policy 12: Sports Facilities</p> <p>Policy 13: Arts, Culture and Tourism</p>	<p>No net loss of leisure floorspace in the town centre and preferably increase provision</p> <p>No net loss of arts, tourism and cultural uses in the Strategic Cultural Area</p> <p>Provide new hotel in the core area in the first 2 phases of the AAP period</p> <p>Refurbish <del>wetside</del> facilities in Seven Islands Leisure Centre</p> <p><u>Complete rebuilding Refurbishment of Southwark Park</u></p>	<p>Annual Monitoring Report Indicators:</p> <ul style="list-style-type: none"> <li>• 16A: Office, Retail, Institution, leisure completions in town centres (NI BD4i)</li> <li>• 16B: Office, Retail, Institution, leisure completions borough wide (sqm of floorspace) (NI BD4ii)</li> <li>• 18: Arts and Cultural uses completed</li> <li>• 19: Hotel and hostel bed spaces completed</li> </ul>

		<u>sSports eCentre by 2012 during the first phase of the plan period (2011-2015)</u>	
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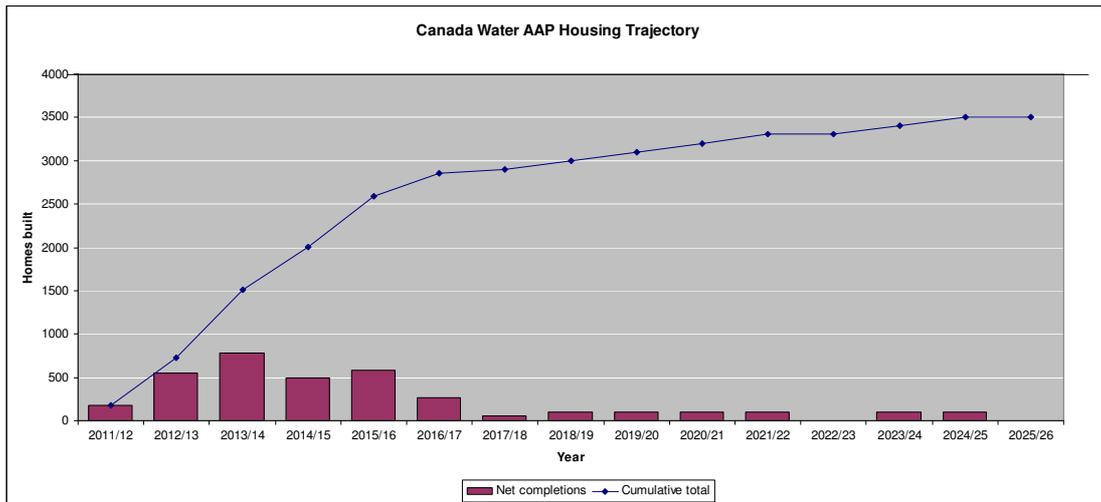
## Places: Better and safer streets, squares and parks

Strategic Objectives	Policy	Targets	Indicators
<p>P1: To ensure the design, scale and location of new buildings help create streets and neighbourhoods which have a varied character, <del>with</del> <u>There should be</u> no gated communities and <del>which enhance</del> the area's green spaces and heritage <u>should be enhanced</u>, especially the River Thames, the docks and the parks to create a distinctive sense of place.</p> <p>P.3: To link the docks and parks in a network of open spaces which have a variety of functions, including <del>informal</del> recreation and children's play facilities, <del>provision for</del> sports facilities and nature conservation. <del>To make the River Thames and its river front more accessible.</del></p> <p><u>P4: To make the River Thames and its river front more accessible.</u></p> <p>P-4-5: To reduce the impact of development on the environment and help tackle climate change, <u>air quality</u>, pollution, and waste and flood risk.</p>	<p>Policy 14: Streets and public spaces</p> <p>Policy 15: Building blocks</p> <p>Policy 16: town centre development</p> <p>Policy 17: Building height on sites in and adjacent to the Core Area</p> <p>Policy 18: Open spaces and bio-diversity</p> <p>Policy 19: Children's play space</p> <p>Policy 20: Energy</p>	<p>Complete improvements to strategic public realm areas</p> <p>Compliance with building heights policy</p> <p>Car parking in the town centre to be located in buildings, basements, or above development. Multi-storey car parks to be wrapped by other uses</p> <p><del>Fish Farm Former nursery</del> and St Pauls to be brought into active use</p> <p>All development to be on previously developed land; no loss of protected open spaces</p> <p>Improve quality of open spaces</p> <p>No loss or damage of SINC's</p> <p>Improvement in priority habitats</p> <p>All new development to be within 100m of a doorstep playable space, 400m of a local playable space, 800m of a neighbourhood playable space, and 800m of a youth space</p> <p>All development in SDHA to be designed</p>	<p>National Indicator:</p> <ul style="list-style-type: none"> <li>E2: Change in areas of biodiversity importance</li> </ul> <p>Sustainability Indicators:</p> <ul style="list-style-type: none"> <li>SDO 13.2 Resident satisfaction with open space</li> <li>SDO 13.4 Change in the quality of open space (ha)</li> <li>SDO 13.5 Open space deficiency</li> <li>SDO 13.6 Deficiency in access to nature</li> </ul> <p>Annual Monitoring Report Indicators:</p> <ul style="list-style-type: none"> <li>6: Change in amount of publicly accessible open space (SDO 13.1)</li> <li>24: Amount of new development built on protected open space/ previously developed land (NI 170)</li> <li>32: Habitats in borough</li> <li>40: Change in area of development sites covered by vegetation</li> <li>41: Amount of sites of importance for nature conservation lost to new development (SDO 13.3)</li> <li>45: Change in priority habitats</li> </ul> <p>New indicators:</p> <ul style="list-style-type: none"> <li>Completion of</li> </ul>

		to connect to future district heating system	improvements to strategic public realm <ul style="list-style-type: none"> <li>• Percentage of approvals that accord with the building heights target</li> <li>• Provision of playable space in new development</li> <li>• % of development in SDHA designed to connect to district heating</li> </ul>
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## Homes: High quality homes

Strategic Objectives	Policy	Targets	Indicators
<p>H1: To create a mixed community <u>by providing more housing choices and better homes of a high quality. There should be more affordable housing and different housing sizes including larger homes for families. through the provision of high quality homes with a range of tenure and sizes, and particularly larger homes which are suitable for families.</u></p> <p>H2: To focus higher densities in the <u>action area core where there are town centre activities and areas with good access to public transport, and in the town centre.</u></p>	<p>Policy 21: New Homes</p> <p>Policy 22: Affordable Homes</p> <p>Policy 23: Family Homes</p> <p>Policy 24: Density</p>	<p>Complete a minimum of 2,500 homes on sites in the core area by 2026 (see housing trajectory)</p> <p>Provide around 800 in the wider AAP area (NB this is a capacity estimate rather than a target)</p> <p>Provide at least 875 affordable homes</p> <p>Ensure that 35% of homes are affordable</p> <p>Ensure that 20%/30% of homes have 3 or more bedrooms in the core/ wider area</p> <p>New development to be within density ranges set out in AAP</p>	<p>Annual Monitoring Report Indicators:</p> <ul style="list-style-type: none"> <li>• 49: Housing supply (NI H1)</li> <li>• 49A: Total new homes gained over the previous 5 years (NI H2A)</li> <li>• 49B: Homes completed in reporting year (NI H2B)</li> <li>• 49C: Additional homes projected to be built between next year and 2016 (NI H2C)</li> <li>• 49D: Average number of homes needed each coming year until 2016 to meet housing target (NI H2D)</li> <li>• 50: Density of residential developments within areas</li> <li>• 51A: Amount of new dwellings which are: studios, 1 bedroom, 2 bedrooms, 3 bedroom, 4 or more bedrooms</li> <li>• 51B: Size of new dwellings by tenure</li> <li>53: Amount of completed affordable housing units (NI H5)</li> </ul>



### Community: Enhanced social and economic opportunities

Objectives	Policy	Targets	Indicators
<p><u>C1: To provide more and improved educational, health and community facilities which meet the needs of the growing population.</u></p> <p><u>C2: To provide more local employment opportunities.</u></p>	<p>Policy 25: Jobs and Business Space</p> <p>Policy 26: Schools</p> <p>Policy 27: Community facilities</p> <p>Policy 28: Early years</p> <p>Policy 29: Health Facilities</p>	<p>Provide 2000 additional jobs in the core area</p> <p>Provide approximately 12,000 sqm of business (B1) floorspace within the core area</p> <p>Provide flexible community space where there is a clear need and an identified management body</p> <p>Complete library to open by 2011</p> <p><del>Build new secondary school to open by 2013</del> <u>Deliver new pupil places to meet identified demand. Shortfall in Year 7 boroughwide pupil places is anticipated by 2016</u></p> <p>Provide around 110 new early years places in the first 2 AAP phases to meet population growth in the core area</p> <p>Provide new health facilities at Downtown</p>	<p>National Indicator:</p> <ul style="list-style-type: none"> <li>Percentage of small businesses in an area showing employment growth (NI 172)</li> </ul> <p>Sustainability Indicator:</p> <ul style="list-style-type: none"> <li>SDO 1.3 Number and percentage of jobs in AAP area by sector</li> </ul> <p>Annual Monitoring Indicators:</p> <ul style="list-style-type: none"> <li>5: Education uses completed</li> <li>14B: B Use classes completed (NI BD1)</li> <li>16A: Office, Retail, Institution, leisure completions in town centres (NI BD4i)</li> <li>16B: Office, Retail, Institution, leisure completions (sqm of floorspace) (NI BD4ii)</li> <li>17: Completed small business units (less than 500 sqm) (SDO 1.4)</li> <li>20: Business Growth (SDO 1.2) (NI 171)</li> </ul> <p>New indicator:</p>

		<p>in first phase of AAP period</p> <p>Provide new health facilities in the core area within phases 1 or 2 or the AAP period</p>	Completed health facilities floorspace
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## Delivering the AAP

Objectives	Policy	Targets	Indicators
<p>D1: To continue to work with key stakeholders including the local community, landowners, Lewisham Council and TfL to deliver the vision and objectives of the AAP.</p> <p>D2: To ensure that physical and social infrastructure needed to support growth at Canada Water is provided in a timely manner.</p> <p>D3: To monitor and review the delivery of AAP policies annually to inform phasing of future development and <u>delivery of infrastructure.</u></p>	Policy 33: s106 Planning Obligations	Collect s106 contributions to fund delivery of improvements to the road network, walking and cycling facilities, an extension to the CPZ, strategic areas of public realm, open spaces, play facilities and other items in accordance with Southwark's s106 Planning Obligations SPD or its successor.	<p>Annual Monitoring Indicator:</p> <ul style="list-style-type: none"> <li>• 7: Funding gained from s106 planning obligations;</li> </ul> <p>New indicator:</p> <ul style="list-style-type: none"> <li>• Committed spending on infrastructure. We produce quarterly reports on s106 expenditure by ward and community council area which we publish on our website: <a href="http://www.southwark.gov.uk">http://www.southwark.gov.uk</a></li> </ul>

## 7.6 Appendix 6: Infrastructure projects

Table A6.1 below sets out a schedule of infrastructure projects in the AAP area, providing more detail to the information summarised in part 5.

**Table A6.1**

Project	Who is involved?	Funding	Timescales
<b>Shopping: A genuine town centre and neighbourhood facilities</b>			
Improvements to shop fronts on Albion Street	LB Southwark Council Leaseholders	Committed funding: £57,000 from ILRE programme	2011-15 2016-20 2021-26
<b>Transport: improved connections</b>			
Upgrade to the Jubilee line	Transport for London	Committed funding: £30bn from TfL to upgrade the Jubilee, Northern and Bakerloo lines.	Signalisation upgrade to be completed by 2009. 2011-15 2016-20 2021-26
East London Line Phases 1 and 2	LB Southwark Transport for London Department for Transport Network Rail and transport operators	Committed funding: £75m from TfL and DfT.	June 2010: Dalston to New Cross, Croydon and Crystal Palace; 2011: extension to Highbury and Islington; 2012: Completion of phase 2 to Clapham Junction 2011-15 2016-20 2021-26
Jamaica Road roundabout signalisation (including new crossing between Southwark Park and King Stairs Gardens)	LB Southwark Transport for London	Anticipated funding: £3m from TfL	2011-15 2016-20 2021-26
Reintroduce two-way traffic movement on Lower Road and introduce right-turn into Surrey Quays Road	LB Southwark Transport for London	Project cost: £9m Anticipated s106 funding: £6.5m TfL ABS bid: £2.5m	Implementation on development of shopping centre site. 2011-15 2016-20 2021-26
Improvements to Surrey Quays Road	LB Southwark	Project cost: tbc Anticipated s106 funding: £592,000	Implementation on development on Decathlon site. 2011-15 2016-20 2021-26
CPZ extension	LB Southwark	Project cost: £240,000 Anticipated s106 funding: £240,000	Implementation to coincide with development of Decathlon and Leisure Park sites. 2011-15 2016-20 2021-26
Improvements to cycling and walking facilities and routes	LB Southwark Connect 2 Walk London TfL	Project cost: £1m Committed funding from TfL: £142,165; Cleaner, Greener, Safer: £7,500, Walk London: £20,000; Connect 2 (TfL, National Lottery & s106): £50,000 Anticipated s106 funding: £1m	Implementation of improvements to Swan Road and Railway Avenue to follow reopening of Rotherhithe Station. Improvements to signage on Thames Path to be implemented in 2009-2010. Implementation of cycle station on development of Site A. 2011-15 2016-20 2021-26

<b>Leisure: a great place to visit, relax and have fun</b>			
Refurbishment of the Seven Islands Leisure Centre, to improve wet side changing facilities and bringing the training pool back into use	LB Southwark	Project cost: £8,000,000 650,000  Committed funding: LBS £8,000,000 150,000  Anticipated funding: DCMS: £500,000	Decision on DCMS funding is due late 2009. Funding committed in the council's capital programme for the years 2015/16 and 2016/17.  2011-15 2016-20 2021-26
Refurbishment of improvement to sports facilities in Southwark Park	LB Southwark London Marathon charitable trust, UEFA, Sport England Football Foundation, BERR, Fusion, Mayor Play Sport facilities fund, Southwark Olympic capital legacy, Friends of Southwark Park	Project cost: £3.5m 5.075m  Committed funding: £3.2m from LBS, London Marathon, UEFA, Sport England, Football Foundation, BERR & Fusion  Anticipated funding: £1.65m from LBS top up, s106 & Mayor's Legacy Fund  Current funding gap: £200,000	Planning permission granted in 2009 and work to start in summer 2010. The build programme is expected to be approximately 18 months. Funding is currently being sought for the project.  2011-15 2016-20 2021-26
New sports facilities in schools	Rotherhithe Primary School LB Southwark	Building Schools for the Future (BSF) and the Primary Capital Programme	The new school is expected to open in 2013.  2011-15 2016-20 2021-26
<b>Places: better and safer streets, squares and parks</b>			
Plaza	LB Southwark, British Land Canada Quays	Project cost: £2m  Anticipated s106 funding: £2m	Completion is expected in 2011.  2011-15 2016-20 2021-26
Eastern side of Canada Water basin	LB Southwark Council, Conrad Phoenix (Canada Water)	Anticipated s106 funding: works with value of £1.07m provided in-kind	Implementation on development of Decathlon site.  2011-15 2016-20 2021-26
Southern and western sides of Canada Water basin, new high street and open space	LB Southwark, Tesco, Segro, or new owner	Anticipated s106 funding: works provided in-kind	Implementation on development of shopping centre site.  2011-15 2016-20 2021-26
Open space on Site A	LB Southwark, Barratt Homes, British Land Canada Quays	Anticipated s106 funding: works with value of £235,000 provided in-kind	Implementation on development of Site A.  2011-15 2016-20 2021-26
Create a new open space on the Former nursery Fish Farm	LB Southwark	Project cost: £72,000  Committed funding: £72,000 from Cleaner, Greener, Safer	Contractors have been appointed to clear the site. Work can start following bat surveys to be carried out in spring 2010. The site has been cleared and fencing on the Gomm Road boundary will shortly be replaced. Following this, consultation will take place on procuring an organisation to lease and manage the site.  2011-15 2016-20 2021-26
Improvements to open	LB Southwark,	Anticipated s106	Open Spaces Strategy and Capital

spaces and play facilities in accordance with Open Spaces Strategy and Capital Investment Strategy	Friends of Southwark Park, Friends of Russia Dock Woodlands, Trust for Urban Ecology, BARGES	funding: £745,000 Other funding sources: tbc	Investment Strategy to be adopted in 2010. <b>2011-15</b>   2016-20   2021-26
Environmental improvements to Albion Street	LB Southwark	Project cost: £97,000 Anticipated s106 funding: £88,000 Committed funding from TfL: £9,000	Phase 1 to follow reopening of Rotherhithe station. <b>2011-15</b>   2016-20   2021-26
Environmental improvements to docks	LB Southwark	Project cost: £580,000 Anticipated s106 funding: £580,00	2011-15   <b>2016-20</b>   2021-26
Environmental improvements to St Mary's Conservation Area	LB Southwark	Project cost: £20,000 Committed funding: £20,000 from Cleaner, Greener, Safer	Improvements to St Mary's conservation area have been carried out in 2009 <b>2011-15</b>   2016-20   2021-26
Upgrade of power supply and possible increase in water/drainage capacity.	LB Southwark, EDF Thames Water	Funded by development.	<b>2011-15</b>   2016-20   2021-26
Establishment of district heating network	LB Southwark, Veolia	Project cost: £8.5m Anticipated funding: Sale of ROCs estimated at £2m pa, contributions from "allowable solutions", s106 funding in cases where developments are unable to meet targets on site.	Phase 1: Link from SELCHP to the following estates: Four Squares, Silwood, Abbeyfield, Tissington Court, Pedworth. Phase 2: Possible extension into the Core Area via Lower Road and Redriff Road. <b>2011-15</b>   2016-20   2021-26
<b>Community: enhanced social and economic opportunities</b>			
New library at Canada Water	LB Southwark,	The project is fully funded and under construction.	Planning permission granted 2007. Construction started in 2009. The library is expected to open in 2011. <b>2011-15</b>   2016-20   2021-26
New secondary school	Rotherhithe Primary School LB Southwark	<del>Building Schools for the Future (BSF)</del> Department for Education, subject to approval by Partnership for Schools and the Primary Capital Programme.	<del>The new school is expected to open in 2013</del> <u>New secondary places are identified as required by 2016</u> <b>2011-15</b>   2016-20   2021-26
Short term improvements to Albion Primary School	Albion Primary School LB Southwark	The project would be <u>part</u> funded by development	LB Southwark and Albion Primary School <u>have undertaken</u> <del>are currently undertaking</del> a feasibility

		values generated from the sale of new homes.	study to assess the potential for development. <u>Opportunities to improve the school will be kept under review and will be subject to the availability of funding from the Primary Capital Programme.</u> <table border="1"> <tr> <td>2011-15</td> <td>2016-20</td> <td>2021-26</td> </tr> </table>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26				
Expand Albion Primary School to 2 forms of entry	Albion Primary School LB Southwark	Project cost: tbc  Anticipated s106 funding: £5.2m  Other funding sources: tbc	We will monitor and review the need to expand Albion primary school  <table border="1"> <tr> <td>2011-15</td> <td>2016-20</td> <td>2021-26</td> </tr> </table>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26				
New Health Centre and community space at Downtown	LB Southwark Southwark Primary Care Trust NHS Barratt Homes	Funding for the project has been committed	Implementation on development of Downtown site.  <table border="1"> <tr> <td>2011-15</td> <td>2016-20</td> <td>2021-26</td> </tr> </table>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26				
New health facilities at Canada Water	LB Southwark Southwark Primary Care Trust NHS Landowners	Funding from Southwark PCT  Anticipated s106 funding: £2.45m	Implementation of development of shopping centre site.  <table border="1"> <tr> <td>2011-15</td> <td>2016-20</td> <td>2021-26</td> </tr> </table>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26				
Site A and Decathlon community uses	LB Southwark Barratt Homes Conrad Phoenix	Anticipated funding: s106. Spaces provided on-site by developers.	Implementation on development of Site A and Decathlon site.  <table border="1"> <tr> <td>2011-15</td> <td>2016-20</td> <td>2021-26</td> </tr> </table>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26				

## 7.7 Appendix 7: s106 Planning obligations

7.7.1 The creation of a successful and sustainable town centre will depend not only on the provision of new homes, shops and offices, but also on the creation of shared infrastructure from which all future residents will benefit. We will use s106 planning obligations or raise funds through the community infrastructure levy (CIL) to help secure infrastructure improvements.

7.7.2 We will apply standard charges as set out in our s106 supplementary planning documents or through a CIL (or its successors) to developments in the AAP area. Where appropriate, charges for physical infrastructure will be tailored to ensure that all developments contribute to necessary costs. This includes

- Transport contributions to improve the local road network around Lower Road;
- Improvements to walking and cycling facilities;
- Implementation of an extension to the controlled parking zone at Canada Water;
- Improvements to strategically significant areas of public realm
- Upgrades to local open spaces;
- Improvements to play facilities.

### Improvements to the road network

7.7.3 We have costed improvements to the road network needed to accommodate growth. We will apply a standard charge based on net additional vehicular trip generation rates in the morning peak as a percentage of overall trip generation and the cost of the scheme. We will be making an Area Based Scheme bid to TfL to part fund the scheme. We currently estimate that the charge will be around £520 per home, £10,900 per 100sqm of retail floorspace and £518 per 100sqm of office floorspace. There would not be a charge where development results in a net reduction of trips. We will monitor development and adjust this figure if the amount of development or its phasing changes and when cost assumptions have been refined.

7.7.4 We currently have around £876,000 which would be available for road network improvements from developments with planning permission (although not all have yet been implemented) and anticipate that approximately £6m would become available on proposals sites which do not have planning permission.

7.7.5 We also need to extend the controlled parking zone at Canada Water to accommodate the first phase of growth in the AAP period. We will seek contributions towards the implementation of the CPZ from developments in the core area.

### Public realm and cycling and walking facilities

7.7.6 In the AAP we set out improvements that need to take place to a number of strategically important public realm areas. These areas include:

- The new plaza
- South, east and west sides of the Canada Water basin

- New open space on the shopping centre
- Surrey Quays Road
- Greenland and South Docks
- Albion Street

7.7.7 All developments in the area will benefit from improvements to these areas and should contribute either in-kind (through on-site works) or through planning obligations.

7.7.8 In order to accommodate growth, our strategy also involves making improvements to key pedestrian and cycle routes in the area, as set in

Figure 7. These improvements have been costed and are set out in Table A7.1

7.7.9 There is currently around £5m of funding committed for improvements to public realm and cycling/walking routes and facilities. This comprises s106 funding from schemes which have been implemented, schemes which have planning consent but which have not yet been implemented, as well as funding from other sources. Applying a standard charge of £750 per home and £15 per sqm of commercial floorspace we anticipate that £970,000 would become available on proposals sites which do not have planning permission.

**Table A7.1**

Schedule	Cost	s106 funding from approved schemes	Projected s106 funding from future schemes	Other committed funding	Funding gap (positive figures indicate a funding gap)
<b>Strategic public realm areas</b>					
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				
<b>Totals</b>	<b>5,963,043</b>	<b>4,214,187</b> <b><u>5,953,187</u></b>	<b>1,659,000</b> <b><u>0</u></b>	<b>9,499</b> <b><u>0</u></b>	<b>80,357</b> <b><u>9,856</u></b>
<b>Cycling and walking improvements (priorities)</b>					
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				
Route from YHA to Jubilee Line	50,110				

Signage strategy and improvements on Thames Path	70,801			27,500	
Railway Avenue improvements	104,000			<del>104,000</del> 76,000	
Swan Road improvements	38,165			<del>38,165</del>	
s106 funding for public realm and walking/cycling improvements		<del>545,575</del> 955,250	<del>969,675</del> 510,000		
<b>Totals (priorities)</b>	<b>1,074,516</b>	<b><del>595,575</del></b> <b><u>1,005,250</u></b>	<b><del>969,675</del></b> <b><u>510,000</u></b>	<b><del>169,665</del></b> <b><u>103,500</u></b>	<b><del>-660,399</del></b> <b><u>-544,234</u></b>
<b>Totals (strategic public realm and walking and cycling priorities)</b>	<b>7,037,559</b>	<b><del>4,809,762</del></b> <b><u>6,958,437</u></b>	<b><del>2,628,675</del></b> <b><u>510,000</u></b>	<b><del>179,164</del></b> <b><u>103,500</u></b>	<b><del>-580,042</del></b> <b><u>-534,378</u></b>
<b>Road network and highways</b>					
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)	
Extension of CPZ	240,000	<u>160,000</u>	<del>240,000</del> 80,000		
s106 funding for improvement to the road network		365,566	4,441,637		
s106 top-up LIP funding		<del>510,747</del> 1,119,332	<del>1,541,446</del> 932,871		
<b>Totals</b>	<b>9,990,000</b>	<b><del>876,313</del></b> <b><u>2,266,486</u></b>	<b><del>6,223,083</del></b> <b><u>5,454,508</u></b>	<b>2,500,000</b>	<b><del>390,604</del></b> <b><u>-230,994</u></b>

## 7.8 Appendix 8: Schedule of proposals sites

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### CW AAP 1: St Pauls Sports Ground

<b>Required land uses</b>	Open space.			
<b>Other acceptable land uses</b>	Community use (Class D).			
<b>Estimated capacity (approximate)</b>				
<b>Phasing and implementation</b>	<table border="1"> <tr> <td style="background-color: red;">2011-15</td> <td>2016-20</td> <td>2021-26</td> </tr> </table> <p>See Section 5.6 on Delivering the AAP and Table A6.1 in appendix 6.</p>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		
<b>Site specific guidance</b>				

#### We are doing this because

7.8.1 With the provision of new playing pitches at Mellish Fields, St Paul's Sports Ground which was managed by Bacon's College is no longer in use. We will consider the most appropriate role for St Paul's Sports Ground through the preparation of the open spaces strategy and Capital Investment Strategy.

### CW AAP 2: Land adjacent to Surrey Docks Stadium

<b>Required land uses</b>	Sports facilities and car parking ancillary to the use of the adjacent playing field.			
<b>Other acceptable land uses</b>	Residential use (Class C3); retail use (Class A1).			
<b>Estimated capacity (approximate)</b>	100 residential homes; up to 500sqm of retail use.			
<b>Phasing and implementation</b>	<table border="1"> <tr> <td style="background-color: red;">2011-15</td> <td>2016-20</td> <td>2021-26</td> </tr> </table> <p>The site is in private ownership and has planning permission for a residential-led mixed use scheme.</p>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		
<b>Site specific guidance</b>	Use of the site should not compromise the future viability and use of the adjacent playing field which is MOL.			

#### We are doing this because

7.8.2 The site has planning permission for a mixed use redevelopment. Facilities should be provided on site to enable use of the adjacent sports pitch which is MOL.

### CW AAP 3: Downtown

<b>Required land uses</b>	Residential use (Class C3); Community use (Class D) (Health facilities and flexible community space)			
<b>Other acceptable land uses</b>				
<b>Estimated capacity (approximate)</b>	212 residential homes; 1,500sqm health centre and flexible community space			
<b>Phasing and implementation</b>	<table border="1"> <tr> <td style="background-color: red;">2011-15</td> <td>2016-20</td> <td>2021-26</td> </tr> </table> <p>A planning application is currently being considered for the site. Development would be implemented by site owners, Barratt Homes.</p>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		
<b>Site specific guidance</b>				

**We are doing this because**

7.8.3 Mixed use redevelopment would be appropriate on this site. There is an identified need for an enlarged health facility on the site. Flexible community space should also be provided which can be managed as part of the health facility. Development should not harm the openness or nature conservation value of Russia Dock Woodlands which is MOL and a Site of Importance for Nature Conservation.

**CW AAP 4: Albion Primary School**

<b>Required land uses</b>	Education use (Class D1).			
<b>Other acceptable land uses</b>	Community use (Class D); residential use (Class C3).			
<b>Estimated capacity (approximate)</b>	The amount of homes would depend on the amount of non-residential floorspace provided on the site.			
<b>Phasing and implementation</b>	<table border="1"> <tr> <td style="background-color: red;">2011-15</td> <td style="background-color: red;">2016-20</td> <td>2021-26</td> </tr> </table> <p>See Section 5 <u>6</u> on Delivering the AAP and Table A6.1 in appendix 6.</p>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		
<b>Site specific guidance</b>				

**We are doing this because**

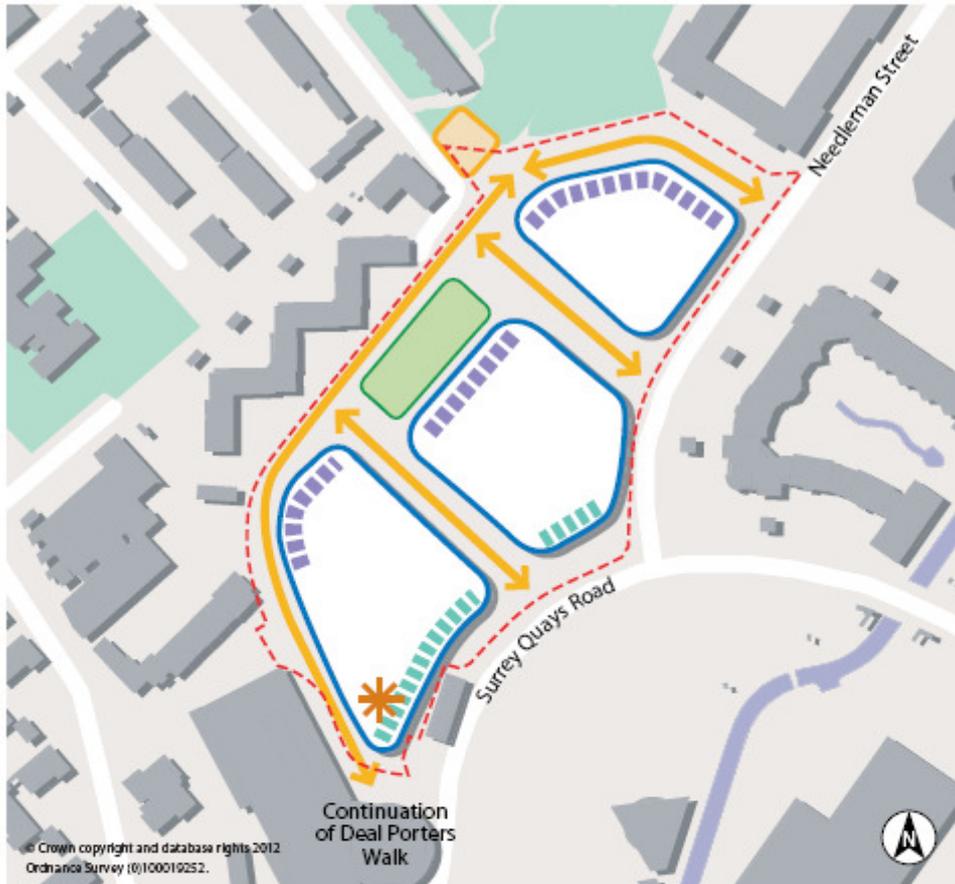
7.8.4 We are likely to ~~mat~~-need to expand primary school provision during the lifetime of the AAP. Albion primary school is close to the core area where growth will be greatest and occupies a very large site area relative to its size and in comparison to other schools in the area. It is currently single form of entry but has the capacity to expand to two forms of entry. In the short term, improvements are needed to staff and teaching facilities. Some residential

development would be appropriate to fund improvements, provided development would not result in a net loss of play space.

**CW AAP 5: Site A (Land north of Surrey Quays Road and Needleman Street)**

<b>Required land uses</b>	Residential use (Class C3); retail uses (Classes A1/ A2/A3); bicycle station; public open space.			
<b>Other acceptable land uses</b>	Business use (Class B1); community use (Class D1); hotel (Class C1).			
<b>Estimated capacity (approximate)</b>	668 residential homes; 800sqm of retail use; 400sqm of flexible community use.			
<b>Phasing and implementation</b>	<table border="1" style="margin-left: 20px;"> <tr> <td style="background-color: red; color: white;">2011-15</td> <td>2016-20</td> <td>2021-26</td> </tr> </table> <p>Planning committee resolved to grant planning permission in December 2009 for a mixed use development on the site. Barratt Homes, the developer, expect construction to start in 2010.</p>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		

**Figure 22: Site A (Land north of Surrey Quays Road and Needleman Street)**



-  Site boundary
-  Opportunity to improve access for pedestrians and cyclists
-  Active uses on Surrey Quays Road
-  Building heights towards the lower end of the range
-  Opportunity for tall building
-  Opportunity for public open space
-  Indicative development blocks
-  Public realm improvements at the junction of Swan Road, Deal Porter's Walk and Albatross way

**We are making this designation because**

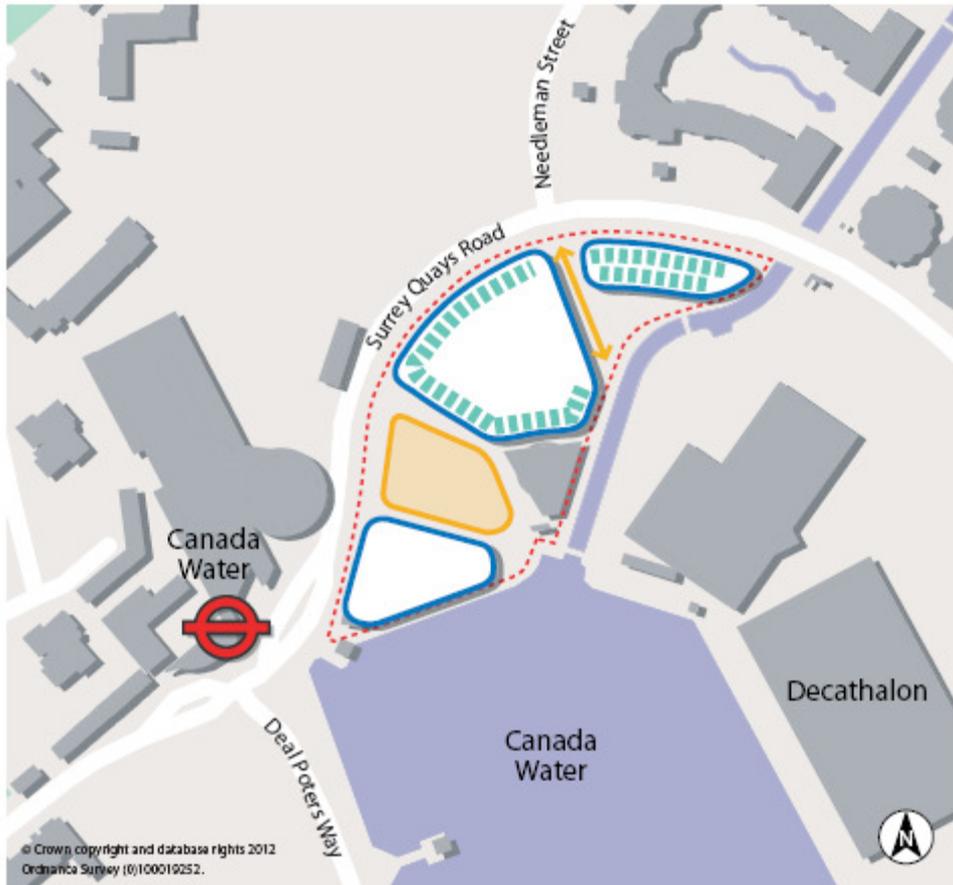
7.8.5 Located close to the Canada Water tube and bus station, this site is suitable for a residential led-mixed use development. A landmark tower could be provided (see Figure 9) next to the tube station. Building heights should be towards the lower end of the range on the northern-western and north-eastern parts of the site to help ensure a transition to existing development on adjacent sites to the north.

- 7.8.6 The layout of blocks and routes should create connections into the surrounding street network. A pedestrian and cycle link which connects with Deal Porter's Walk should be provided through the site.
- 7.8.7 Active uses should be provided at ground floor level fronting onto Surrey Quays Road to help animate Surrey Quays Road and its importance as a pedestrian route which feeds routes radiating out from the town centre.
- 7.7.8 In order to improve access for cyclists to the tube station, a cycle station should be provided on the site. A taxi drop off facility should be provided to serve the development.

**CW AAP 6: Site B (Land bounded by Surrey Quays Road, the Canada Water basin and Albion Channel)**

<b>Required land uses</b>	Residential use (Class C3); retail uses (Classes A1/A3); business use (Class B1), community use (new library) (Class D1); public open space.			
<b>Other acceptable land uses</b>				
<b>Estimated capacity (approximate)</b>	241 residential homes; 2,000sqm of community use (library); 250sqm of business space; 1,150sqm of retail use.			
<b>Phasing and implementation</b>	<table border="1" style="margin-left: 20px;"> <tr> <td style="background-color: red; color: white;">2011-15</td> <td>2016-20</td> <td>2021-26</td> </tr> </table> <p>This site has detailed planning permission and the first phase of development (Site B1) was completed in summer 2009. Phase 2 (Site B2) is currently under construction. Construction of the new library started in June 2009. The library and adjacent plaza are due to be completed in 2011.</p>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		

**Figure 23: Site B (Land bounded by Surrey Quays Road, the Canada Water basin and Albion Channel)**



-  Site boundary
-  Opportunity to improve access for pedestrians and cyclists
-  Active uses onto civic plaza and Albion Channel
-  Proposed new civic plaza
-  Indicative development blocks

**We are making this designation because**

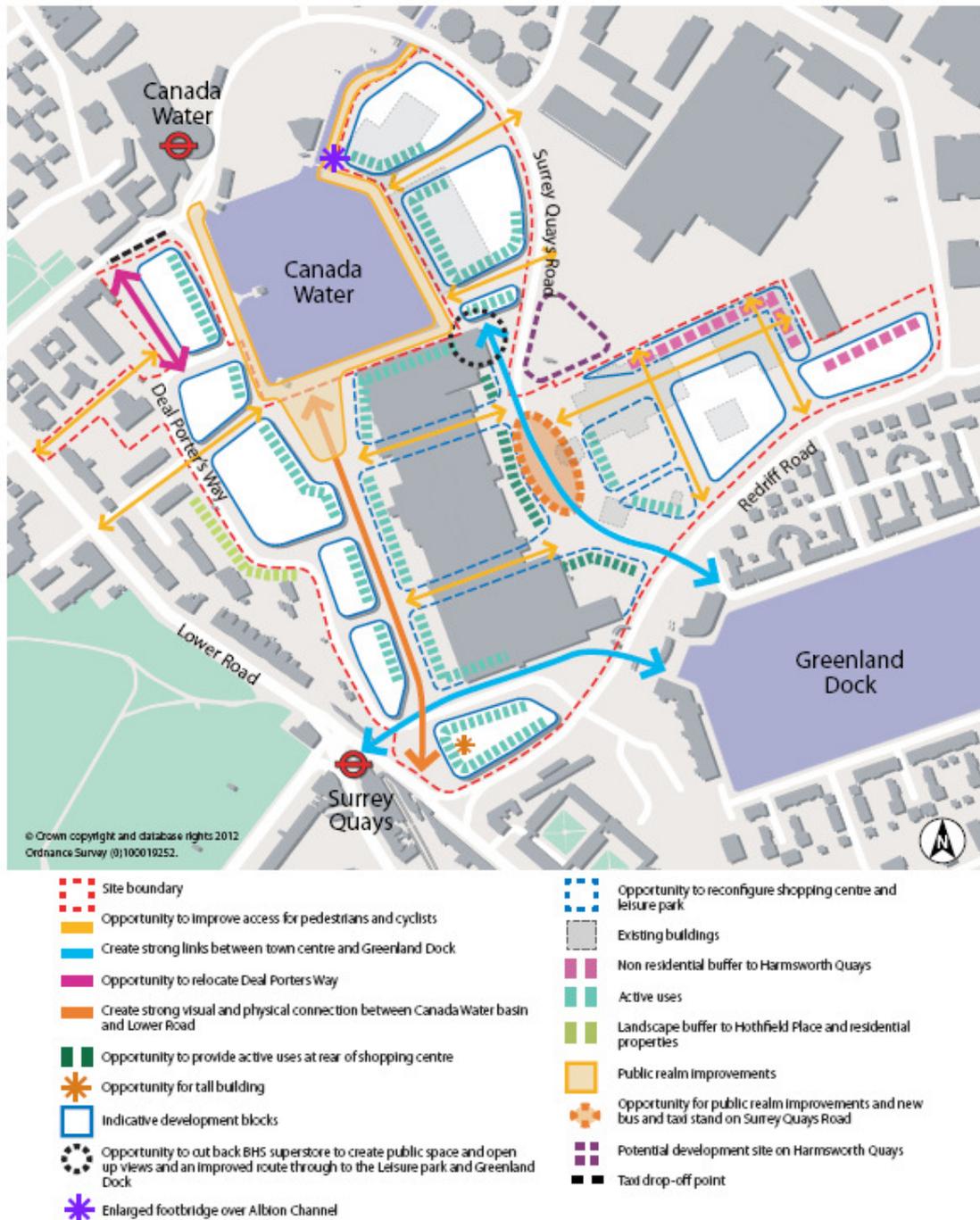
7.8.8a Located on the edge of the centre this site is suitable for a residential led-mixed use development, which provides a new civic plaza outside the proposed library. Active frontages should be provided at ground floor level to create more vitality in the plaza.

**CW AAP 7: Decathlon site, Surrey Quays Leisure Park, Surrey Quays Shopping Centre and overflow car park**

<b>Required land uses</b>	Up to 35,000sqm of retail uses (Classes A1, A2, A3, A4); a minimum of 5,000sqm of business use (Class B1); leisure uses (Class D2); residential use (Class C3); community use (Class D); hotel use (Class C1); public open space; town centre car parking.
<b>Other acceptable land uses</b>	Student accommodation (sui generis use)

<b>Estimated capacity (approximate)</b>	1,530 residential homes (600 units on the shopping centre and overflow car park, 500 units on the Leisure Park and 430 units on the Decathlon site); 35,000sqm of retail uses; 5,000sqm of business use; health facilities (which complement rather than replace existing facilities) and other community uses.			
<b>Phasing and implementation</b>	<table border="1" data-bbox="424 394 799 427"> <tr> <td data-bbox="424 394 555 427">2011-15</td> <td data-bbox="555 394 676 427">2016-20</td> <td data-bbox="676 394 799 427">2021-26</td> </tr> </table> <p data-bbox="424 461 1318 589">Conrad Phoenix (Canada Water) and CGNU Life Assurance are preparing detailed planning applications for the Decathlon site and Surrey Quays Leisure Park respectively. The council is in discussion with Tesco/Segro about development on the shopping centre site.</p>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		

**Figure 24: Decathlon site (Site C), Surrey Quays Leisure Park, Surrey Quays Shopping Centre and overflow car park**



**We are making this designation because**

7.8.9 Our objective is to use development opportunities provided by these sites to create a genuine town centre at Canada Water. This site designation and accompanying plans show how the guidance set out in section 3 & 4 applies to these sites.

7.8.10 These sites comprise a large part of the town centre and have significant capacity for growth. A new high street should connect the Canada Water

basin with Lower Road and this should form the focus for provision of new shopping space. This would help integrate retail on the shopping centre site with Lower Road and provide improved connections to the tube stations. It would also enable a more effective use of the existing car parks and help give the shopping centre site a town centre character.

- 7.8.11 The layout of development and distribution of uses on the Leisure Park site requires careful consideration, given the proximity of the neighbouring Harmsworth Quays print works and the noise generated by electrical plant and vehicular trips associated with the print works. Non-residential space should provide a buffer to Harmsworth Quays print works. This can help meet the need to provide leisure or retail use or the demand for business space and enable the creation of a high quality residential environment. Phasing will be critical to ensure that an effective barrier to noise is created prior to occupation of any residential dwellings. A noise assessment should be submitted as part of a planning application for noise sensitive development, such as residential.
- 7.8.12 A non-residential buffer can also help to meet the need to provide leisure or retail use or the demand for business space and enable the creation of a high quality residential environment.
- 7.8.13 Pedestrian and cycle links around the town centre are very poor. In particular routes from the town centre to Greenland Dock are indirect and unclear, while the shopping centre turns its back on the Leisure Park. The layout of the shopping centre and car parks also create a physical separation from Lower Road. Development should help create safe, direct and attractive routes through the centre for pedestrians and cyclists, to encourage more people to visit the centre on foot, by bike and on public transport. Development adjacent to Harmsworth Quays should enable future connections to the print works site, while providing an effective barrier to noise.
- 7.8.14 A range of building heights should be provided across the sites to create visual interest, help ensure a transition to surrounding sites and help create an area which is easy to find your way around. General benchmark heights on the shopping centre site and around Surrey Quays Road should be between 5 and 8 storeys. Building heights should be towards the lower end of the range on the eastern side of the Leisure Park in order to provide a transition to lower density development in the suburban zone.
- 7.8.15 A taller building would be appropriate on the south-west corner of the shopping centre. This part of the shopping centre site is less sensitive as it falls outside the strategic viewing corridor between Greenwich Park and St Pauls. It could help mark the tube station and would form part of a cluster of tall buildings with the 16 storey towers on the Hawkstone Estate.
- 7.8.16 The amounts of development we set out have been informed by feasibility testing to ensure that development can be implemented in a manner which is consistent with the design principles and building heights we set out in part 4 of the AAP.
- 7.8.17 The principles set out here are core principles which should be applied to any development scheme prepared for these sites. They aim to ensure that key features, such as pedestrian and cycle links and a range of building heights within limits, are incorporated. In this way they provide some flexibility and

could be implemented in several ways. As policy 16 states, a masterplan will be required to accompany a planning application for the first phase of development on the shopping centre and overflow car park to ensure that improvements to the site are considered comprehensively and in a manner which is consistent with AAP policy.

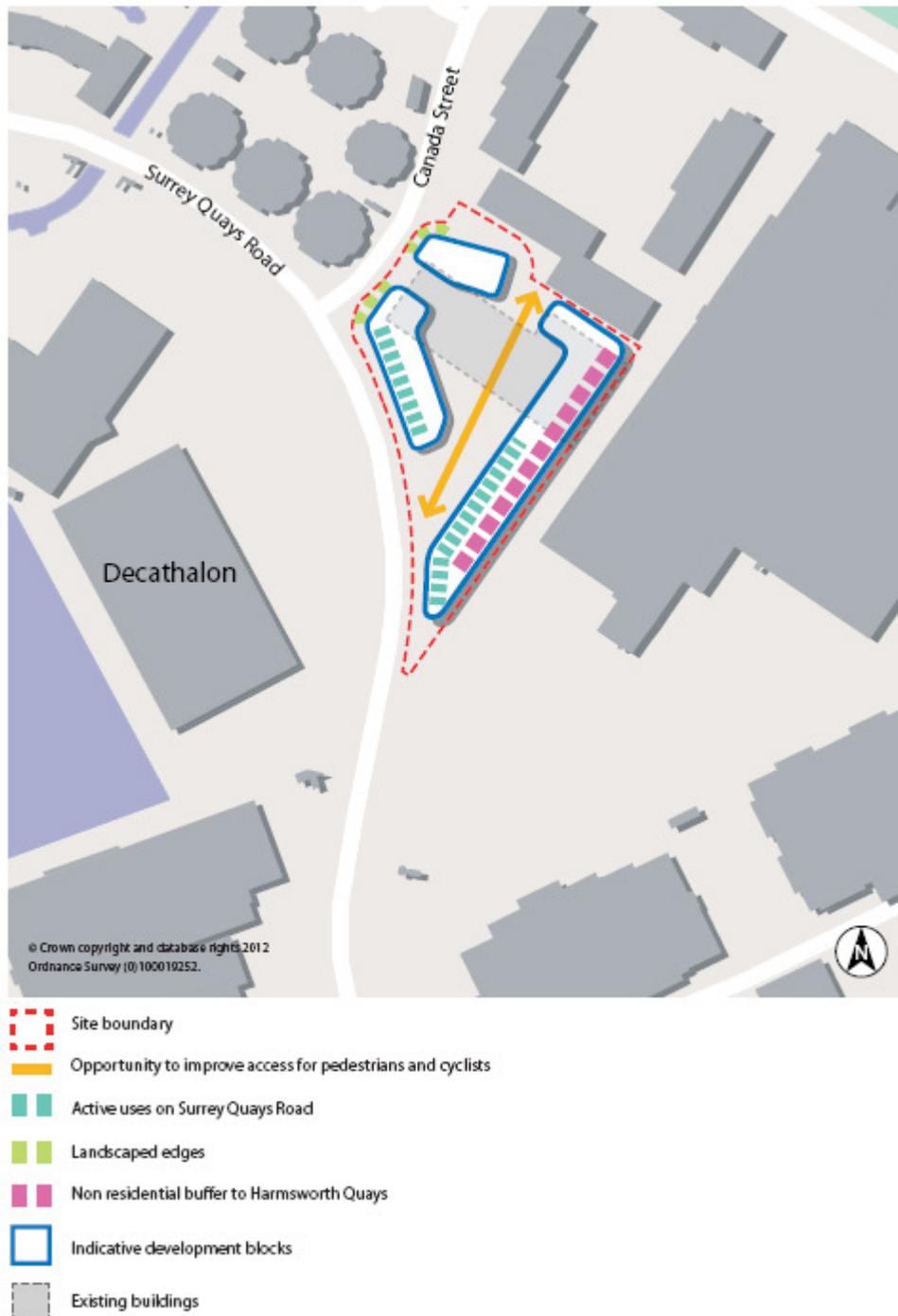
- 7.8.18 Implementation of development on the three sites is complicated by the fact that they are in different freehold ownerships, and in addition, that existing leaseholders - Decathlon, the Odeon Cinema and leisure operators and Surrey Quays Shopping Centres Ltd - have long leases. Conrad Phoenix and CGNU Life Assurance are preparing plans for the Decathlon and Leisure Park sites respectively. We are in discussion with Surrey Quays Shopping Centre Ltd about the future of the shopping centre site.
- 7.8.19 The proposals we set out here would allow the Decathlon site and Leisure Park site, for which planning applications are being prepared, to be developed independently of the shopping centre site, but acknowledge that over the period of the AAP alternative phasing schemes could come forward whilst being consistent with the principal objectives. We envisage that the development of the shopping centre site ~~would~~ could take place within the second phase of AAP development. The development could be broken up into two or three distinct sub-phases, comprising redevelopment of the overflow car park, re-configuration at the frontage of the shopping centre, together with redevelopment of the adjacent car park and reconfiguration of the BHS store and improvements around the service yard.
- 7.8.20 We have carried out a financial appraisal of these the proposals set out here and are confident that they would be financially viable.
- 7.8.21 In preparing the AAP we have also looked at alternative implementation scenarios which could bring benefits to urban structure of the town centre. These options include shifting the alignment of Surrey Quays Road to the east to create more space to activate the rear of the shopping centre, as well as a more significant change of straightening Surrey Quays Road, rerouting traffic to the east of the current alignment. These options would be more complicated to deliver as they would involve several landowners and would require careful phasing to ensure continuity for existing businesses. However, they would potentially bring benefits by:
- Providing more retail and leisure uses on the western side of the Leisure Park site would create the critical mass to generate more footfall on Surrey Quays Road and unlock the opportunity to make a substantial reconfiguration or phased redevelopment of the shopping centre which would be closer to our objective of creating a town centre;
  - There would be an opportunity to change the character of Surrey Quays Road, drawing it into the town centre and possibly creating a semi-pedestrianised environment with a bus/taxi drop off area.
  - It would create a development site on the western corner of Harmsworth Quays.
  - Enabling a reconfiguration or phased demolition of the shopping centre would allow mixed use blocks to be built which would make the area feel more lively at all times of day and safer.
  - Much stronger links to Greenland Dock could be achieved.

- Sharing of car parks would be easier. New town centre car parks could be provided for all retail and leisure operators and facilitate a much more efficient use of parking spaces.

**CW AAP 8: Site E (Land at the corner of Surrey Quays Road and Quebec Way)**

<b>Required land uses</b>	Residential use (Class C3) a minimum of 3,000sqm of business use (Class B1)			
<b>Other acceptable land uses</b>	Community use (Class D); hotel use (Class C1); retail use (A classes)			
<b>Estimated capacity (approximate)</b>	140 residential homes; 3000sqm of business use.			
<b>Phasing and implementation</b>	<table border="1" data-bbox="424 801 799 835"> <tr> <td style="background-color: red;">2011-15</td> <td>2016-20</td> <td>2021-26</td> </tr> </table> <p>The landowner, Conrad Phoenix (Canada Water), is preparing a detailed planning application for the site.</p>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		

**Figure 25: Site E (Land at the corner of Surrey Quays Road and Quebec Way)**



**We are making this designation because**

7.8.21 Located on the edge of the centre this site is suitable for a residential led-mixed use development. The layout of development on the site and distribution of uses requires careful consideration, given the proximity of the neighbouring Harmsworth Quays print works and the noise generated by electrical plant and vehicular trips associated with the print works. Phasing will be critical to ensure that an effective barrier to noise is created prior to occupation of any residential dwellings. A noise assessment should be submitted as part of a planning application for noise sensitive development, such as residential.

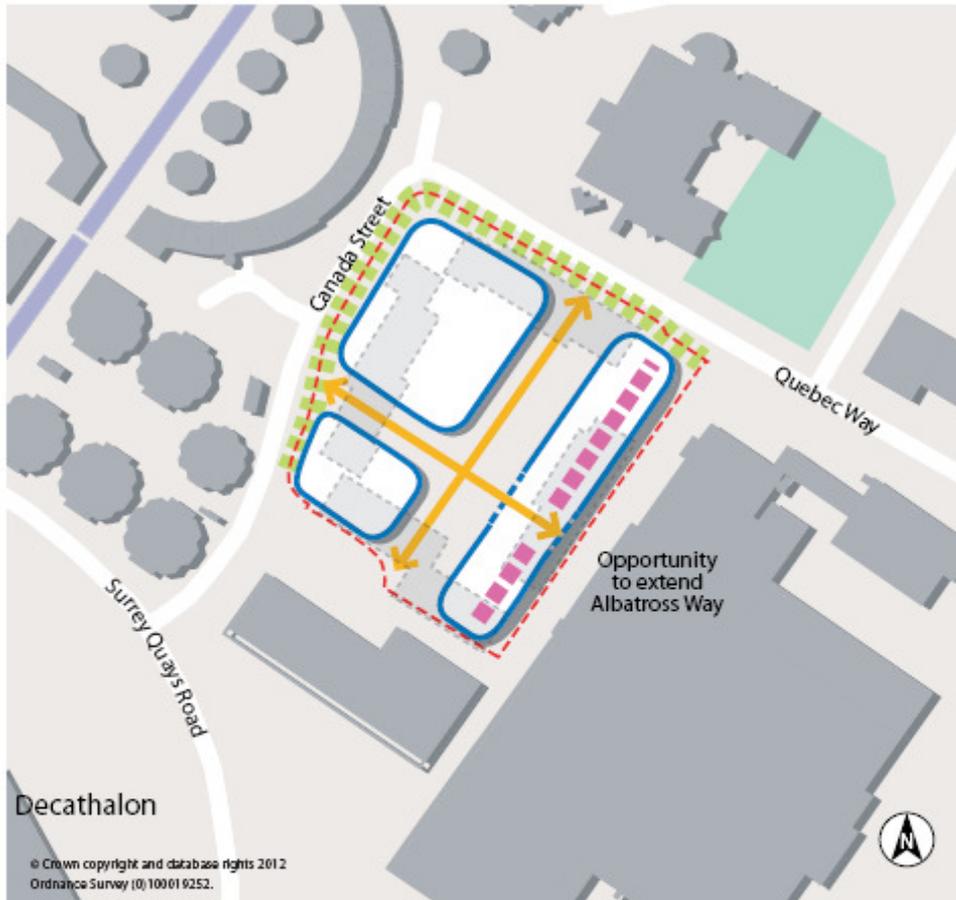
7.8.22 New business space should be provided to create a non-residential buffer to Harmsworth Quays print works to both help meet demand for business space and enable the creation of a high quality residential environment.

7.8.23 New pedestrian and cycle links through the site should be provided to help make the area easier to move around. The landscaping on the north western boundary of the site were planned by the LDDC as part of the landscape strategy for the docklands area. This boundary should be softened in new development to help retain a sense of greenness which is a key part of the character of the area.

**CW AAP 9: Mulberry Business Park**

<b>Required land uses</b>	Residential use (Class C3), a minimum of 3,000sqm of business use (Class B1).			
<b>Other acceptable land uses</b>	Community use (Class D).			
<b>Estimated capacity (approximate)</b>	250 residential homes; 3,000sqm of business use.			
<b>Phasing and implementation</b>	<table border="1" style="margin-left: 20px;"> <tr> <td style="background-color: #ffcccc;">2011-15</td> <td>2016-20</td> <td>2021-26</td> </tr> </table> <p>The buildings on this site have recently been demolished. The site is available for development and has detailed planning permission.</p>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		

**Figure 26: Mulberry Business Park**



-  Site boundary
-  Opportunity to improve access for pedestrians and cyclists
-  Non residential buffer to Harmsworth Quays
-  Landscaped edges
-  Indicative development blocks
-  Existing buildings

### We are making this designation because

7.8.24 This site is now cleared and is suitable for a residential led-mixed use development. The layout of development on the site and distribution of uses requires careful consideration, given the proximity of the neighbouring Harmsworth Quays print works and the noise generated by electrical plant and vehicular trips associated with the print works. New business space should be provided to create a non-residential buffer to Harmsworth Quays print works to both help meet demand for business space and enable the creation of a high quality residential environment. Phasing will be critical to ensure that an effective barrier to noise is created prior to occupation of any residential dwellings. A noise assessment should be submitted as part of a planning application for noise sensitive development, such as residential.

7.8.25 Building heights should be towards the lower end of the range on the eastern side of the site in order to provide a transition to lower density development in the suburban zone.

7.8.26 New pedestrian and cycle links through the site should be provided to help make the area easier to move around. The landscaping on the north western and north eastern boundaries of the site was planned by the LDDC as part of the landscape strategy for the docklands area. These boundaries should be softened in new development to help retain a sense of greenness which is a key part of the character of the area.

**CW AAP 10: 24-28 Quebec Way**

<b>Required land uses</b>	Residential use (Class 3C); a minimum of 500sqm of business use (Class B1) and/or community use (Class D).
<b>Other acceptable land uses</b>	Hotel use (Class C1).
<b>Estimated capacity (approximate)</b>	50 homes; 500 sqm of business use or community use.
<b>Phasing and implementation</b>	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> <span style="border-right: 1px solid black; padding: 0 5px;">2011-15</span> <span style="background-color: red; color: white; padding: 0 5px;">2016-20</span> <span style="border-left: 1px solid black; padding: 0 5px;">2021-26</span> </div> <p>Although no planning applications have been received for the site, it would be available for development, subject to satisfactorily relocating existing occupiers.</p>

**Figure 27: 24-28 Quebec Way**



-  Site boundary
-  Opportunity to improve access for pedestrians and cyclists
-  Building heights at lower end of range on Russia Dock Woodlands frontage
-  Landscaped edges
-  Indicative development blocks
-  Existing buildings

### **We are making this designation because**

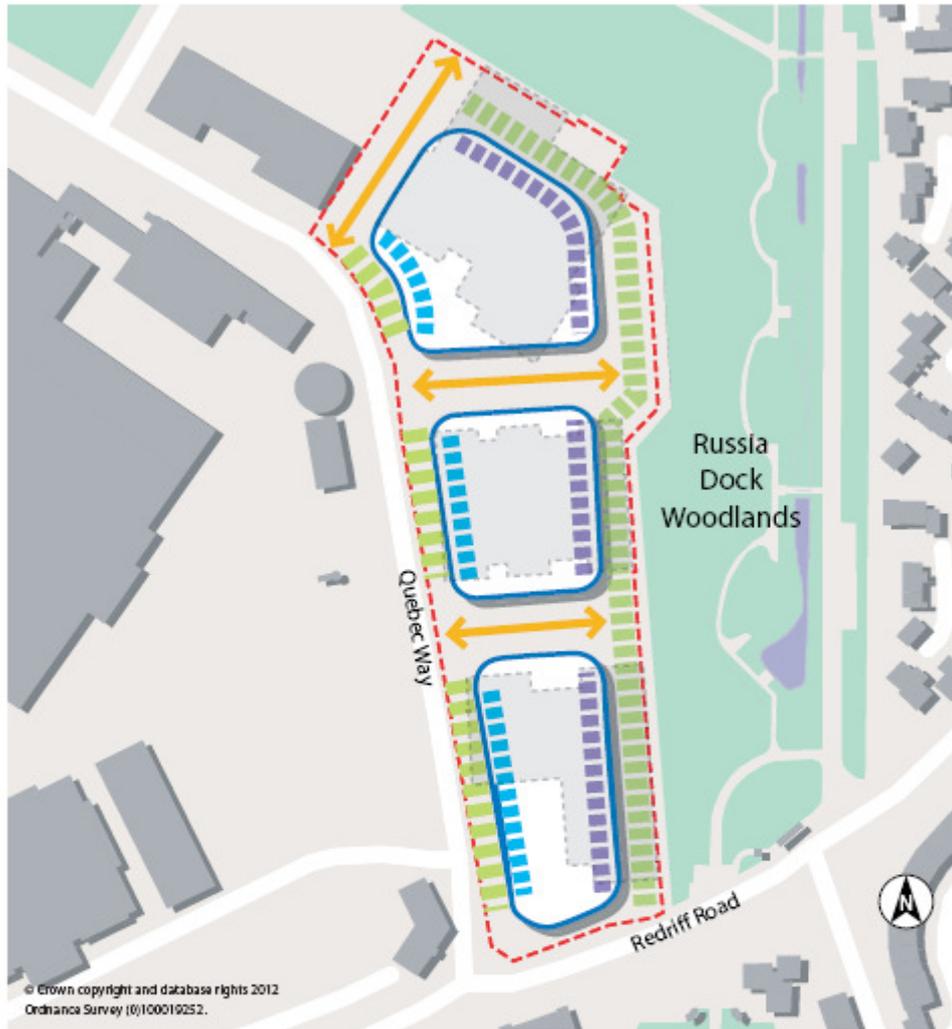
- 7.8.27 This site is suitable for a residential led-mixed use development. Some business or community use should be retained on this site as part of a business cluster and to help create some vitality in this part of Quebec Way.
- 7.8.28 This site has a medium public transport accessibility level (PTAL 2/3). Located to the east side of Quebec Way and close to Russia Dock Woodland, development on this this site should have a more suburban character. Building should be lower at the rear of the site (the east side) to protect the sense of openness in Russia Dock Woodland and its nature conservation value.
- 7.8.29 The Quebec Way boundary should be softened in new development to help retain a sense of greenness which is a key part of the character of the area.

7.8.30 In view of the proximity of the site to Harmsworth Quays print works, a noise assessment should be submitted as part of a planning application for noise sensitive development, such as residential.

**CW AAP 11: Quebec Industrial Estate**

<b>Required land uses</b>	Residential use (Class C3); a minimum of 1,000sqm of business use (Class B1) and or community use (Class D1) (providing that community space has an identified user)			
<b>Other acceptable land uses</b>	Hotel use (Class C1); up to retail uses (Class A1, A2, A3, A4).			
<b>Estimated capacity (approximate)</b>	250 residential homes; 1000sqm of non-residential use.			
<b>Phasing and implementation</b>	<table border="1" data-bbox="427 801 799 833"> <tr> <td>2011-15</td> <td style="background-color: red;">2016-20</td> <td>2021-26</td> </tr> </table> <p><del>Although no planning applications have been received for the site, it would be</del> <u>A planning application has been received for the site and the</u> site is available for development, subject to satisfactorily relocating existing occupiers.</p>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		

**Figure 28: Quebec Industrial Estate**



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Ordnance Survey (0)100019252.

-  Site Boundary
-  Opportunity to improve access for pedestrians and cyclists
-  Landscape buffer to Russia Dock Woodlands frontage
-  Landscaped edges
-  Building heights at lower end of range on Russia Dock Woodlands frontage
-  Building heights can be around upper end of range on Quebec Way frontage
-  Indicative development blocks
-  Existing buildings

**We are making this designation because**

7.8.31 This site is suitable for a residential led-mixed use development. Non-residential use could include either business use or some community facilities such as pre-school facilities. Our evidence base suggests that there will be a need for additional pre-school facilities to be provided in the area. Lower density development would enable the provision of some outdoor space for any pre-school facility, which is necessary for children above the age of 3. Proposals should identify how a community facility would be managed or used.

- 7.8.32 This site has a medium public transport accessibility level (predominately PTAL 4 -PTAL 3). Located to the east side of Quebec Way and adjacent to Russia Dock Woodland, development on this site should have a more suburban character. On the Russia Dock Woodlands frontage buildings should be at the lower end of the height range and a landscape buffer provided between buildings and the boundary in order to protect the sense of openness in Russia Dock Woodland and its nature conservation value.
- 7.8.33 The Quebec Way boundary should be softened in new development to help retain a sense of greenness which is a key part of the character of the area.
- 7.8.34 In view of the proximity of the site to Harmsworth Quays print works, a noise assessment should be submitted as part of a planning application, to demonstrate that a good quality residential environment can be provided.
- 7.8.35 New pedestrian and cycle links through the site should be provided to help make the area easier to move around. As Russia Dock Woodland is a site of importance for nature conservation, new paths into it should be subject to an ecological assessment.

#### **CW AAP 12: Harmsworth Quays**

<b>Required land uses</b>	Business use (Class B).			
<b>Other acceptable land uses</b>	Residential use (Class C3); retail use (Classes A1/A2/A3); community use (Class D); hotel use (Class C1).			
<b>Estimated capacity (approximate)</b>	The amount of homes would depend on the amount of non-residential floorspace provided on the site.			
<b>Phasing and implementation</b>	<table border="1" data-bbox="422 1265 798 1310"> <tr> <td>2011-15</td> <td>2016-20</td> <td>2021-26</td> </tr> </table> <p>The development of this site would be subject to the relocation of the printworks.</p>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		
<b>Site specific guidance</b>				

#### **We are doing this because**

- 7.8.36 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. 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.

**CW AAP 13: ~~Fish Farm~~ Former nursery**

<b>Required land uses</b>	Open space.			
<b>Other acceptable land uses</b>	Community use (Class D).			
<b>Estimated capacity (approximate)</b>				
<b>Phasing and implementation</b>	<table border="1"> <tr> <td style="background-color: red;">2011-15</td> <td>2016-20</td> <td>2021-26</td> </tr> </table> <p>See Section 5.6 on Delivering the AAP and Table A6.1 in appendix 6.</p>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		
<b>Site specific guidance</b>				

**We are doing this because**

7.8.37 The ~~Fish Farm~~ Former nursery has not been used for a number of years. We have allocated funding through the Cleaner Green Safer Programme to bring it back into active use as an open space.

**CW AAP 14: ~~Rotherhithe Police Station and Landale House~~**

<b>Required land uses</b>	Sui generis (police station).			
<b>Other acceptable land uses</b>	Residential use (Class C3), retail uses (Classes A1/ A3); business use (Class B1), community use (Class D1).			
<b>Estimated capacity (approximate)</b>	The amount of homes would depend on the amount of non-residential floorspace provided on the site.			
<b>Phasing and implementation</b>	<table border="1"> <tr> <td>2011-15</td> <td style="background-color: red;">2016-20</td> <td>2021-26</td> </tr> </table> <p>Subject to providing replacement police facilities elsewhere in the AAP area.</p>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		
<b>Site specific guidance</b>	Police facilities should be retained on this unless appropriate replacement facilities can be provided elsewhere in the AAP area.			

**We are doing this because**

7.8.38 The police have advised that they wish to provide a new Safer Neighbourhood Team base and front counter services at Canada Water, necessary to deliver a more effective locally based police service. This would make the existing police station surplus to requirements. The MPA are

currently negotiating with Conrad Phoenix to occupy new space on the Decathlon site. Subject to relocating police facilities elsewhere at Canada Water, the site would be appropriate for residential or mixed use development.

**CW AAP 15: 23 Rotherhithe Old Road**

<b>Required land uses</b>	Residential use (Class C3).			
<b>Other acceptable land uses</b>				
<b>Estimated capacity (approximate)</b>	14 residential homes			
<b>Phasing and implementation</b>	<table border="1"> <tr> <td style="background-color: red;">2011-15</td> <td>2016-20</td> <td>2021-26</td> </tr> </table>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		
<b>Site specific guidance</b>	The site is owned by an RSL which has been seeking to obtain planning permission for a residential development.			

**We are doing this because**

7.8.39 The site is currently used as a car dealership. There is no planning requirement to retain the current use and it would be appropriate for residential development.

**CW AAP 16: 41-55 Rotherhithe Old Road**

<b>Required land uses</b>	Residential use (Class C3).			
<b>Other acceptable land uses</b>				
<b>Estimated capacity (approximate)</b>	15 residential homes			
<b>Phasing and implementation</b>	<table border="1"> <tr> <td style="background-color: red;">2011-15</td> <td>2016-20</td> <td>2021-26</td> </tr> </table>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		
<b>Site specific guidance</b>	The site is owned by an RSL which has been seeking to obtain planning permission for a residential development.			

**We are doing this because**

7.8.40 The site is currently a vacant brown field site and it would be appropriate for residential development.

### CW AAP 17: Rotherhithe Primary School

<b>Required land uses</b>	Education use (Class D1).			
<b>Other acceptable land uses</b>	Community use (Class D).			
<b>Estimated capacity (approximate)</b>				
<b>Phasing and implementation</b>	<table border="1"> <tr> <td style="background-color: red;">2011-15</td> <td>2016-20</td> <td>2021-26</td> </tr> </table> <p>See Section 5 <u>6</u> on Delivering the AAP and Table A6.1 in appendix 6.</p>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		
<b>Site specific guidance</b>				

#### We are doing this because

7.8.41 We are aiming to transform teaching and learning by investing in education through the borough-wide Southwark schools for the future (SSF) initiative. Our pupil place planning indicates that five forms of entry of new secondary school places will be needed within Southwark by 2019/20. This includes building a new secondary school in Rotherhithe to meet the growing population in the north of Southwark. This is to take account of the increasing number of children as the area becomes home to greater numbers of families with children.

7.8.42 Our site selection study has ~~demonstrated that~~ identified Rotherhithe primary school ~~would be as~~ the most appropriate site. ~~Our preferred site for the new secondary school is the Rotherhithe Primary School site.~~ It is a site which meets minimum size requirements, has good transport links, has good access to other amenities such as open space and leisure facilities and is in council ownership.

### CW AAP 18: 247-251 Lower Road

<b>Required land uses</b>	Residential use (Class C3); retail uses (Class A1/A2/A3) or Community use (Class D1); safeguarded land for road widening.			
<b>Other acceptable land uses</b>				
<b>Estimated capacity (approximate)</b>	15 residential homes; 300sqm of non-residential use.			
<b>Phasing and implementation</b>	<table border="1"> <tr> <td>2011-15</td> <td style="background-color: red;">2016-20</td> <td>2021-26</td> </tr> </table> <p>The site is vacant and has planning permission for a mixed use development. Southwark will seek to purchase a strip of land on the northern return frontage to widen Plough Way.</p>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		

<b>Site specific guidance</b>	A strip of land 3.5m in width should be safeguarded for road widening.
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**We are doing this because**

7.8.43 The site is vacant and would be suitable for residential led mixed use development with a retail or community use at ground floor level. In order to accommodate growth in the area, there will be a need to widen Plough Way to create more capacity at the junction. A strip of land 3.5m in width should be safeguarded for this purpose.

**CW AAP 19: Tavern Quay (East and West)**

<b>Required land uses</b>	Residential use (Class C3); business use (Class B1).			
<b>Other acceptable land uses</b>	Retail use (Classes A1/A3).			
<b>Estimated capacity (approximate)</b>	112 residential homes; 1300sqm business use; 100sqm of retail use.			
<b>Phasing and implementation</b>	<table border="1" style="display: inline-table; margin-bottom: 5px;"> <tr> <td style="background-color: red;">2011-15</td> <td>2016-20</td> <td>2021-26</td> </tr> </table> <p>These two adjacent sites are in single (private) ownership. Planning permission has been granted for mixed use developments. Development on the west site has been implemented and partially constructed</p>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		
<b>Site specific guidance</b>	The residential capacity is based on the planning approvals for both the east and west sides of the site. Any joint application for the site which results in additional homes should also provide additional non-residential space.			

**We are doing this because**

7.8.44 Tavern Quay has planning permission for residential led mixed use development. The site provided small business units, the majority of which were occupied, and has good access to the road network. Business space should therefore be retained on the site.

**CW AAP 20: Surrey Docks Farm**

<b>Required land uses</b>	Community use (Class D); retail use (Class A1/A3); open space and uses allowed within BOL designation.
<b>Other acceptable land uses</b>	Ancillary residential use (caretakers flat); business use (Class B)
<b>Estimated capacity (approximate)</b>	The amount of space to be provided should be determined through a planning when impact on BOL can be adequately assessed.
<b>Phasing</b>	

<b>and implement ation</b>	<table border="1"> <tr> <td>2011-15</td> <td>2016-20</td> <td>2021-26</td> </tr> </table> <p>Surrey Docks Farm are preparing a planning application for the site and raising funds to implement development.</p>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		
<b>Site specific guidance</b>	Use of the site should not compromise its designation as Borough Open Land. The Thames Path should be permanently reinstated if the site is redeveloped.			

### We are doing this because

7.8.45 Surrey Docks Farm is Borough Open Land. The farm is preparing a planning application to replace facilities which recently burned down. Replacement buildings should be ancillary to the use of the farm. There is an opportunity to permanently reinstate the Thames Path if the eastern part of the site is redeveloped. Provision of a retail use or cafe fronting the Thames path could provide a welcome amenity for visitors.

### CW AAP 21: Docklands Settlement

<b>Required land uses</b>	Community use (Class D); public open space; residential use (Class C3); retail uses (Classes A1/A3).			
<b>Other acceptable land uses</b>	Business use (Class B1).			
<b>Estimated capacity (approximate)</b>	28 residential homes; 300sqm of retail use; community use.			
<b>Phasing and implement ation</b>	<table border="1"> <tr> <td>2011-15</td> <td>2016-20</td> <td>2021-26</td> </tr> </table> <p>Docklands Settlement are preparing a mixed use scheme for the site.</p>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		
<b>Site specific guidance</b>	Development of this site is subject to appropriate replacement community facilities being reprovided on site.			

### We are doing this because

7.8.46 Docklands Settlement currently provides a range of community uses. The charity is preparing plans to improve and expand facilities on site to better serve the needs of users and make the centre more accessible. It would also partner with the Odessa Street Youth Centre providing space for an enhanced centre. Some residential development would be appropriate to cross fund development. Open space should be retained on site.

### CW AAP 22: Odessa Street Youth Club

<b>Required land uses</b>	Residential use (Class C3); retail use (Class A1/A3).
<b>Other acceptable land uses</b>	Community use (Class D1).
<b>Estimated capacity</b>	25 residential homes; 300sqm of retail use

(approximate)				
Phasing and implementation	<table border="1"> <tr> <td>2011-15</td> <td>2016-20</td> <td>2021-26</td> </tr> </table> <p>The site is in council ownership. Docklands Settlement are preparing a scheme to re-house the youth club on that site.</p>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		
Site specific guidance	Development of this site is subject to appropriate replacement youth facilities being secured elsewhere to meet local needs.			

### We are doing this because

7.8.47 The site currently accommodates a youth centre. Docklands Settlement are proposing to rehouse the facility in an enhanced community use on the Docklands Settlement site. Subject to satisfactorily relocating the youth centre, the site would be appropriate for residential-led mixed use development. A small scale cafe or shop would provide a useful local amenity and could help enliven this part of the Thames Path.

### CW AAP 23: St George's Wharf

Required land uses	Boatyard uses associated with marina including the construction, repair and storage of boats, yacht chandlery, and toilet and shower facilities; retail uses (Classes A1 and A3).			
Other acceptable land uses	Hotel (Class C1); residential use (Class C3).			
Estimated capacity (approximate)	The amount of homes or hotel space provided would depend on the amount of non-residential floorspace maintained and provided on the site.			
Phasing and implementation	<table border="1"> <tr> <td>2011-15</td> <td>2016-20</td> <td>2021-26</td> </tr> </table> <p>The site is in council ownership.</p>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		
Site specific guidance	Development should not compromise the operation of the boatyard.			

### We are doing this because

7.8.48 St George's Wharf is a working boatyard and car park which is adjacent to South Dock Marina, London's largest marina. Our aspiration is that development on St George's Wharf could be used to help generate more activity around South Dock. It would also provide funding to improve the docks and facilities, including the toilet and shower block. Consultation with local people has shown that there is a desire for more amenities in this area, including convenience shops, and cafes or restaurants.

7.8.49 Boatyards are protected in the London Plan and any development on the site should not compromise the operation on the boatyard. There is scope however for sensitive development on the adjacent car-park site. The mix of

uses proposed for the site should complement the marina, and provide a service for visiting boats and tourists. A cafe or restaurant and some convenience shopping would benefit local people as well as visitors. Upper floors could be used for residential use or possibly a hotel. Promoting marina related tourism activities in this area would work well with river transport links into the centre of London.

7.8.50 New facilities would need to be planned carefully to ensure that they are not too noisy or disruptive for local residents.

## **Appendix 9: GLOSSARY**

**Accessibility** the ability of people to move round an area and to reach places and facilities, including pensioners and disabled people, those with young children and those encumbered with luggage or shopping.

**Action Area** An area expected to undergo significant changes in the coming years. These include Peckham and Nunhead, Canada Water, Camberwell and Aylesbury. We are preparing area action plans for these areas to make sure that development happens in the most beneficial way.

**Active Street Frontages** Making frontages 'active' adds interest, life and vitality to the public realm. Active frontage should consist of the following:

- Frequent doors and windows, with few blank walls
- Articulated facades with bays and porches
- Lively internal uses visible from the outside, or spilling onto the street

**Active uses** A use such as a shop, cafe, creche, bank etc that generates activity through visiting customers and would normally have a shopfront

**Affordable housing** There are two types of housing:

1. Private (or market) housing is available to either buy or rent privately on the open market
2. Affordable housing, as set out in London Plan policy 3A.8, meets the needs of households whose incomes are not enough to allow them to buy or rent decent and appropriate housing in their borough.

There are two types of affordable housing:

1. Social Rented Housing is housing that is available to rent either from the council, a housing association (known as Registered Social Landlords or other affordable housing providers). Access to social housing is based on housing need.
2. Intermediate affordable 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 housing.

**Annual Monitoring Report** This is produced every year as part of the local development framework. It sets out how well our planning policies are performing based on a range of different indicators.

**Archaeological Priority Zones** These are areas identified in the Southwark Plan and the Core Strategy where there is potential for significant archaeological remains. Planning applications within these areas must be accompanied by an archaeological assessment and evaluation of the site, including the impact of the proposed development.

**Area Action Plans** A development plan document that provides a planning framework for an area of significant change or conservation

**Biodiversity** The diversity or variety of plants and animals and other living things in a particular area or region. It includes landscape diversity, eco-system diversity, species diversity, habitat diversity and genetic diversity.

**Borough Open Land** Borough open land is open space of local importance and is designated in the Southwark Plan. Borough Open Land must meet all of the following criteria:

- An area of local importance to Southwark;
- A clearly distinguishable public open space;
- Land that contains features or landscapes of historic, recreational or nature conservation value at a borough level;
- It must not be Metropolitan Open Land.

**Building Research Establishment Assessment Method (BREEAM)** Measures the environmental performance of commercial buildings by assessing waster, waste, energy and travel usage.

**“CHP” or Combined Heat and Power** CHP describes plant that is designed to produce both heat and electricity from a single heat source.

**Code for Sustainable Homes (CfSH)** Code for Sustainable Homes is a new national standard to guide the design and construction of sustainable homes. The Code gives a sustainability rating to development which ranges from 1(\*) to 6(\*\*\*\*\*). The higher the rating the more sustainable a home is. The assessment includes efficiency in energy, water, waste, materials, ecology and surface water run-off.

**Community facilities** These are defined by the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments. The fact box under policy 4 in the Core Strategy gives an overview of what is considered to be a community facility.

- Non-residential institutions - Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries, museums, libraries, halls, places of worship, church halls, law court. Non residential education and training centres.
- D2 Assembly and leisure - Cinemas, music and concert halls, bingo and dance halls (but not night clubs), swimming baths, skating rinks, gymnasiums or sports arenas (except for motor sports, or where firearms are used).

**Comparison goods** 'non perishable' goods for retail sale which are often stocked in a wide range of sizes, styles, colours and qualities, including furniture, carpets, televisions etc.

**Compulsory purchase powers** - Powers available to enable the Council to compulsorily acquire property and land for specific purposes.

**Conservation Areas** An area of special architectural or historic interest whose character or appearance is protected. They have to be formally designated under the provisions of the Planning (Listed Buildings and Conservation areas) Act 1990.

**Context** The setting of a site or area, including factors such as traffic, activities and land used as well as landscape and built form.

**Convenience goods** Items sold in supermarkets, grocers, newsagents, confectioners, tobacconists, off-licences or other shops which tend to be purchased regularly

**Core Strategy** A development plan document. Sets out the key elements of the planning framework for an area, comprising a spatial strategy, core policies and a monitoring and implementation framework with clear objectives for achieving

delivery. All other development plan documents should be in conformity with core strategy.

**Creative and cultural industries** The Department for Culture Media and Sport (DCMS) classifies the following industries as part of the CCI sector, “advertising, architecture, the art and antiques market, crafts, design, designer fashion, film and video production, interactive leisure software, music, the performing arts, publishing, software and computer services, and television and radio production”.

**Decent Homes standard** A decent home is one that satisfies all of the following four criteria:

- it meets the current statutory minimum standard for housing;
- it is in a reasonable standard of repair;
- it has reasonably modern facilities and services; and
- it provides a reasonable degree of thermal comfort.

**Density** Density is the measure of the amount (intensity) of development. Our development management plan document will set out how to calculate density for different types of development.

**Development** In planning terms, development, as defined by 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. In its widest sense, development can also refer to redevelopment, including refurbishment as well as new development,

**Disabled Persons** The Disability Discrimination Act (DDA) 1995 defines a disabled person as someone with a ‘physical or mental impairment which has a substantial and long term adverse effect on his/her ability to carry out normal day-to-day activities’.

**Diversity** The differences in the values, attitudes, cultural perspective, beliefs, ethnic background, sexuality, skills, knowledge and life experiences of each individual in any group of people. This term refers to differences between people and is used to highlight individual need.

**Development Management DPD** The Development Management DPD will build on the Core Strategy and will include more detailed policies that will help officers to determine planning applications in the borough.

**Development Plan Document (DPD)** A spatial planning document prepared by a plan-making authority and subject to independent examination.

**District heating system** operated by or on behalf of local or statutory authorities. The District Heating System supplies a neighbourhood with heat that is used by the properties served to meet central heating and hot water requirements.

**District town centre** provides convenience goods and services for local communities and is accessible by public transport, walking and cycling. Typically a district town centre contains 10,000 – 50,000sqm of retail floorspace.

**Employment uses** Uses falling within Class B1, Class B2 and Class B8 of the Use Classes Order. These include offices, factories and warehouses (See Use Classes Order).

**Energy Efficiency** Using as little energy as possible and avoiding wasted energy when heating buildings, making electricity, using appliances, transporting and manufacturing goods.

**Energy hierarchy** The Mayor's approach to reducing carbon dioxide emissions in the built environment. The first step is to reduce energy demand (be lean), the second step is to supply energy efficiently (be clean) and the third step is use renewable energy (be green).

**Environment** Surrounding area or conditions in which something exists or lives.

**Equalities Impact Assessment** Planning documents must be assessed to confirm whether they would be likely to have any unfair impacts on groups in the community, such as people of different gender, ethnic group, age, religion, belief, sexual orientation, or disability.

**Evidence base** The planning policies and proposals in the Local Development Framework are required to be founded on a robust and credible evidence base. A series of technical studies and reports are needed to support the production of the Local Development Framework.

**Freehold ownership** Absolute ownership of property and land on which it stands.

**Green Corridors** This refers to relatively continuous areas of open space leading through the built environment, which may be linked and may not be publicly accessible. They may allow animals and plants to be found further into the built-up area than would otherwise be the case and provide an extension to the habitats of the sites they join.

**Green Infrastructure** The multifunctional, interdependent network of open and green spaces and green features (e.g. green roofs). It includes the Blue Ribbon Network but excludes the hard-surfaced public realm. This network lies within the urban environment and the urban fringe, connecting to the surrounding countryside. It provides multiple benefits for people and wildlife including: flood management; urban cooling; improving physical and mental health; green transport links (walking and cycling routes); ecological connectivity; and food growing. Green and open spaces of all sizes can be part of green infrastructure provided they contribute to the functioning of the network as a whole.

**Green travel plans** A travel plan is a package of measures produced by employers to encourage staff to use alternatives to single-occupancy car-use. Such a plan for example, could include: car sharing schemes; a commitment to improve cycling facilities; a dedicated bus service or restricted car parking allocations.

**Green Roofs** Green roofs comprise a multi-layered system that covers the roof of a building with vegetation cover/landscaping over a drainage layer. They are designed to retain rain and reduce the volume of surface run off. Green roofs can be anything from a thin growing layer such as mosses to plants, shrubs and water features.

**Greening** The improvement of the appearance, function and wildlife value of the urban environment through soft landscaping. It can also result in cooler local temperatures.

**Gyratory system** a road system that takes a route around a particular area

**Habitable Rooms** Density standards for housing are measured by habitable rooms per hectare. A habitable room is defined as one that could be used for sleeping, whether it is or not (i.e. bedrooms and living rooms; not kitchens, bathrooms or hallways).

**Height** The height of a building can be expressed in terms of a maximum number of floors; a maximum height of parapet or ridge; a maximum overall height; any of these maximum heights in combination with a maximum number of floors; a ratio of building height to street or space width; height relative to particular landmarks or background buildings; or strategic views.

**Hierarchy of town centres** This is a ranking of town centres based on size. It is used to ensure that the largest developments are directed to major centres that have the infrastructure to accommodate them, rather than smaller district or local centres that serve more local communities.

**Heritage** The evidence of the past, such as historical sites, buildings and the unspoilt natural environment, considered collectively as the inheritance of present-day society.

**Infrastructure** This includes transport, health, schools and social services facilities as well as energy and water supply. Major developments should not go ahead without the necessary infrastructure to meet the needs of new residents or workers.

**Intermediate Housing** Housing which costs more than the maximum social housing rents, but is cheaper than housing on the open market. At the moment this is reserved for households on incomes of less than £57,600 (as at February 2010 to be reviewed annually to reflect changes in lower quartile house prices).

**Landmark** A building or structure that stands out from its background by virtue of height, size or some other aspect of design

**Landscape** The character and appearance of land, including its shape, form, ecology, natural features, colours and elements and the way these components combine. Landscape character can be expressed through landscape appraisal, and maps or plans.

**Layout** The way buildings, routes and open spaces are placed in relation to each other.

**Lifetime Homes Standards** A set of 16 design features that ensure a new house or flat will meet the needs of most people in terms of accessibility.

**Local Development Framework (LDF)** This contains all the documents and policies adopted by council in order to decide planning applications. It is made up of a range of documents including the Core Strategy, area action plans, supplementary planning documents, annual monitoring report, Statement of Community Involvement and the Local Development Scheme.

**Local Development Scheme (LDS)** This sets out the council's timetable for preparing planning documents over a three year period. It also explains what each document is.

**Local Implementation Plan (LIP)** Document that sets out how the council will work with partners over the coming years to coordinate and improve its transport services.

**London Plan** Sets out planning guidance for London and is prepared by the Greater London Authority.

**Major town centre** These are the largest town centres which provide shopping and services of importance to people from a wide catchment area. They contain shops and facilities not available in smaller centres.

**Massing** The combined effect of the height, bulk and silhouette of a building or group of buildings.

**Masterplan** An outline of the vision for the development of an area indicating the broad principles which should be followed in its development. Written to encourage development and give clear guidance to potential developers, it can include issues such as:

- linkages to surrounding areas
- the uses and type of buildings/spaces
- density of development within the area itself.

A masterplan will also outline the policy framework that schemes should adhere to. Masterplans can be subject to public consultation and with this are likely to have more weight as a material consideration in the determination of the relevant permissions/consent to develop.

**Metropolitan Open Land** Strategic open land within the urban area that contributes to the structure and quality of life of Londoners. There is a strict control on building in metropolitan open land (designated in the London Plan) similar to the controls on Green Belts.

**Mixed Use** A mix of uses within a building, on a site or within a particular area.

**Movement** People and vehicles going to and passing through buildings, places and spaces.

**Nature Conservation** Protecting and managing plants and green spaces so that they have the most benefit for biodiversity and protect important species. This includes the creation of wildlife habitats, and letting parts of parks grow naturally.

**Open Space** Open land that is not built on except for small buildings needed to help the open space function. Most commonly parks and open spaces can include playing fields in schools, cemeteries, rivers and lakes, and public squares. They can be publicly or privately owned and are not always open to the public.

**Periphery** the edge or outskirts of an urban area

**Planning Obligations** These are agreements made between a developer and the council to help reduce the harm caused by a development. Planning obligations can be in the form of money provided to the council to fund things like open space improvements and community facilities, or a requirement for something to be provided in a scheme such as affordable housing or business space, an exhibition space or streetscape improvements. By law, obligations must be related to reducing the impacts that the development will have. The law that allows planning obligations to be made is Section 106 of the Town and Country Planning Act which is why they are sometimes called “section 106 agreements”.

**Potable water** Drinking water.

**Planning policy guidance notes / planning policy statements (PPG / PPS)** These are written by the Government and set out national policies on various planning topics such as housing, biodiversity, transport, retail and sustainable development. Councils must take their content into account in preparing development plans and deciding planning applications.

**Proposals sites** Specific development sites designated through planning policies

**Protected shopping frontages** A frontage of shops where there is a concentration of retail activity. These frontages comprise a cluster of 10 or more retail shops.

**Public Realm** The parts of a village, town or city (whether publicly or privately owned) that are available, without charge, for everyone to use or see, including streets, squares and parks.

**Renewable Energy** This includes energy sources that use natural resources such as sunlight, wind, rain, tides and geothermal heat, which are naturally replenished. Renewable energy technologies range from solar power, wind power, hydroelectricity/micro hydro, biomass and biofuels for transportation.

**Registered Social Landlords [RSLs]** social landlords that are registered with the Housing Corporation - most are housing associations, but there are also trusts, co-operatives and companies.

**Rotherhithe multi-modal study**

**Scale** The impression of a building when seen in relation to its surroundings, or the size of parts of a building or its details, particularly as experienced in relation to the size of a person. Sometimes it is the total dimensions which give it its sense of scale and at other times it is the size of elements and the way they are combined.

**Sites of Importance for Nature Conservation (SINCS)** A sites that provides valuable habitat and opportunities for experiencing nature. These are important in helping local plant and animal species to survive. Sites are classified according to whether they have London-wide, borough-wide and local importance.

**Small Business Units** Business units with a floorspace under 235 square metres.

**Small and Medium Enterprises (SMEs)** A small enterprise has fewer than 50 employees and a medium-sized enterprise fewer than 250 employees.

**Social Rented (Social Housing)** Affordable housing which is affordable by all those in housing need. This is typically provided as rented accommodation that is owned and managed by local authorities or registered social landlords, or provided by other bodies under equivalent rental arrangements agreed with them as a condition of public sector investment grant, and for which guideline target rents are determined through the national rent regime.

**Social Infrastructure** includes healthcare and social care, safety and security, policing facilities, public realm, play space and open space, inclusive design and local distinctiveness, community engagement access to employment/skills

development opportunities and the provision of suitable space for small and medium-sized enterprises.

**Stakeholders** Person, group, or organisation that has direct or indirect stake in an organisation because it can affect or be affected by the organisation's actions, objectives, and policies.

**Statement of Community Involvement** This sets out how the council will consult people on the preparation of planning documents and on planning applications.

**Strategic Cultural Areas** Parts of the borough thought most suitable for new art, cultural, and visitor attraction uses to be created. These areas are shown on the proposals map.

**Strategic District Heating Area (SDHA)** Area around the core area where development will need to be future proofed and designed for connection to the district heating network.

**Strategic Flood Risk Assessment (SFRA)** This looks at how Southwark is at risk from flooding, including from the River Thames and drainage overflowing.

**Strategic Housing Land Availability Assessment** The SHLAA is a major piece of work being carried out by the GLA with the help of the boroughs. It aims to identify potential housing sites that could be brought forward over the next 20 years to enable councils to meet their obligations to increase the housing stock and meet housing need. It covers all sites over 0.25 hectares

**Studios and bedsits** Homes with only one main room, i.e. no separate bedroom. They are not seen as suitable for meeting general housing needs.

**Suburban** Area of lower density development, predominately residential and two to three storeys in height and located along or close to transport corridors or town centres.

**Supplementary Planning Guidance / Documents (SPG / SPD)** These explain how current planning policies in the Southwark Plan, Core Strategy, area action plans, and other local development documents will be applied. They also contain background information applicants may find useful when preparing their planning applications.

**Sustainable Urban Drainage Systems (SUDS)** Techniques for dealing with problems of flooding and surface water quality. They can consist of a variety of measures to recycle, dispose of and reduce surface water. Infiltration and reduction could be provided by a variety of means including porous paving, oversized pipes, cellular storage tanks, green or brown roofs

**Sustainable community strategy** long-term planning documents for improving the quality of life and services in a local area.

**Sustainable Development** As defined by the Bruntland Commission (1987, and quoted in PPG1) as 'Development which meets present needs without compromising the ability of future generations to achieve their needs and aspirations.'

**Sustainability** Balancing social, environmental and economic factors to ensure development provides a good quality of life to everyone in the community and does not prevent future generations from meeting their needs.

**Sustainability Appraisal (SA)** Local development plan documents need to be prepared with a view to contributing to the achievement of sustainable development. An SA is a systematic and iterative process. The purpose of the SA is to appraise the social, environmental and economic effects of the strategies and policies in a local development plan document from the outset of the preparation process.

**Sustainable Transport** Alternative modes of transport to the low-occupancy private car, including walking, cycling, public transport, car sharing, water transport and city car clubs.

**Tall building** Tall buildings are those which are higher than 30 metres (or 25 metres in the Thames Policy Area). 30 metres is approximately the height of a 10 storey block of flats or a 7-10 storey office building. In areas which have a low scale character, any building that is significantly higher than surrounding buildings will be regarded as a tall building even if it is lower than 30 metres.

**Thames Policy Area (TPA)** An area along the River Thames identified in the local development framework. Special policy requirements apply in this area to make sure new development protects and improves the river and the character and quality of the public realm along the river.

**Transport Assessments** Major developments need to provide an assessment of the likely increase in traffic or pedestrian/ public transport movements arising from the scheme and what measures will be taken to mitigate any negative effects, e.g. congestion or pollution. A Travel Plan, outlining sustainable transport objectives, targets and initiatives will be expected to be included within all Transport Assessments.

**Unitary Development Plans (UDPs)** Before the local development framework system was introduced, the UDP was the main local planning document used to decide planning applications. In Southwark the UDP is known as the Southwark Plan.

**Urban design** The art of making places. Urban design involves the design of buildings, spaces and landscapes, in villages, towns and cities, and the establishment of frameworks and processes which facilitate successful development.'

**Urban Zone** Areas with predominantly dense development such as for example terraced houses, a mix of different uses, medium buildings footprints and typically buildings of two to four storeys, located within 10 minutes walking distance of a district centre or, along main arterial routes.

Source: The London Plan (GLA, 2008)

**Waste Management Facilities** Facilities where waste is processed including sorting, composting, recycling, and biological treatment.