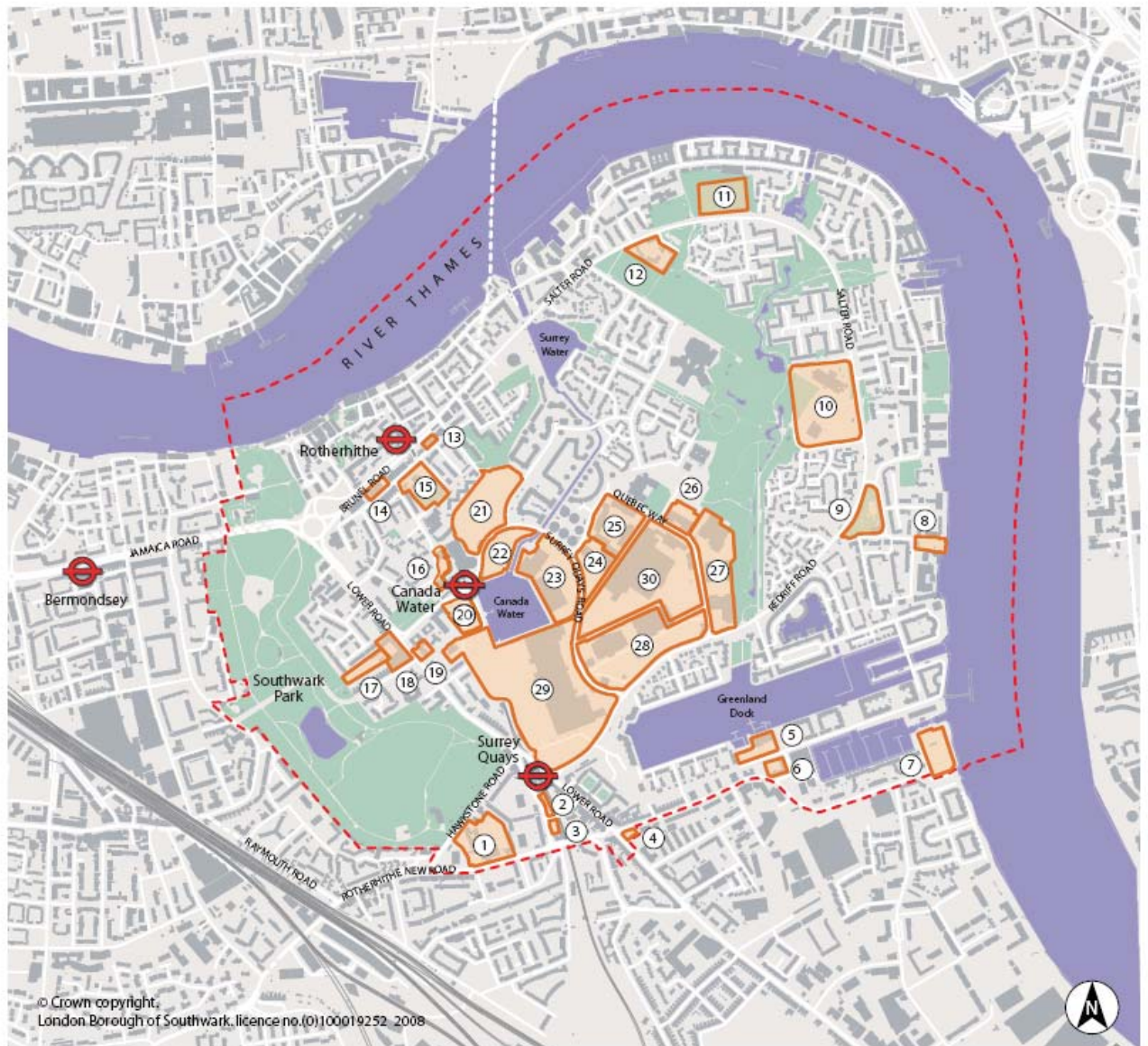




**Canada Water
Preferred Options report
Version 1.6**

July 2009

**Inside cover:
Map showing sites in the Canada Water AAP area**



- AAP Proposal Sites
- Wider AAP Area

- | | | |
|-------------------------------|----------------------------------|---------------------------------|
| 1. Rotherhithe Primary School | 11. St Paul's Playing Field | 21. Site A |
| 2. 23 Rotherhithe Old Road | 12. Fisher Athletic | 22. Site B |
| 3. 41-55 Rotherhithe Old Road | 13. Job Centre | 23. Decathlon Site |
| 4. 247-251 Lower Road | 14. Albion Primary School | 24. Site E |
| 5. Watersports Centre | 15. Rotherhithe Library | 25. Mulberry Business Park |
| 6. Tavern Quay | 16. Canada Towers | 26. 24-28 Quebec Way |
| 7. St George's Wharf | 17. Fish Farm | 27. Quebec Industrial Estate |
| 8. Odessa Street Youth Club | 18. Seven Islands Leisure Centre | 28. Surrey Quays Leisure Centre |
| 9. Docklands Settlement | 19. Rotherhithe Police Station | 29. Shopping Centre |
| 10. Downtown | 20. Overflow Car Park | 30. Harmsworth Quays |

How to get involved

The Canada Water Area Action Plan (AAP) is a document that will ensure real change within the Canada Water over the next 15 years. It aims to create a genuine town centre which is distinctive and reflects the area's heritage, an area which is renowned for its great open spaces and leisure facilities and a place with great schools and homes which are attractive to families.

We need your help to make this change happen. This Preferred Options report describes our vision and objectives for the area and sets out our preferred options for the policies we are proposing to put in place to help achieve the vision. We would like your views on these preferred options. This will help to ensure that the final AAP meets your needs as well as those of the wider community.

Formal consultation on the Preferred Options Report begins on 1 September 2009. All comments must be received by 5pm on 13 October 2009.

This will not be your last chance to get involved. You will have the opportunity to make representations on the soundness of the plan when we reach the submission stage of the preparation of the plan.– We will welcome your input at this stage of the AAP. For more details about how to get involved in the future please contact Sukhie Chohan using the contact details provided below.

Comments should be made on the questionnaire provided. These can be returned by post, fax or email to:

Address:

Email: planningpolicy@southwark.gov.uk

Fax: 020 7525 5471

This Preferred Options Report is available to view on our website – www.southwark.gov.uk/canadawateraap - or by following Planning and Building Control > Planning Policy from www.southwark.gov.uk.

This report is also available to view in local libraries; one stop shops and the Town Hall, Peckham Road, SE5.

If you have any queries regarding this Preferred Options Report please contact Tim Cutts at the above address or telephone: 020 7525 5471.

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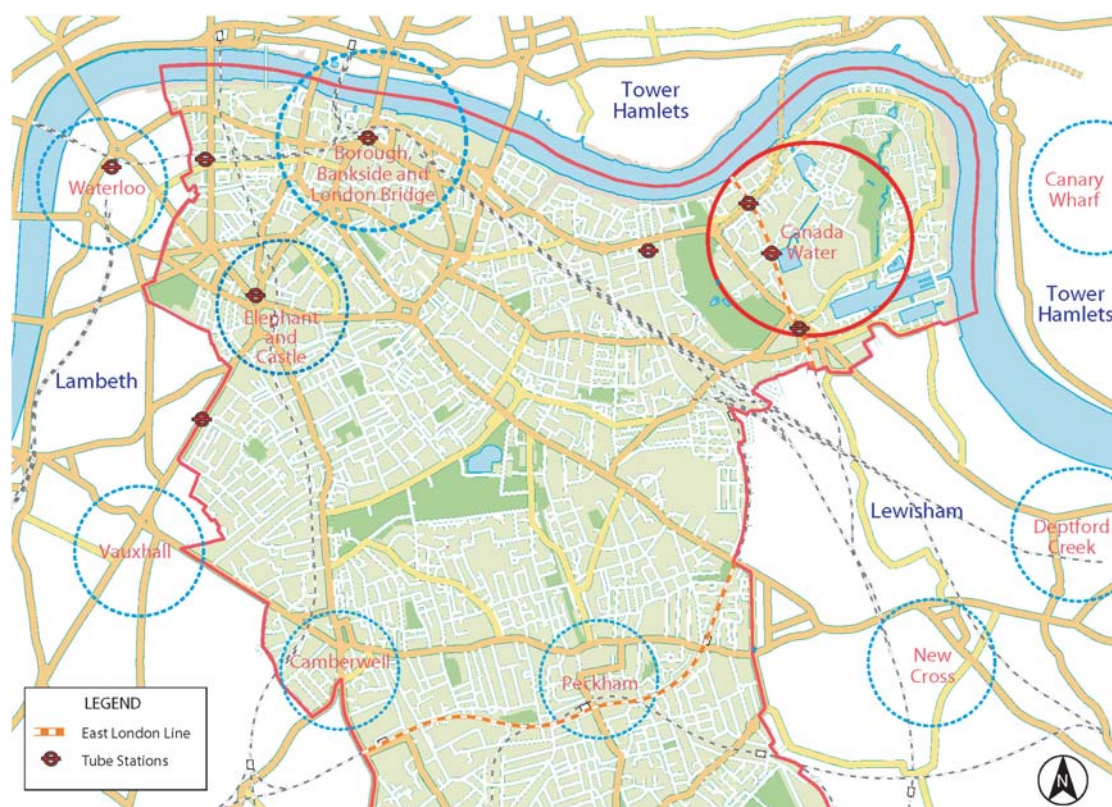
Part 1

1.1 The Canada Water Area Action Plan (AAP)

1.1.1 What is the Canada Water AAP?

The Canada Water Area Action Plan (AAP) is a plan to regenerate the area around Canada Water (see Figure 1). Looking forward to 2025, it sets out a vision which describes the kind of place that Canada Water will be and a strategy for implementing the vision.

Figure 1: The location of the Canada Water action area



The Rotherhithe peninsula was transformed during the 1980s and 1990s. As well as the shopping centre and the Harmsworth Quays print works, over 5,500 new homes were built during this period. Appendix 1 describes the characteristics of the area in more detail.

A second phase of regeneration is now underway in the area focussed around Canada Water. The substantial amounts of surface car parking, the out-of-town style shopping and entertainment facilities and the vacant sites around Canada Water tube station provide an opportunity to create a new town centre for Rotherhithe and for Southwark

The focus of the AAP will be a core area around Canada Water. However, the AAP will also look a wider set of measures that are needed help the area fulfil its potential and build on some of its key strengths, particularly its attraction for families, its fantastic leisure opportunities and with great parks, the docks and green links, the quality of its environment. We have summarised the strengths, weaknesses, opportunities and threats facing the area in appendix 2.

The AAP is being prepared to manage this change. It will identify the measures that need to take place and crucially will set out how and when these changes will be delivered. The AAP is part of our local development framework (LDF), the folder of documents which are used to manage development in Southwark. It will guide future investment in Canada Water and will be used to make decisions on planning applications.

1.1.2 Why is the AAP important?

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 which are provided
- improvements to the road layout and pedestrian and cycle links in the area
- access to schools and jobs on the Rotherhithe peninsula
- the leisure facilities on offer on the peninsula
- the range and quality of homes in the area
- the safety and quality of parks and public spaces

We are currently preparing the Canada Water AAP. This is your opportunity to tell us what you want Canada Water to be like in 2025. What do you like and dislike about the area? What should be changed? What should stay the same?

1.2 What is this document?

1.2.1 The preferred options report

The document you are now reading is the Canada Water AAP preferred options report. It sets out our vision and objectives for the growth and future development of the Canada Water. It also describes the policies we will put in place to achieve this vision and the reasons why we have chosen these policies.

Although we are consulting on preferred options these are not set in stone. We will take your comments on the preferred options into account as we prepare the draft AAP. If there are alternative options which you prefer, you are welcome to tell us about these and we will consider them.

1.2.2. Where does the preferred options report fit into the process of preparing the AAP?

We are preparing the AAP in several stages and this document builds on earlier work which has been carried out. Earlier this year we consulted on options for the future development of the Canada Water area. We grouped these options around two themes:

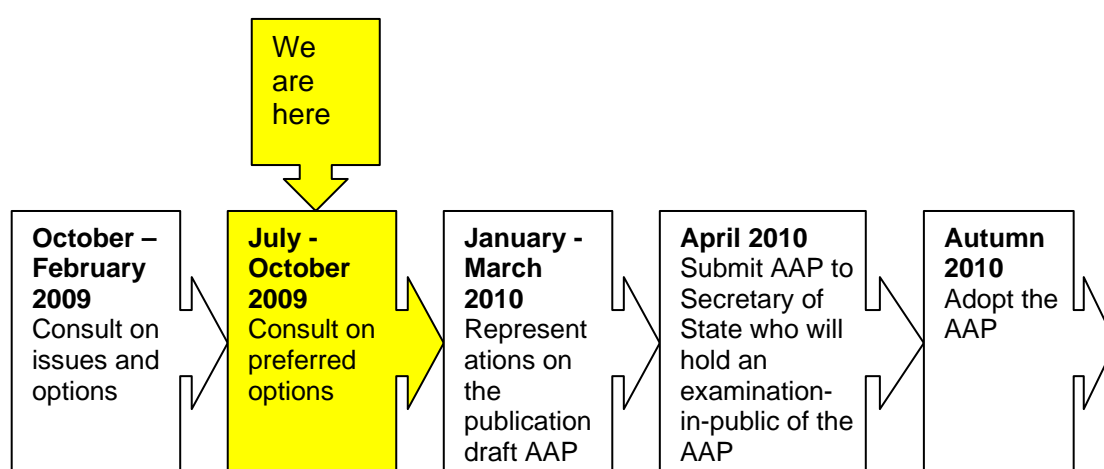
- **Regeneration with a focus on homes**
- **Regeneration with a focus on homes, shops, leisure and jobs**

We have now read all the responses to consultation we received and used these to help decide which options we prefer. Parts 3 and 4 of this report set out our preferred options. If you would like to find out more about which options we rejected and why, there is more information in appendix 3.

We will use the preferred options as the basis for preparing the area action plan itself later in the year.

The stages in preparing the AAP are shown in Figure 2.

Figure 2: Stages in preparing the Canada Water AAP



1.2.3 What is the structure of this report?

The preferred options report is arranged into different parts:

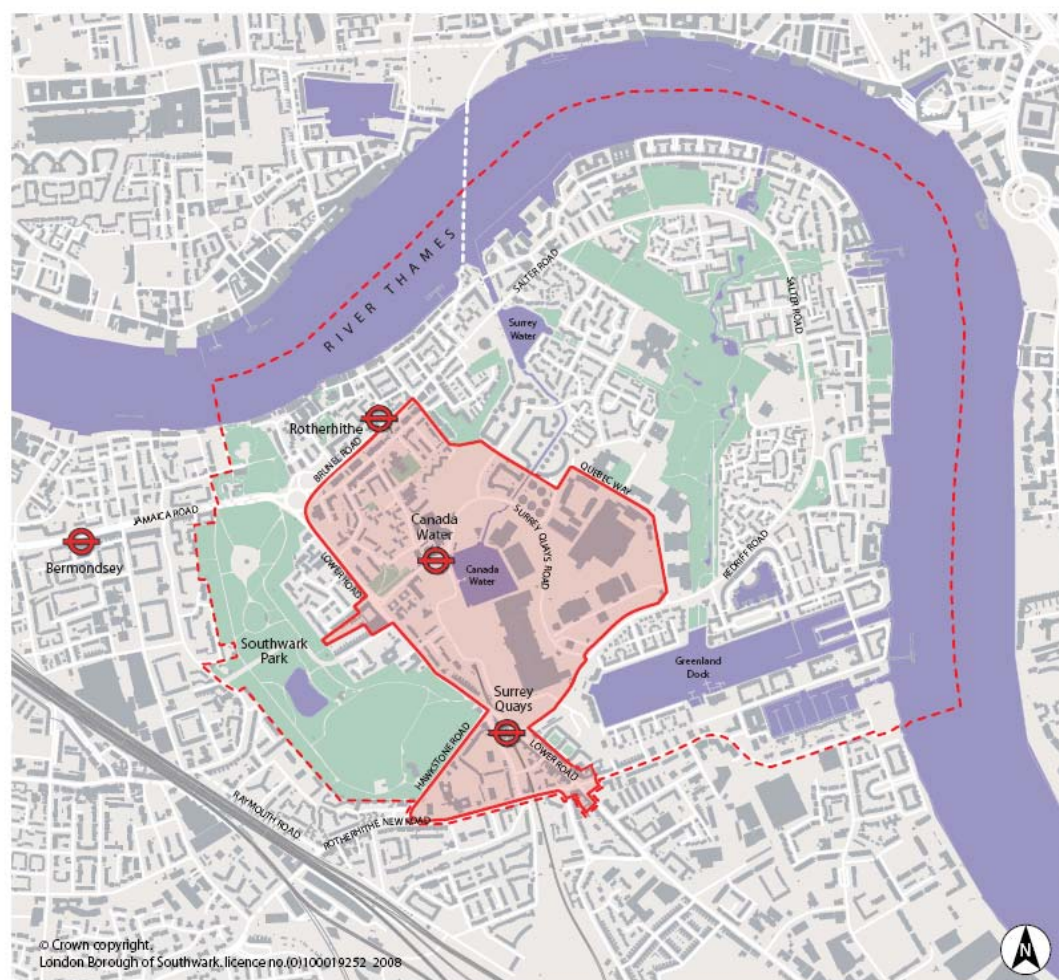
- Part 1: Explains what the Canada Water AAP is, describes the preferred options report, and provides background information about the process of preparing the AAP.
- Part 2: Describes the overall vision and objectives for the AAP
- Part 3: Describes the preferred options and our reasons for choosing them.
- Part 4: Sets our approach to specific areas and sites in the AAP area.
- Part 5: Provides more details on how the AAP will be implemented.

1.3 What important information do you need to know?

1.3.1 What are the boundaries of the AAP?

The area covered by the Canada Water AAP is shown at Figure 3.

Figure 3: The boundaries of the AAP area



- AAP Core Area
- - - Wider AAP Area

The plan area is focussed on the area where change will be the greatest. This core area includes:

- The Surrey Quays shopping centre and overflow car park
- Site A (to the north of Surrey Quays Road) and Site B (between Canada Water basin and Surrey Quays Road)
- The Surrey Quays Leisure Park
- Albion Street
- The Hawkstone Triangle

To ensure that the impacts of development in the core area are addressed, the wider AAP area also includes:

- Southwark Park and Russia Dock Woodland
- Greenland Dock and South Dock
- St Mary's Church and the surrounding conservation area

Most people who responded to the issues and options report told us that the boundaries of the AAP area and core area were in the right place. We have slightly reduced the size of the wider AAP area, by moving the boundary to align with the western side of Southwark Park (and exclude the area around Abbeyfield Road and Raymouth Road), We have also altered the boundary of the core area so that it includes Albion Street because of the development opportunities on Albion Street and the need to improve it.

1.3.2 How did we prepare the preferred options?

- **Public consultation**

We are not preparing the AAP from scratch. A significant amount of consultation in the area took place over the last few years and this was taken into account in preparing the issues and options paper. To prepare the preferred options we carried out further consultation gathering people views on the issues and options. The consultation that took place at issues and options stage is set out below:

- **Publicity:** Informal consultation took place over a 6 week period between 25th November 2008 and 9 January 2009. Formal consultation took place over a 6 week period between 9 January 2009 and 20 February 2009. Notification was undertaken by means of a mail out to contacts on Southwark's Planning Policy database, Southwark Council's website, a newspaper advert in Southwark News and by making sure that information was available in libraries and council offices.
- **Online consultation:** During the formal consultation period the Issues and options report was made available to interested parties on the planning policy team's online consultation web page. Here the document and consultation questionnaire were available to be view in HTML format, much like web pages. The consultation questionnaire was interactive and could be completed and submitted online in one easy process. Links from the councils/planning policy teams main Canada Water page were provided to the consultation page as well as details on other related publications (leaflets, notification letters etc)
- **Events and exhibitions:** Five exhibitions took place at various locations around the Canada Water Area during the 12 week consultation period to get feedback on the issues and options from any interested parties.
- **Stakeholder/ community group meetings:** We attended various group meeting during the course of the issues and options consultation period. Meetings attended included the Canada Water Consultative Forum, Rotherhithe Community Council and Bermondsey And Rotherhithe Green Enthusiasts.

We have prepared a consultation strategy which explains in more detail the consultation that has been carried out in the past and how we will involve local people in preparing the AAP.

- **Background research (the 'evidence base')**

It is important that there is good robust evidence to support the AAP policies. Over the last year, we have undertaken a significant amount of research. An

example of this is the 2009 Southwark Retail study which looks at the need for shopping floorspace in the borough over the next 15 years. The evidence that we have is described in Parts 3 and 4 where we set out our preferred options.

- **Sustainability Appraisal**

The AAP will be tested through a sustainability appraisal to make sure it will have the best environmental, social and economic outcomes possible. Sustainability appraisal allows us to compare the combined effect of different options on very broad issues such as health and climate change.

- **Equalities Impact Assessment**

Also important is the issue of equality. We will carry out an equalities impact assessment to make sure that the AAP is designed to meet the needs of the whole community and does not put any people or groups of people at a disadvantage.

An equalities impact assessment has been prepared and is available as a separate document.

1.3.3. Other important documents you should know about

The main document which is currently used to guide development in the area is the Southwark Plan (2007). We also have supplementary planning guidance (SPG) (2005) for Canada Water which explains in more detail how development should take place in the town centre.

These will be replaced by a folder of documents which Southwark will use to make decisions on planning applications and guide investment (the local development framework (LDF)). The main document in the LDF will be the Core Strategy. This is an overarching planning strategy for Southwark. The Core Strategy will be accompanied by several area action plans, including the Canada Water AAP.

Fact Box 2

Core Strategy

The core strategy is a plan that sets out how Southwark will change and develop up to 2026. It sets out an overall vision for Southwark. We will use it to make Southwark a place that people continue to enjoy and aspire to be in, with new affordable and family homes, successful shops, places to work, transport improvements, high achieving schools, effective community services and improved public spaces. The core strategy is important as it will be used to make decisions on planning applications and funding for development.

The Canada Water AAP will be consistent with the Core Strategy. It will also follow national planning guidance, and it will be in general conformity with the London Plan. It will have to consider the Mayor's priorities for sustainable development in London and will also take into account Southwark 2016, our Sustainable Community Strategy and other plans for nearby areas including the Elephant and Castle, Canary Wharf and Bermondsey Spa.

The relationship between the AAP, the Core Strategy, the Southwark Plan and our SPDs is summarised in a table in appendix 4.

The decisions made on the Core Strategy will impact on what we can do in Canada Water as the AAP will need to be in line with the Core Strategy. We have been consulting recently on preferred options for the Core Strategy. We will be consulting on the submission version of the Core Strategy between December 2009 and March 2010.

Throughout this report we will flag up where the AAP overlaps with the core strategy.

For more information on the core strategy go to

<http://www.southwark.gov.uk/YourServices/planningandbuildingcontrol/localdevelopmentframework/corestrategy.html>

1.3.4 What happens next?

We will read and consider all the feedback we get through consulting on the preferred options report and will use this to help prepare the draft AAP. We will consult you on the draft AAP later this year before we submit it to the secretary of state.

More information on the process of preparing the AAP is provided in appendix 1.

Part 2

2.1 Vision and objectives

2.1.1 The vision

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 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:

Over the next 15 years, we will work with landowners and the local community to transform Canada Water into a town centre. It will have a much more diverse range of shops than at present, including a new department store and independent shops. These will be accommodated in generally mixed use developments with new homes above. As well as shops and homes, the centre will have leisure and civic facilities, offices, and restaurants and cafes. The centre will have with a distinctive identity which reflects its unique location around the former dock basin. It will have an open environment with a high street feel, and high quality public realm and open spaces. Car parking will be shared between town centre uses. The centre must reach out to the wider area, ensuring that it is accessible, particularly on foot, by bicycle and by public transport. In conjunction with this, we will work with TfL to improve the road network around Lower Road.

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 AAP area.

Across the AAP area, development will contribute to achieving a 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 to visit, relax in and have fun. It will provide a good range of quality homes and successful schools to help make Rotherhithe a desirable place to live, particularly for families.

2.1.2 The objectives

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; which enhances the setting of Canada Water basin; and which has a range of shops, restaurants, community and leisure facilities within mixed use developments.
- S2 To ensure that the wider peninsula has access to convenient local facilities to meet day-to-day needs.

Transport: Improved connections

Canada Water Preferred Options Report

- 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 types of transport including walking, cycling and travelling by public transport.
- T3 To use car parking in the town centre more efficiently by ensuring that shops and leisure facilities share parking facilities

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

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

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 and which enhance the area's green spaces and heritage, 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, River Thames and parks in a network of open spaces which have a variety of functions, including informal recreation and children's play facilities, provision for sports and nature conservation.
- P4 To reduce the impact of development on the environment and help tackle climate change, pollution and waste.

Homes: High quality homes

- H1 To create a mixed community through the provision of high quality homes with a range of tenure and sizes, and particularly larger homes which are suitable for families.
- H2 To focus higher densities in the areas with good access to public transport and in the town centre.

Community: Enhanced social and economic opportunities

- 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.

Part 3

3.1 Shopping: a genuine town centre and local facilities

We would like to 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.

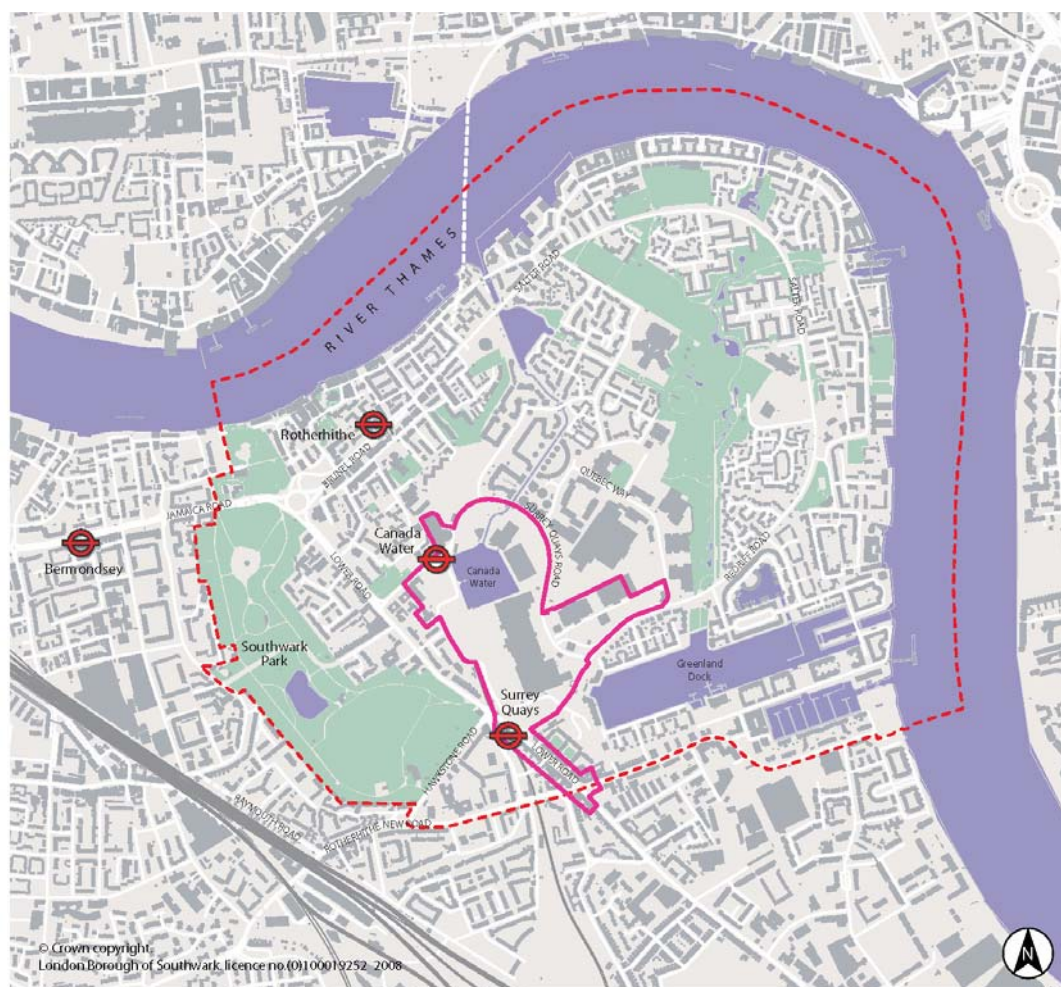
3.1.1 Shopping in the town centre

Our preferred approach is to work with landowners to improve and expand shopping floorspace in the town centre, provided that necessary improvements are made to transport infrastructure, 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 and Site E. Canada Water would move up our hierarchy of centres to become a major town centre.

A range of shop unit sizes will be provided including small shops suitable for independent operators and a new department store.

The boundaries of the town centre are shown in Figure 4.

Figure 4: The boundaries of the town centre



- Town Centre Boundary
- - - Wider AAP Area

We are doing this because

The consultation we have undertaken shows that many people are dissatisfied with the range of shops available in the shopping centre. Earlier this year we commissioned two hundred interviews to be carried out in the shopping centre. When asked what people disliked about the shopping centre, 36% of people interviewed 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 people 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.

These views were also reflected in the response to consultation at issues and options stage. Overall, 64% of respondents favoured an expansion of existing retail facilities in the town centre (option B), while 15% preferred the business-as-usual or small scale increase option.

We have concerns about the business-as-usual option. Over the coming years the Canada Water will face strong competition from neighbouring centres. About 17,000 sqm of new shopping space is planned at Canary Wharf, 17,000sqm at Lewisham and around 43,000 at Elephant and Castle. Perhaps the largest threat will be 150,000sqm of new retail space planned at Stratford. The shopping facilities at Canada Water will require investment in order to maintain and improve them. There is a risk that small scale improvements to the shopping centre and its appearance will be unlikely over the longer term to provide the boost that the centre needs.

This dissatisfaction with shopping facilities was reflected in our 2009 Retail Study. This found that most people do not shop for items like clothes, shoes, music and books in Southwark. 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. There is also scope for Southwark to “claw back” some of the expenditure which is currently spent outside the borough. These factors would enable Southwark to significantly expand shopping space in the borough. The 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. We are currently undertaking feasibility studies which examine how much floorspace could be provided physically on the sites.

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 our preferred option in the Core Strategy.

In order to make the preferred option workable, together with TfL, we will need to take action to improve the road network, particularly around Lower Road and Jamaica Road.

3.1.2 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 and Surrey Quays Leisure Park.

We are doing this because

Consultation at issues and options stage 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 our existing policies in the Southwark Plan to ensure that they do not harm the quality of life of existing or future residents.

3.1.3 Important shopping parades

The shopping parades on Albion Street and Lower Road are “protected shopping frontages” in the Southwark Plan. Our preferred option in the Core Strategy and the Canada Water AAP is to maintain this status. We will also make sure that the proportion of units which are hot food takeaways (A5 Class Use) do not rise above 15% in either Albion Street frontage or in any one of the six parades which comprise the Lower Road frontage.

We are doing this because

The shops on both Albion Street and Lower Road currently provide day-to-day convenience facilities for local people and passing trade.

Policies in the Southwark Plan try 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.

In both streets, there is a relatively high proportion of units in use as takeaways (A5 Class Use). 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. We would restrict further growth in takeaways as these cumulatively can impact on local residents and in the retail vitality of the parade. Our preferred option would limit the number of takeaways to a maximum of two units in any section of the protected shopping frontage.

3.1.4 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 in the AAP area.

Developments on the following sites will be expected to provide an A class use: Odessa Street Youth Club, Docklands Settlement, the Boatyard, Tavern Quay, Surrey Docks Stadium and the Surrey Docks Farm.

We are doing this because

In the wider AAP area, there are very few facilities available for day-to-day convenience shopping. We will use development opportunities to provide more facilities, provided they are small in scale (below around 500 sqm).

3.1.5 Markets

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

We are doing this because

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 and creating a route into setting up small businesses.

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.

3.2 Transport: improved connections

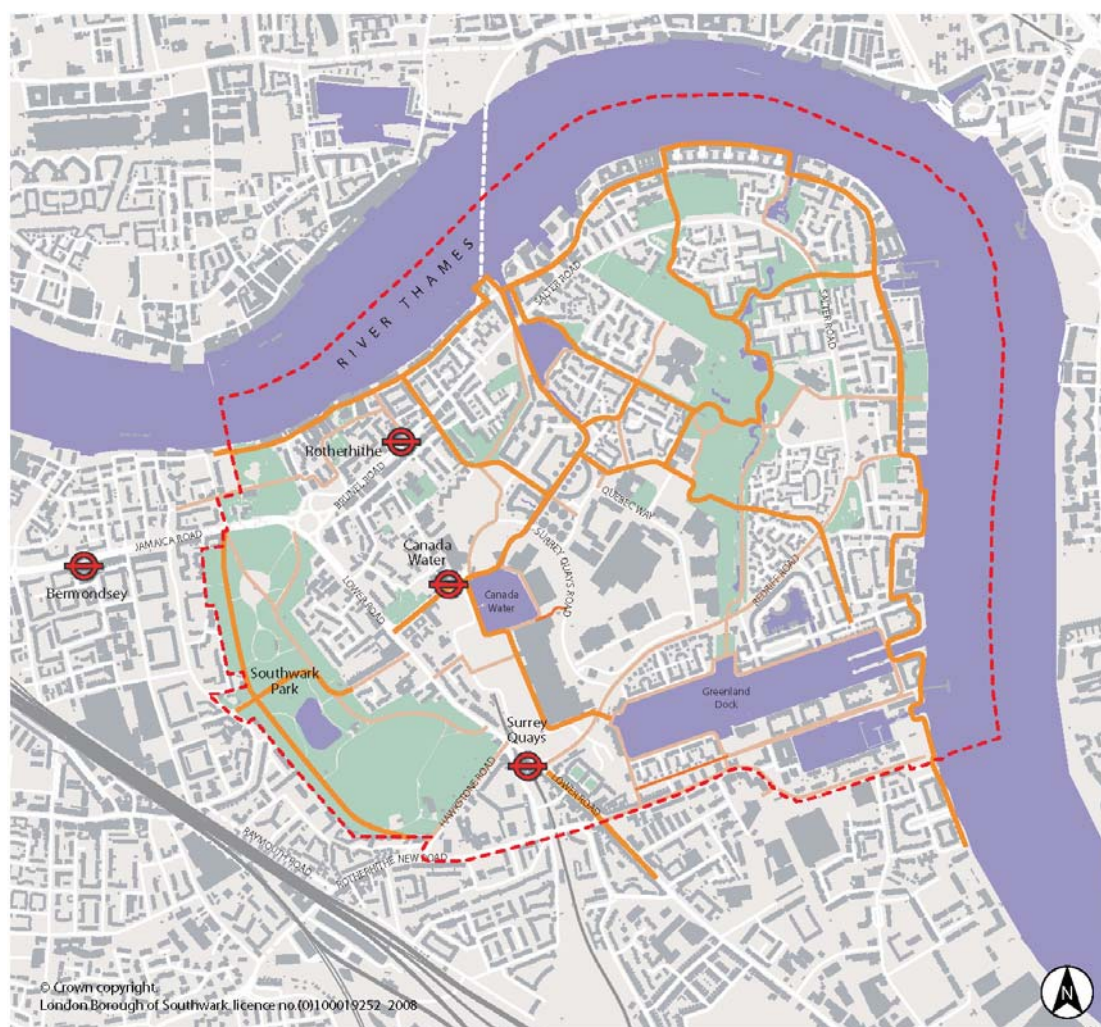
We are aiming to make sure that the area is highly accessible, particularly by sustainable types of transport, such as walking cycling and public transport and to reduce the impact of new development on the road network. This section shows how we will achieve these aims.

3.2.1 Walking and cycling

Development proposals should provide routes that are safe, direct and convenient for pedestrians and cyclists, and incorporate the links shown in Figure 6. Developments will be expected to use opportunities to enhance access to the docks and the river and provide or reinstate the Thames Path.

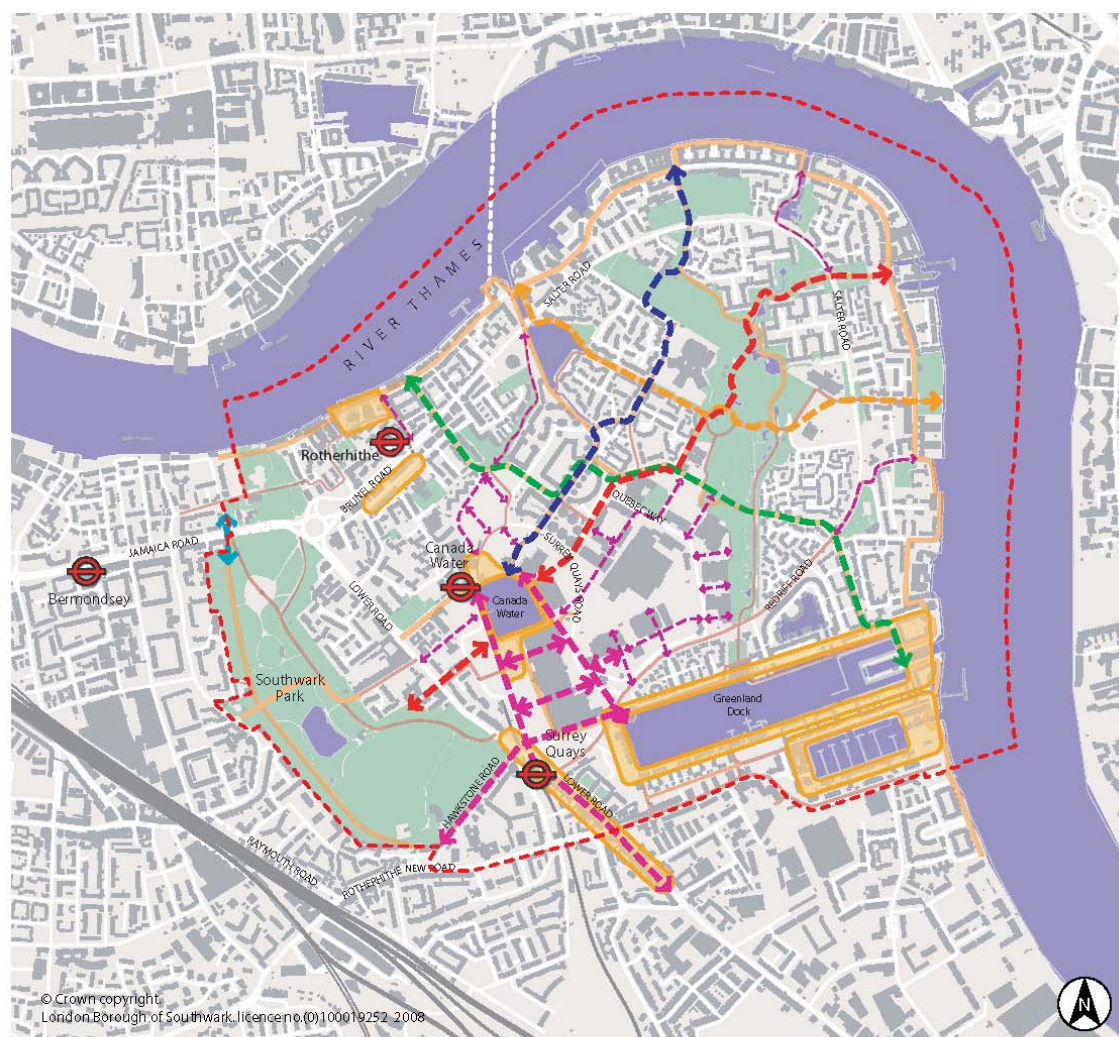
The council will try to obtain funding to implement improvements to routes shown on Figure 6 which are outside the core area.

Figure 5: The current pedestrian and cycle network



- Main pedestrian routes
- Secondary pedestrian routes
- - - Wider AAP Area

Figure 6: Improvements to the pedestrian and cycle network



- Proposed Public Realm Improvements
- Other pedestrian / cycle routes to be created / improved
- Primary pedestrian / cycle routes to be provided or improved
- Existing secondary pedestrian routes
- Hilton Hotel to Southwark Park
- Durrands Wharf to Surrey Water
- Swan Road to Greenland Dock
- Globe Stairs to Canada Water
- Existing main pedestrian routes
- Town centre routes
- Jamaica Road Crossing
- Wider AAP Area

We are doing this because

It is important that a safe, accessible, comfortable and attractive environment is provided for pedestrian and cyclist in order to encourage people to walk and cycle. Existing pedestrian and cycle links are shown in Figure 5.

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. In order

to accommodate this growth and minimise impacts on the road network, it will be essential that pedestrian and cycling routes which radiate out from the town centre are upgraded where necessary to meet the increased demand that will be placed on them. We will look for opportunities to fund these improvements through several means, including allocating resources in our borough transport plan (the Local Implementation Plan), Cleaner, Greener, Safer funding where relevant projects are agreed and s106 contributions.

3.2.2 Public transport

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

We are doing this because

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 Croyden and Dalston. Phase 2, due to open in 2013, will provide a direct service to Peckham and Clapham Junction and provide access to 18 trains per hour through the AAP area.

The increased population who live and work in the core area will increase demand for public transport use. We will work with TfL to improve bus services as developments occur and demand rises. We are testing the proposals we are setting out in the AAP to make sure that they do not affect the reliability and journey time of existing bus services.

Consistent with the Southwark Plan and Core Strategy, we will 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 measure from raising awareness of public transport options, cycle routes etc, to funding provision of bus services. In assessing the impact of the preferred options on traffic and trips we are investigating the potential for new bus routes, including a peninsula shuttle bus and new taxi stands, including a new stand close to Canada Water tube station.

3.2.3 The road network

Our preferred option is to work with TfL and Lewisham to explore the changes to the road network shown on Figure 7 . Our objective will be to improve traffic flows, create a safer, more attractive environment for pedestrians and cyclists that is easier to use and make sure that the reliability and frequency of buses is not affected.

Figure 7: Improvements to the road network (to be inserted)

We are doing this because

The alterations we are proposing will create a road network which is less complicated and easier to find you way around. Through-traffic travelling from south-east London to central London and the Rotherhithe tunnel will stay on Lower Road. This will reduce the pressure on Rotherhithe Old Road and create better living conditions for residents living around it. The new layout will also improve the environment for

pedestrians and cyclists, making it easier to cross Lower Road and creating more direct links to the shopping centre.

The preferred options involve the provision of a significant amount of new shopping space and homes. This will generate additional car trips, as well demand for servicing and loading. The changes we are proposing are necessary to help enable the key junctions of Lower Road with Brunel Road, Surrey Quays Road and Redriff Road to operate more efficiently and help reduce the impact of proposals on the road network.

We will agree funding for improvements to the road network through s106 planning contributions and through allocating resources in our Local Implementation Plan.

3.2.4 Parking for town centre uses

Our preferred approach is to make sure that car parking provided for town centre uses is made available to the general public as “town centre” car parking.

Car parks should be advertised by appropriate on-site signage to ensure awareness and contribute towards efficient use. The council will seek financial contributions towards provision of off-site signage.

Pedestrian access to car parks should be provided in locations which are convenient for users of town centre facilities both on-site as well as on adjacent sites. Planning applications should be accompanied by a car parking management strategy.

We are doing this because

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.

Moreover, the 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.

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. Given the town centre location and the good access to the tube and bus services, the alternative strategy in which each operator seeks to meet their own peak demand while leaving car parks underused at other times is not an efficient use of land and will contribute towards more pollution, noise and congestion. This policy is consistent with the London Plan which states that where on-site parking is justified, there is a presumption that it will be publically available.

We will use policies in the Southwark Plan and London Plan to negotiate the number of parking spaces which are provided.

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.

3.2.5 Parking for residential development in the Core Area

Residential parking should be limited to a maximum of 0.3 spaces per home. Car free developments will be permitted provided that 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

Our objective is to encourage people in the area to use sustainable types of transport, such as walking, cycling and public transport. The ease in which someone can find a parking space adds to the convenience of car ownership and usage which in turn adds to congestion, impacting on air quality and noise pollution.

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 would consult separately on any future extension to the CPZ.

Consistent with the Southwark Plan and Core Strategy, the car parking standards set out here will include spaces suitable for disabled users.

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

The AAP area has some great leisure facilities, including museums, the cinema and bowling, and the formal and informal sports and recreation opportunities in the parks and docks which make the area really distinctive. Our aim is to improve leisure facilities to provide a benefit for both existing and future residents.

3.3.1 Leisure and entertainment

We will support provision of new leisure and entertainment facilities of an appropriate scale in the town centre.

Development on the Surrey Quays Leisure Park must not result in a loss of leisure and entertainment floorspace, unless floorspace of at least an equivalent size is secured elsewhere in the town centre. The existing cinema on the Leisure Park should be re-provided on the Leisure Park site, unless a suitable alternative site in the town centre is found.

We are doing this because

Leisure and entertainment facilities are important to help create a thriving and vibrant town centre. Given that the population in the area will be increasing, we should encourage provision of more entertainment and leisure facilities and also protect those, such as the cinema that already exist in the area. The existing cinema on the Leisure Park site makes an important contribution to the leisure offer in the centre and should be retained.

3.3.2 Sports facilities

We will support improvements to sports facilities in the AAP area. This will include a refurbishment of the Seven Islands Leisure centre.

We are doing this because

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.

There have been several recent initiatives to improve sports facilities in the area. These include:

- Funded proposals to improve the sports centre in Southwark Park which will become a training venue for the Para-Olympic games in 2012;
- A £2.3m refurbishment of the Surrey Quays water sports centre;
- The installation of new sports pitches at Mellish Fields.

In addition to these, the new secondary school which is planned for the AAP area (see section 3.6) will also have new sports facilities. There is also the potential to make better use of the docks for water-related sports activities, such as diving, provided that these do not impact on the openness of the docks.

The Seven Islands Leisure Centre provides a swimming pool as well as a gym and a sports hall. It will be retained on the current site and refurbished.

3.3.3 Arts, culture and tourism

Our preferred approach is to protect and strengthen arts, cultural and tourism facilities in the area through:

- Continuing to protect business and community uses in the strategic cultural area around St Mary's conservation area;
- Supporting the use of the docks for water related leisure and tourism activities which do not affect their openness and permitting proposals for small scale local convenience shopping, cafes and restaurants where opportunities exist.
- Providing a new hotel through development in the town centre.

We are doing this because

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 of course the docks.

Our preferred approach is consistent with the Core Strategy preferred options which protect 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 and is designated as a strategic cultural area in the Core Strategy and Southwark Plan.

South Dock Marina and Greenland Dock provide a great opportunity for leisure and tourism related activities and the preferred option would help them meet their potential.

Development on St George's Wharf would 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 for berth holders. Our proposals for St George's Wharf are set out in section 4.1.10 of this report.

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 2026 to meet growing needs in south London.

This approach would compliment the preferred options in other parts of this report, 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.

3.4 Places: better and safer streets, squares and parks

A central part of our vision for the area is to create a town centre which is distinctive and 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. This section describes our preferred approach to urban design open spaces and energy.

3.4.1 Design principles

Our preferred approach is to stitch together the key development sites in and adjacent to the core area to create neighbourhoods which integrate well with surrounding areas and a town centre with character and a sense of place.

Streets and public spaces

Development on all sites in and adjacent to the core area should create clearly defined streets and spaces which:

- Make appropriate connections with existing streets in the surrounding area;
- Provide convenient, direct, safe, and attractive pedestrian and cycle links around the core area and at the same time create practical and logical access routes for motor vehicles; Pedestrian and cycle routes should be at grade;
- 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; and
- Enhance the open space network through the introduction of new spaces that act as a focus for activity and draw people through the area.

Building blocks

All development on all sites in and adjacent to the core area should:

- Ensure 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; and
 - Contain frequent entrances on to the street.
- Use high quality, durable, robust and sustainable buildings materials that contribute to a sense of quality and permanence; and
- 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 be wrapped by other uses.

Town centre development

Development in the town centre should:

- Maximise opportunities to mix uses within blocks;
- Create strong circulatory routes which link anchor 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 a 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.

We are doing this because

Much of the development in the core area, particularly around the shopping centre site, is fragmented and suffers from bland and uninteresting architecture. Block sizes are very large which makes it more difficult to move around as a pedestrian. Land uses in much of the core area tend to be segregated. For example the shopping centre and Decathlon site are solely occupied by shops, leisure uses are confined to the Leisure Park, while Harmsworth Quays and Quebec Industrial Estate provide industrial and warehousing uses. Also, most sites were designed for car-borne users and are serviced by their own car parks. As a result of these factors, there are often few people on the streets and the area can feel rather dead, particularly when shops are closed.

Our aim is to create an area which is much more distinctive. New development should create streets which connect into the surrounding network, which are overlooked and feel comfortable to use and which make it easy to move around, particularly by pedestrians and cyclists.

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.

Development with a finer grain will help integrate key sites into the wider area. Large blocks can be overbearing unless consideration is given to the treatment of long

building facades. 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.

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 feels 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.

Our preferred options show that there is 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 that if landowners work together, we can achieve a better solution which would unlock opportunities to make more substantial changes to the shopping centre. These are shown and explained in Figure 14.

3.4.2 Building heights on sites in and adjacent to the core area

Our preferred option is to achieve a range of 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, in order to create a transition into the more suburban character of the surrounding area.

Appropriate general building heights are set out in Figure 8. Developments should contain variations in height and make use of the full range of buildings heights Figure 8 to add interest and variety to the development, help signify places which are more important and help relate to surrounding development.

Development around the Canada Water basin and on the frontage of Russia Dock Woodland should generally be around the lower end of the appropriate 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; and
- Relate well to surrounding development.

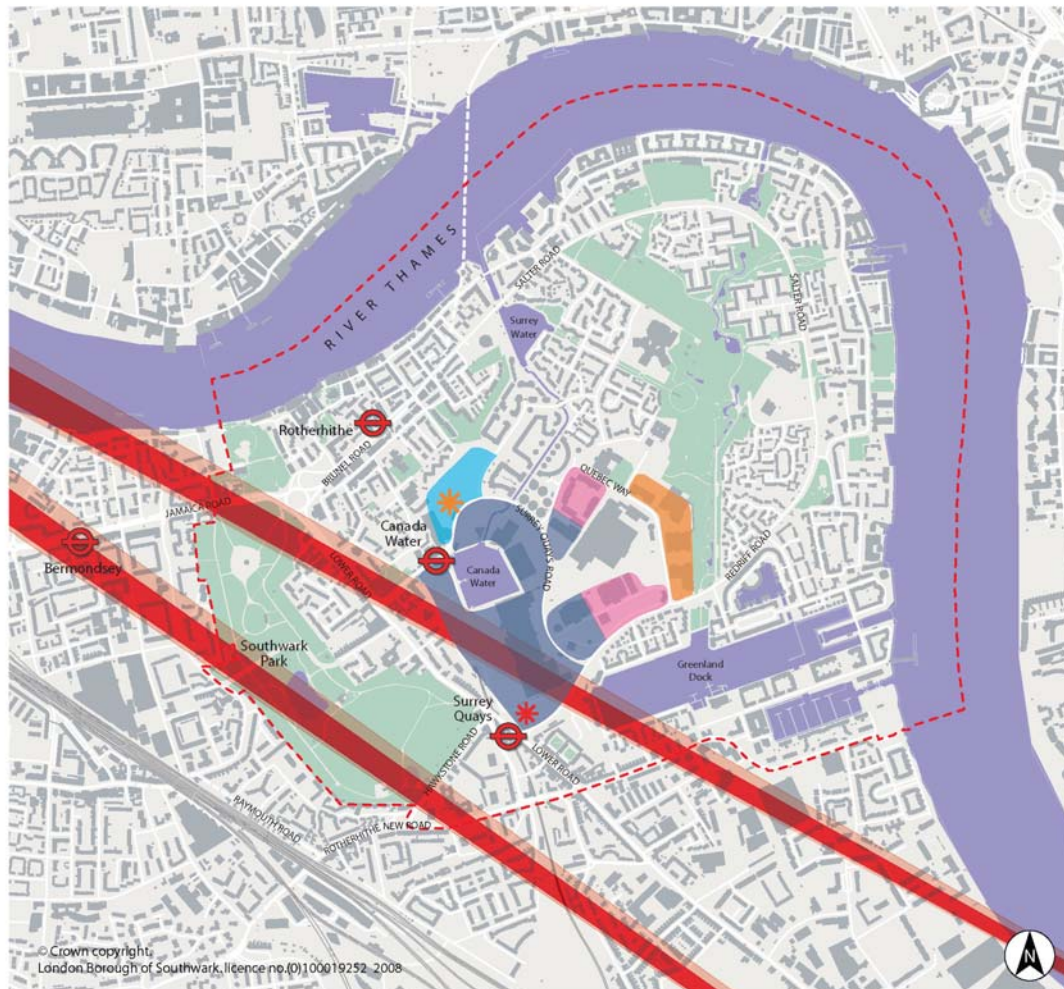
Tall buildings

Tall buildings (which are over 30m in height) should be situated in important locations, as indicated in Figure 8). These comprise one district landmark tower of comparable height to the Canada Estate towers on Site A and one 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. 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 minimised.

Figure 8: Building heights



- - - Wider AAP Area
- * Landmark tower comparable to Canada Estate Towers
- * Tall building around 10 - 15 storeys (30 - 45 m)
- 3 - 5 storeys (9 - 15 m)
- 4 - 6 storeys (12 - 18 m)
- 4 - 8 storeys (12 - 24 m)
- 5 - 8 storeys (15 - 24 m)
- London View Management Framework Overlay
- Viewing Corridors
- Area of Lateral Assessment

We are doing this because

A range of building heights should be provided to help create an area which is more interesting and distinctive. General heights on the shopping centre site and around Surrey Quays Road of between 5 and 8 storeys would be appropriate for a town centre location. They would help enable mixed use developments and also make redevelopment of key sites in the town centre viable. 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. These heights set out here are similar to those proposed in option B at issues and options stage and received some support

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 fulfill this function, they should be used very sparingly and generally only on a small part of a site.

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).

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 site, would create a landmark at Surrey Quays station and create gateway into the town centre.

It is very important that tall buildings are of the highest architectural quality and that they are designed carefully to avoid overshadowing or wind tunnel effects.

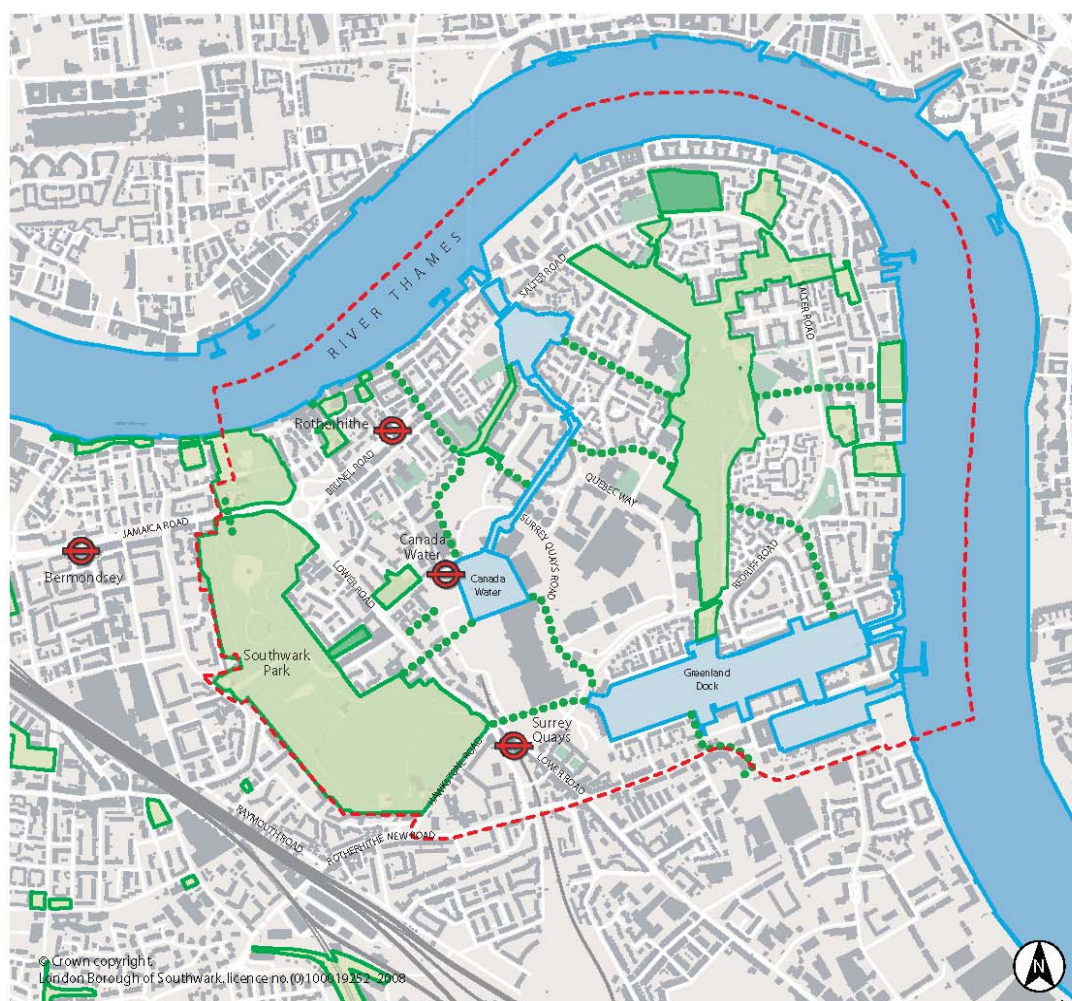
3.4.3 Open spaces

Development in the core area must provide high quality public open spaces (see guidance for individual sites in section 4). Careful consideration should be given to providing safe, direct and attractive pedestrian and cycle routes to connect open spaces and help link up open spaces in the network surrounding the core area (shown indicatively on Figure 9).

Open spaces in the core area 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. Detailed landscaping plans will be required as an integral part of development proposals.

We will make improvements to existing open space to meet the additional demand placed on these spaces by the increasing numbers of people living and working in the area. We will secure funding for these improvements using s106 planning agreements. We are currently carrying out an open spaces study and preparing an investment strategy for Southwark's open spaces. This strategy will inform the policies in the draft AAP.

Figure 9: 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

We are doing this because

It is important to create new open spaces in the town centre and core area to help support the growing population and to help provide relief in what is a built-up area.

Outside the core area, the AAP area contains a variety of open spaces. These include Southwark Park and Russia Dock Woodlands, the remaining docks and many important smaller parks, public squares and playgrounds. Some of these are protected in the Southwark Plan either as Metropolitan Open Land, Borough Open Land or Other Open Space. These parks 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. It will be important to improve these spaces, where necessary, to cope with the increased demand from the area's growing population. Through s106 agreements, we will secure funding to make improvements. Our 106 Planning

Obligations SPD sets out a standard charge that we apply for open space financial contributions.

There are number of sites in the AAP area, including Russia Dock Woodlands which are protected as sites of importance for nature conservation in the Southwark Plan. Our Core Strategy preferred options propose creating new SINCs in the AAP area at Durrand's Wharf, King Stairs Gardens and Deal Porters Way.

3.4.4 Energy

Our preferred option is to require all new development 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.

We are currently preparing an energy study for the area looking at the most effective way of using local energy networks. This includes the potential to link developments to SELCHP which could provide heat and also linking different sites together to create a heat and power network. We will set out a more detailed policy in the draft AAP.

We are doing this because

Our Climate Change strategy aims to reduce carbon emissions by 80% by 2050 and promote the use of CHP and district heating networks as the main means of tackling CO2 emissions from buildings. Connecting to a local energy network would enable development to meet Code for Sustainable Homes level 3 and BREEAM "very good" standard as a minimum and may facilitate achieving a higher standard, such as Code for Sustainable Homes level 4.

We will set out the energy strategy, infrastructure requirements and appropriate local target in the draft AAP. We may propose the use of s106 planning agreements to securing funding to provide energy and other infrastructure.

3.5 Homes: high quality homes

This section sets out our approach to providing high quality new homes and the links with our Core Strategy preferred options on housing.

3.5.1 Housing

We have suggested which sites would be appropriate for new homes in section 4 of this report.

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 decent homes standards.

Proposals for new homes should comply with our Core Strategy preferred options in respect to density, bedroom mix and proportions of affordable housing.

We are doing this because

We need to help meet the housing needs of people who want to live in Southwark and London by providing high quality new homes in attractive environments. There are many opportunities to develop new homes at Canada Water, particularly in the Core Area. This area has good access to public transport and is close to shops and other facilities. Recognising the potential for providing new homes in the area, it is designated as an area for intensification in the London Plan with capacity to provide over 2000 homes and new jobs. We are currently undertaking a capacity study in the area to help establish how many new homes could be built. We will set out the total number in the draft AAP.

We have considered the feasibility of redeveloping John Kennedy House and the low-rise blocks on the Hawkstone estate. However, we think that refurbishing homes in these blocks is a more financially viable option. It also means that we could provide improved homes more quickly.

In 2006 the Council carried out a Housing Needs Assessment which confirmed that the need for affordable homes remains high. It is also the case that a high proportion of existing homes in the area are affordable, particularly in Rotherhithe ward. The Core Strategy preferred options proposes to balance these issues by ensuring that at least 35% of new homes should be affordable. 70% of these should be social rented and 30% should be intermediate homes (see fact box).

Fact box: Affordable and private housing

There are two types of housing:

1. Private (or market) housing that is available to either buy or rent privately on the open market
2. Affordable housing that is accessible to those households who cannot afford to buy or rent private housing that meets their needs.

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.

In order to make sure that the area is able to meet the demands of families, the Core Strategy preferred option proposes that at least 25% of new homes should have three or more bedrooms.

The character of the AAP area varies greatly. Surrey Docks ward and much of Rotherhithe ward have a suburban character with a high proportion of houses, rather than flats. In contrast, residential densities are higher around Lower Road and core area. In accordance with the Core Strategy Preferred option, much of Surrey Docks and Rotherhithe wards will be designated a suburban zone in which densities between 200 and 350 would be appropriate. The existing public transport accessibility zone will be deleted and replaced by a core area density zone (see fact box).

Fact Box: Density

Density is the measure of the amount (intensity) of development. It is calculated by dividing the number of habitable rooms in a development by the net area of the site (measured in square metres).

Different areas in the borough have different density ranges depending on their location, access to public transport, their character and planned future development. We have set out the different ranges for each area density zone below, and show the areas on maps 1 and 2. The different density zones also have different parking standards. More detail on our parking standards will be provided in our Development Management Development Plan Document.

- Central Activities Zone – 650 to 1100 habitable rooms/hectare
- Urban Zone- 200 to 700 habitable rooms/hectare. This is only if the new suburban zones north and middle are introduced.
- Suburban Zones – North, Middle and South – 200-350 habitable rooms/hectare

Within the opportunity areas and core action areas, density may exceed 700 habitable rooms /hectare when the following criteria are met:

- a. An exemplary standard of design
- b. An excellent standard of living accommodation, as set out in our Residential Design Standards Supplementary Planning Document
- c. A significant contribution is made to environmental improvements in the area, especially for pedestrian, cycle and public transport movement, safety and security and improvements to the public realm.

We have changed some of these areas from the designations in the Southwark Plan. We have put more of the borough within the suburban zone to make sure that we build homes and developments that are a similar size to those already there, in places where there will be little development.

We will no longer allow higher density in areas just because they have high levels of public transport accessibility. Instead we will only allow high densities in the opportunity areas and core action areas as this is where we want to focus the majority of our new development.

3.6 Community: enhanced social and economic opportunities

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

3.6.1 Jobs and business space

We will promote a business cluster primarily focused around Harmsworth Quays print works, through the provision of around 12,000 sqm of new office and light industrial space (Use Class B1) through development on the following sites: the Surrey Quays shopping centre and overflow car park, Mulberry Business Park, Site E, Surrey Quays Leisure Park and Site B.

Business space should be designed flexibly to accommodate a range of unit sizes.

We are doing this because

One of our objectives is to create a wider mix of uses at Canada Water, including new office and light industrial space, to help bring more vitality to the centre. Our research suggests that there is a need to provide flexible business space 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.

Our research forecasts the need to provide between 36,000sqm and 47,000sqm of new office space in Southwark by 2026 to meet the needs of the local office market. A proportion of this could be provided at Canada Water. With good access to the tube station and buses and close to the town centre, Canada Water is a good attractive location for businesses and has the potential to improve. Provision of new business space was strongly supported during consultation at issues and options stage.

In accordance with the Core Strategy preferred option and our existing planning guidance (Supplementary Planning Documents) we would 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.

3.6.2 Schools

We will work with partners and school governors to provide a new education campus on the site of Rotherhithe Primary school. This would comprise either an “all-through” school or separate secondary school and primary schools.

We will also continue to explore the potential to improve Albion Primary School. This could include a larger school, include youth facilities or there may be a new redevelopment including housing and shops to provide funding to improve the school.

New pre-school facilities will be provided to meet the demands of the growing population, where there is a need.

We are doing this because

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 with a sports specialism 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.

This 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.

Our preferred site for the new secondary school is the Rotherhithe Primary School site. It is a site which is close to public transport links, is in council ownership and would contribute to the overall regeneration of the core area.

The Primary Capital Programme is central government's equivalent programme to BSF but for primary schools. Rotherhithe Primary School was identified within that as a potential rebuild in the second phase. This school is single storey with large areas of flat roof giving both high energy costs and high maintenance costs.

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. It is the intention of the Council 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.

This option is subject to a suitable scheme being agreed with the governing body and potential sponsors.

Redevelopment of Albion Primary School would allow the school to provide a better education experience for its pupils in up-to-date facilities. It would also make best use of the space around the school, providing easy access to a range of co-located community and retail services and help make Albion Street more lively. However there is no public sector funding available for this, so any scheme would need to provide enough housing to make it self financing.

3.6.3 Young people

Our preferred approach is to co-locate new facilities for young people with other services. We will use opportunities provided by the development of new schools and other community and health facilities to improve access to services for young people.

We are doing this because

Our Children and Young People's Plan 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.

The proposed new education campus on the Rotherhithe Primary School site will be designed to provide a range of services for young people, including learning and health, as well as sports.

In addition, the new library at Canada Water 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.

There may also be an opportunity to improve youth facilities in the east of the peninsula by replacing the Odessa Street Youth Centre with a new facility on a nearby site such as the Docklands Settlement, where it could be co-located as part of an improvement to community facilities on that site.

3.6.4 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.

We are doing this because

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. These facilities will complement existing facilities.

3.6.5 Community facilities

Our preferred approach is to locate local facilities together so that the services required by the community including, housing services, 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. We will only ask for the provision of such facilities where there is a clear requirement and an identified body who will manage them on a viable basis.

In line with Core Strategy preferred options, we will continue to protect floorspace in community use, unless it can be demonstrated that such floorspace is surplus to requirements.

We are doing this because

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. In line with the Southwark Plan, new school facilities will be available for use by the community outside school hours, for parties, worship, meetings etc.

Retaining existing facilities would help meet current needs but give some flexibility should facilities become surplus to requirements.

Part 4

4.1 Sites and areas in Canada Water

This section sets out policies for individual sites and areas in the AAP area. For the larger sites it shows how the principles set out in Part 3 of the Preferred Options report apply to these sites.

We have estimated the residential capacity for each site. These figures are approximate. The numbers of homes to be provided on each site will depend on the amount of non-residential space provided, the bedroom mix and compliance with other planning policies such as design policies.

4.1.1 Albion Street

Our preferred options for Albion Street are set out in Figure 10 below. We will continue to consult with local people and stakeholders to explore the vision for the street and this will inform the final proposals we set out in the draft AAP.

Figure 10: Albion Street



1. Improve access to Albion Street from the town centre and from St. Mary's conservation area
2. Reinforce the viability of the shopping parade by ensuring that no more than 2 units are used as hot food takeaways
3. Explore the potential to establish a market, possibly with a Scandinavian theme
4. Improve the appearance of shop fronts
5. Work with TfL to secure funding for streetscape improvements as part of the improvements around Rotherhithe station
6. Continue to explore the potential to reconfigure Albion Street Primary School, by building a mixed use frontage providing new facilities for the school and residential flats above

We are doing this because

Albion Street could become more lively with the empty buildings providing community activities, local service delivery and shops for local people. The job centre has already closed and Rotherhithe library will soon be moving and in the longer term, the shops will face increased competition from developments in the town centre. One of the main issues for the street is that it is not easy to get there from either the town centre or from the River Thames to the north. Time and Talents and the Canada Water Consultative Forum have recently run a series of workshops looking at the future role of Albion Street and we will take account of these when we prepare the draft AAP.

Rotherhithe tube station will reopen in 2010 and we will work with TfL to improve access from Albion Street to Rotherhithe tube station and also up to the river. Through developing Site A (see Figure 14) and also making improvements to Swan Street (see Figure 6) our preferred options will provide better and more convenient links for pedestrians to Albion Street from the town centre and Canada Water tube station.

There are several opportunity sites on Albion Street. These include the vacant job centre, the library, Albion Primary School and the Little Crown pub. We will continue to consider the options for these sites and will set out the preferred approach in the draft AAP.

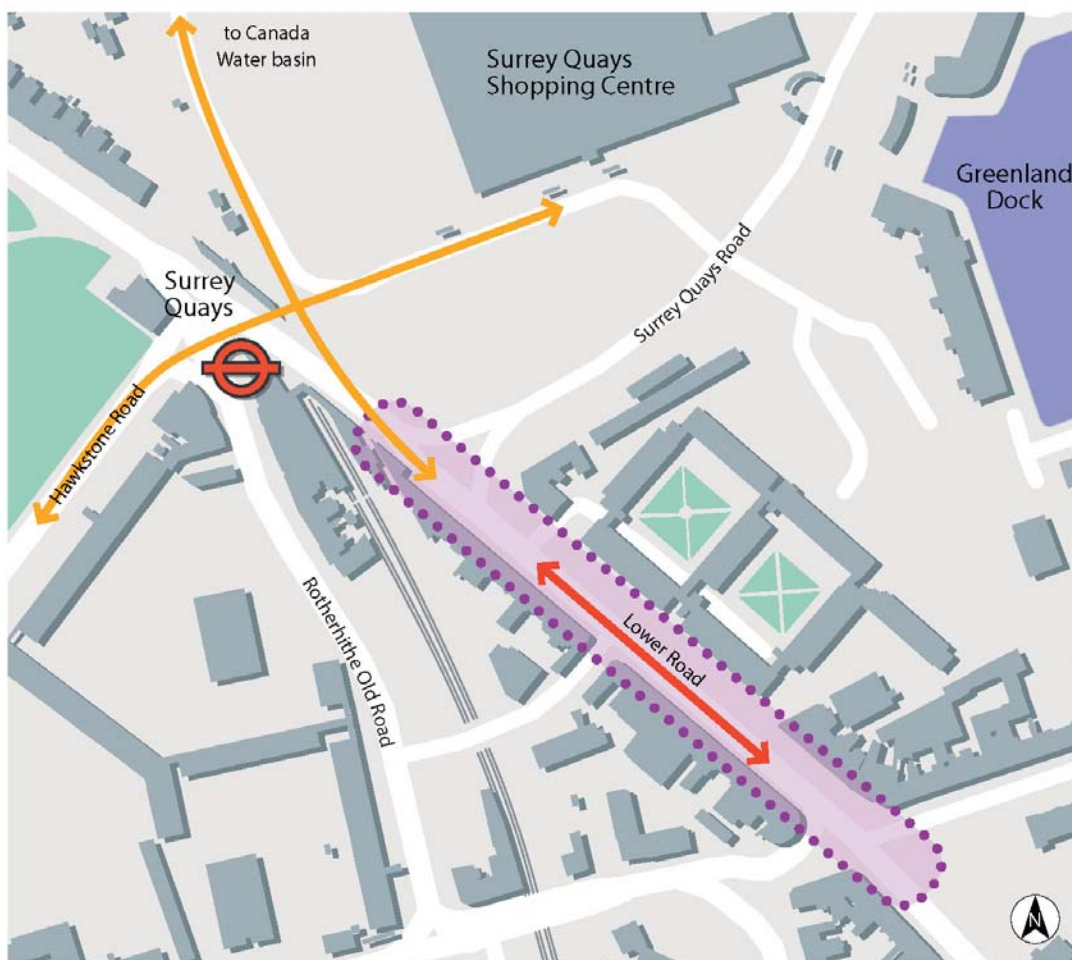
- **Library:** The current Rotherhithe library will no longer be needed when the new library at Canada Water opens in 2011. Space vacated in the building could be leased to other occupiers, including community groups. The upper floor is occupied by BEC, an educational provider who are keen to stay in the area.
- **Job centre:** Several applications have been submitted recently for proposals which include community use, possibly a health facilities, residential flats and retail.
- **The Little Crown:** This site has planning permission to convert the upper floors into self contained flats and the ground floor into a retail shop. Southwark has recently been in contact with the landowner and has been advised that a revised application involving similar uses will be submitted soon.
- **Albion primary School:** There may be scope to redevelop Albion Primary School to provide a new school, housing and shops that front on to Albion Street (see section 3.6.2 on schools).



The vitality of the parade could also be strengthened by providing a street market possibly with a Scandinavian theme. There is some funding available to improve the quality of shop fronts, and we would try to secure funding to make improvements to the public realm.

4.1.2 Lower Road

Our preferred options for Lower Road are set out in Figure 11 below.

Figure 11: Lower Road



-  Proposed 2 way traffic movement
-  Proposed public realm improvements

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.

We are doing this because

Lower Road currently provides day-to-day convenience facilities for local people and passing trade. The pedestrian environment however 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 and Core Strategy, although a

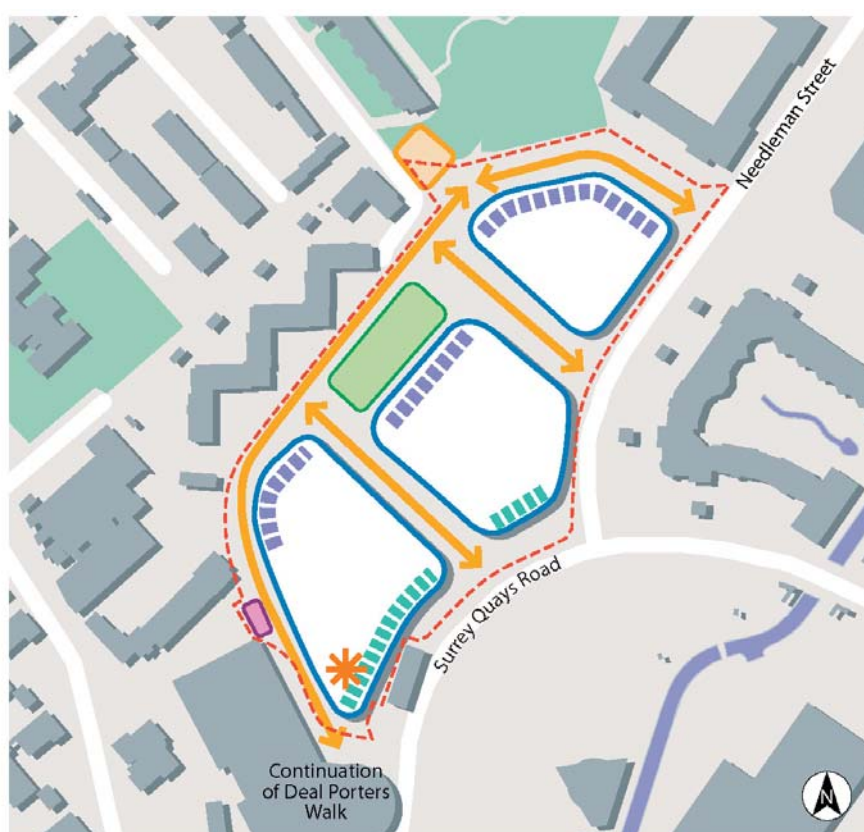
high proportion of the units are takeaways, including 5 units in the first part of the frontage between nos. 226 and 290 Lower Road. Cumulatively, hot food takeaways can create amenity problems for neighbouring occupiers and also reduce the vitality of the frontage.

In addition, Lower Road would also benefit from improvements to the road network (see Figure 7) and more convenient and direct links to the shopping centre (see Figure 6).

4.1.3 Site A (Land north of Surrey Quays Road and Needleman Street)

Required land uses	Residential use (Class C3); retail uses (Classes A1/ A2/A3); bicycle station; public open space.
Other acceptable land uses	Business use (Class B1), community use (Class D1), Hotel (Class C1).
Estimated capacity (approximate)	600 residential homes; 800sqm of retail use; 400sqm of flexible community use.
Phasing and implementation	2009-2013 Barrett Homes are preparing a detailed planning application for the site and are intending to develop the site.

Figure 12: 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
- Potential development blocks
- Bicycle station
- Public realm improvements at the junction of Swan Road, Deal Porter's Walk and Albatross way

We are making this designation because

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 8) adjacent 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.

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.

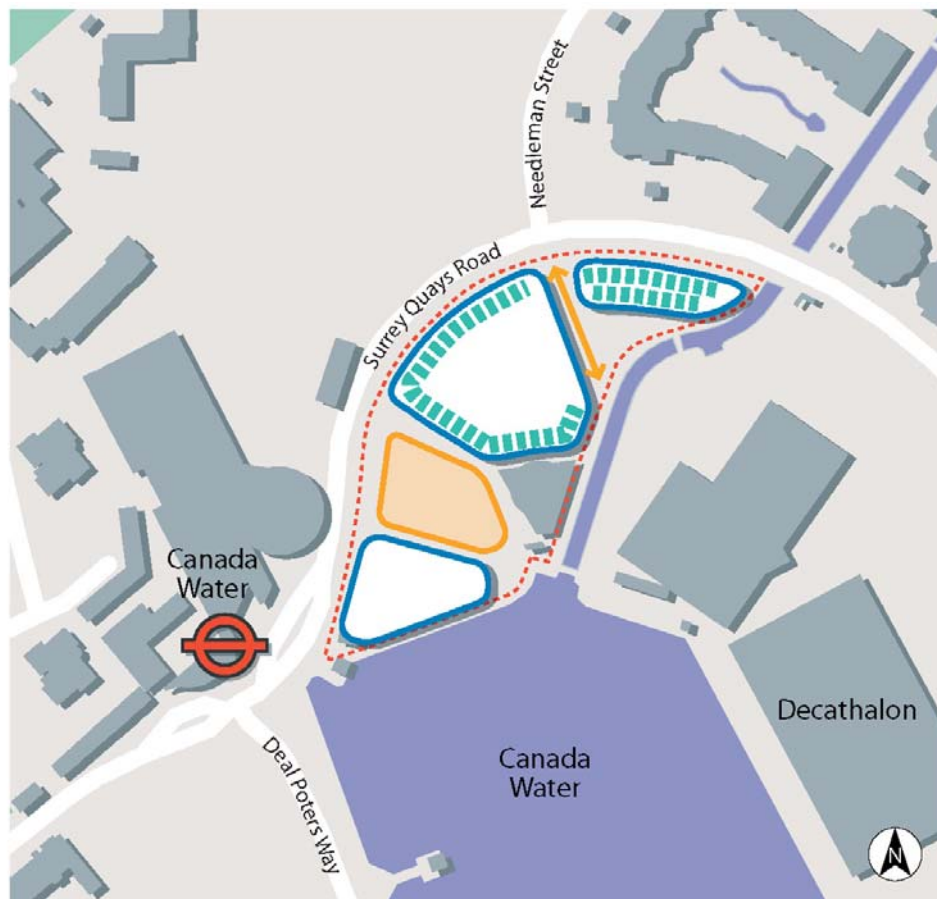
Active uses should be provided at ground floor level fronting onto Surrey Quays Road to help animate Surrey Quays Road and its importance as a pedestrian route which feeds routes radiating out from the town centre.

In order to improve access for cyclists to the tube station, a cycle station should be provided on the site.

4.1.4 Site B (Land bounded by Surrey Quays Road, the Canada Water basin and Albion Channel)

Required land uses	Residential use (Class C3); retail uses (Classes A1/A3); business use (Class B1), community use (new library) (Class D1); public open space.
Other acceptable land uses	
Estimated capacity (approximate)	241 residential homes; 2,000sqm of community use (library); 250sqm of business space; 1,150sqm of retail use.
Phasing and implementation	2009-2011 This site has detailed planning permission and the first phase of development is due to complete in summer 2009. Construction of the new library started in June 2009.

Figure 13: 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
- ▭ Potential development blocks

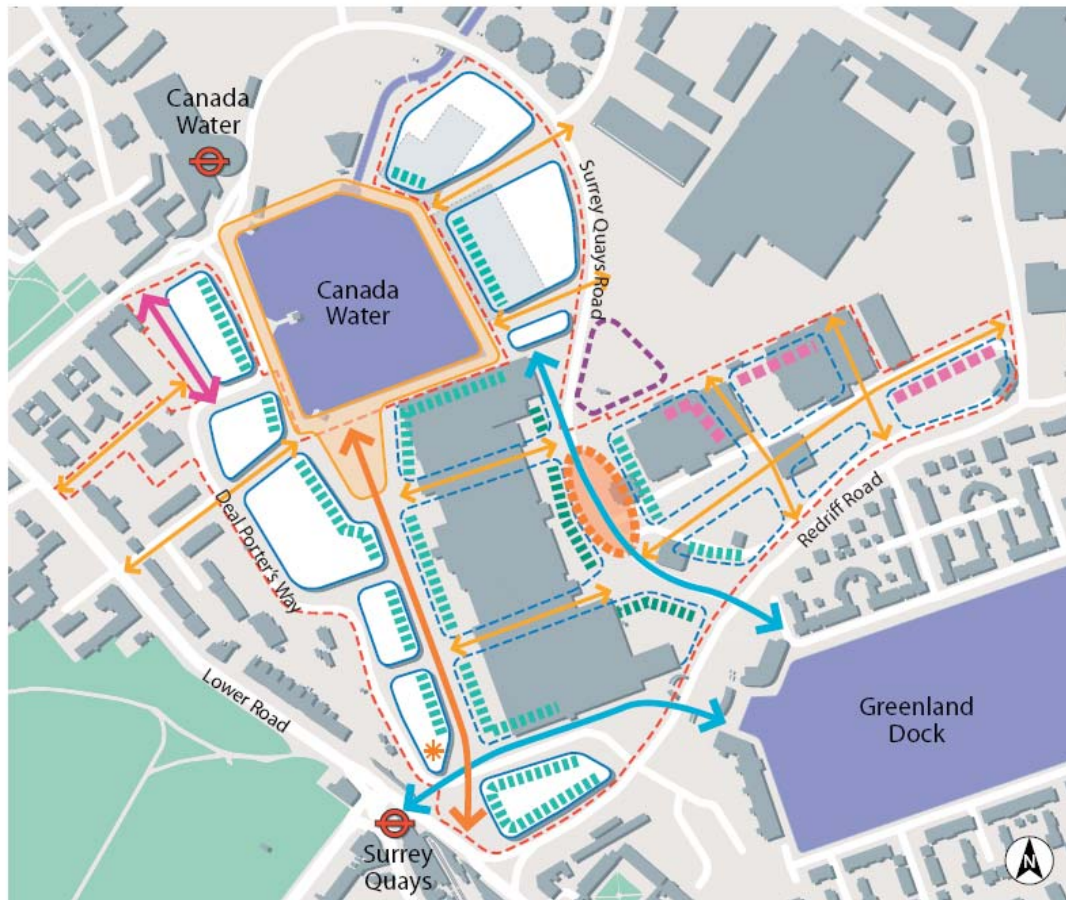
We are making this designation because

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.

4.1.5 Decathlon site, Surrey Quays Leisure Park, Surrey Quays Shopping Centre and overflow car park

Required land uses	Retail uses (Classes A1, A2, A3, A4); business use (Class B1); leisure uses (Class D2); residential use (Class C3); community use (Class D1); hotel use (Class C1) should be provided on this site, unless provided elsewhere in the core area; public open space; town centre car parking.
Other acceptable land uses	Student accommodation (sui generis use)
Estimated capacity (approximate)	The capacity for residential homes and retail space will be confirmed in the draft AAP; a minimum of 11,000sqm of leisure uses; a minimum of 5,000sqm of business use; health facilities (which complement rather than replace existing facilities) and other community uses.
Phasing and implementation	2015-2020 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.

Figure 14: Decathlon site, Surrey Quays Leisure Park, Surrey Quays Shopping Centre and overflow car park



- Site boundary
- Opportunity to improve access for pedestrians and cyclists
- Create strong links between town centre and Greenland Dock
- Opportunity to relocate Deal Porters Way
- Create strong visual and physical connection between Canada Water basin and Lower Road
- Opportunity to provide active uses at rear of shopping centre
- Non residential buffer to Harnsworth Quays
- Active uses
- Opportunity for public realm improvements and new bus and taxi stand on Surrey Quays Road
- Potential development site on Harnsworth Quays
- ✱ Opportunity for tall building
- Potential development blocks
- Other potential development
- Existing buildings

We are making this designation because

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 applies to these sites.

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.

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.

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.

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.

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.

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. They do not require the implementation of one particular masterplan. In this way they provide some flexibility and could be implemented in several ways.

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. The council is

in discussion with Surrey Quays Shopping Centre Ltd about the future of the shopping centre site.

The Decathlon site and Leisure Park site could be developed independently of the shopping centre site. However, this scenario would have several disadvantages:

- It would be much more difficult to provide active uses around the rear of the shopping centre. Leisure uses alone on the Leisure Park site would be unlikely to generate enough footfall throughout the day to make a reconfiguration of the rear of the shopping centre economically viable;
- It would be difficult to change the character of Surrey Quays Road if the rear of the shopping centre cannot be reconfigured;
- It would make it more difficult to create strong links either from the shopping centre to the Leisure Park site or to Greenland Dock;
- Residential densities on the Leisure Park site would be lower as access to the bus and tube stations would be less convenient and direct. The site would essentially be located on the edge of the centre and mark a transition to the suburban character of sites to the south and east of the site; and
- It would be more difficult to meet the parking demands of operators as sharing of car parks would be more complicated.

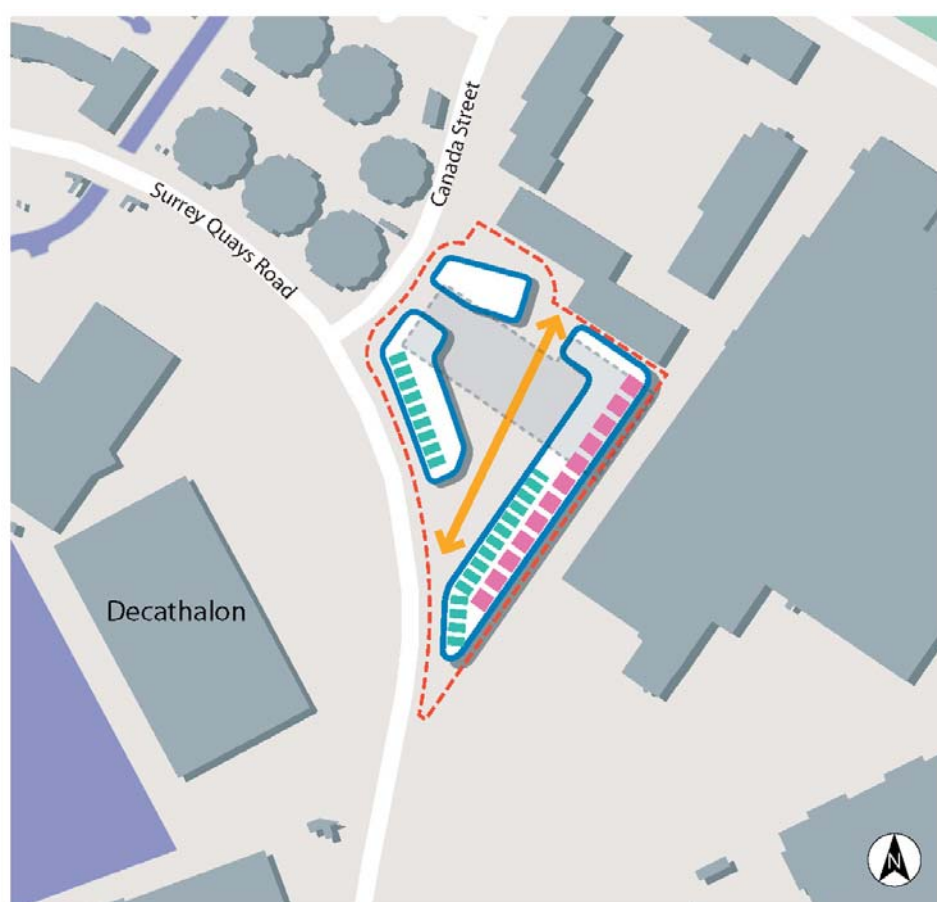
On the other hand, if landowners and leaseholders worked together, there would be a number of benefits:

- 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. It would be replaced by an open street environment, which is more distinctive and 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.
- The opportunity to redevelop the corner of Harmsworth Quays could be explored. This could create an opportunity to straighten Surrey Quays Road re-routing traffic to the east of the current alignment.
- 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.

4.1.6 Site E (Land at the corner of Surrey Quays Road and Quebec Way)

Required land uses	Residential use (Class C3) and business use (Class B1).
Other acceptable land uses	Community use (Class D1); hotel use (Class C1).
Estimated capacity (approximate)	140 residential homes; a minimum of 3000sqm of business use;
Phasing and implementation	2009-2015 The landowner, Conrad Phoenix (Canada Water), are preparing a detailed planning application for the site.

Figure 15: Site E (Land at the corner of Surrey Quays Road and Quebec Way)



- Site boundary
- Opportunity to improve access for pedestrians and cyclists
- Active uses on Surrey Quays Road
- Non residential buffer to Harmsworth Quays
- Potential development blocks
- Existing buildings

We are making this designation because

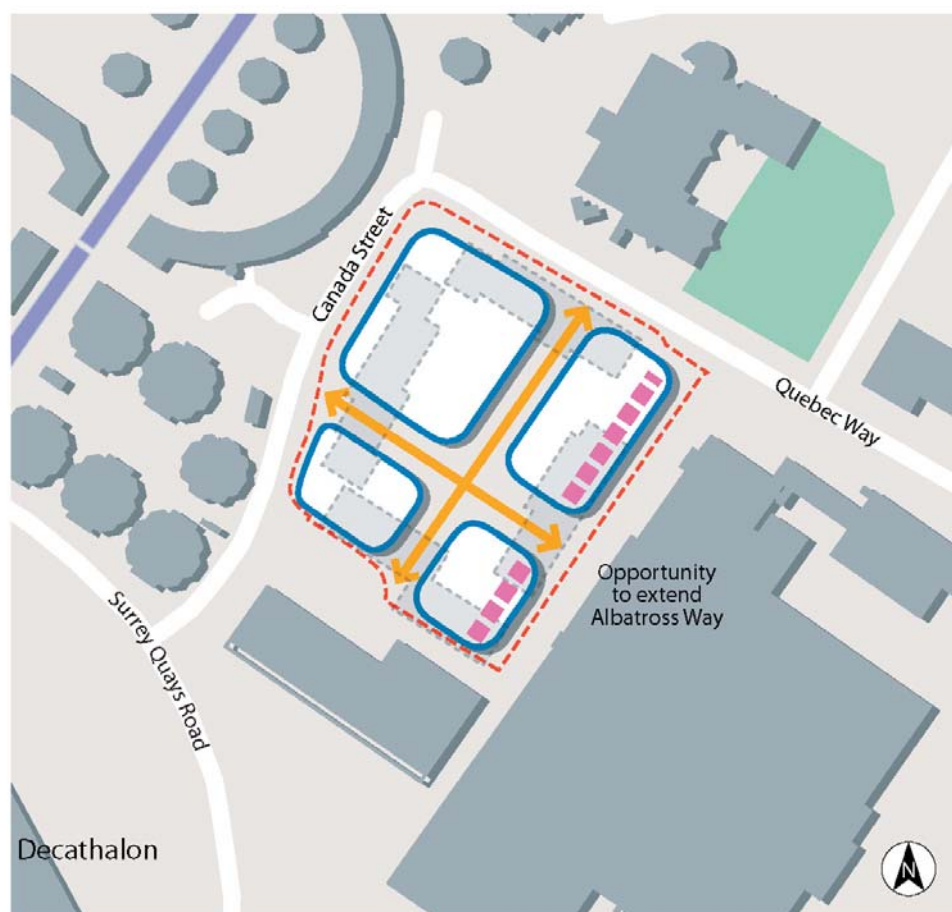
Located on the edge of the centre this site is suitable for a residential led-mixed use development. The layout of development on the site and distribution of uses requires careful consideration, given the proximity of the neighbouring Harmsworth Quays print works and the noise generated by electrical plant and vehicular trips associated with the print works. 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.

New pedestrian and cycle links through the site should be provided to help make the area easier to move around.

4.1.7 Mulberry Business Park

Required land uses	Residential use (Class 3C), and business use (Class B1).
Other acceptable land uses	Community use (Class D1).
Estimated capacity (approximate)	250 residential homes; a minimum of 3,000sqm of business use.
Phasing and implementation	2009-2015 The buildings on this site have recently been demolished. The site is available for development and has detailed planning permission.

Figure 16: Mulberry Business Park



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

We are making this designation because

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.

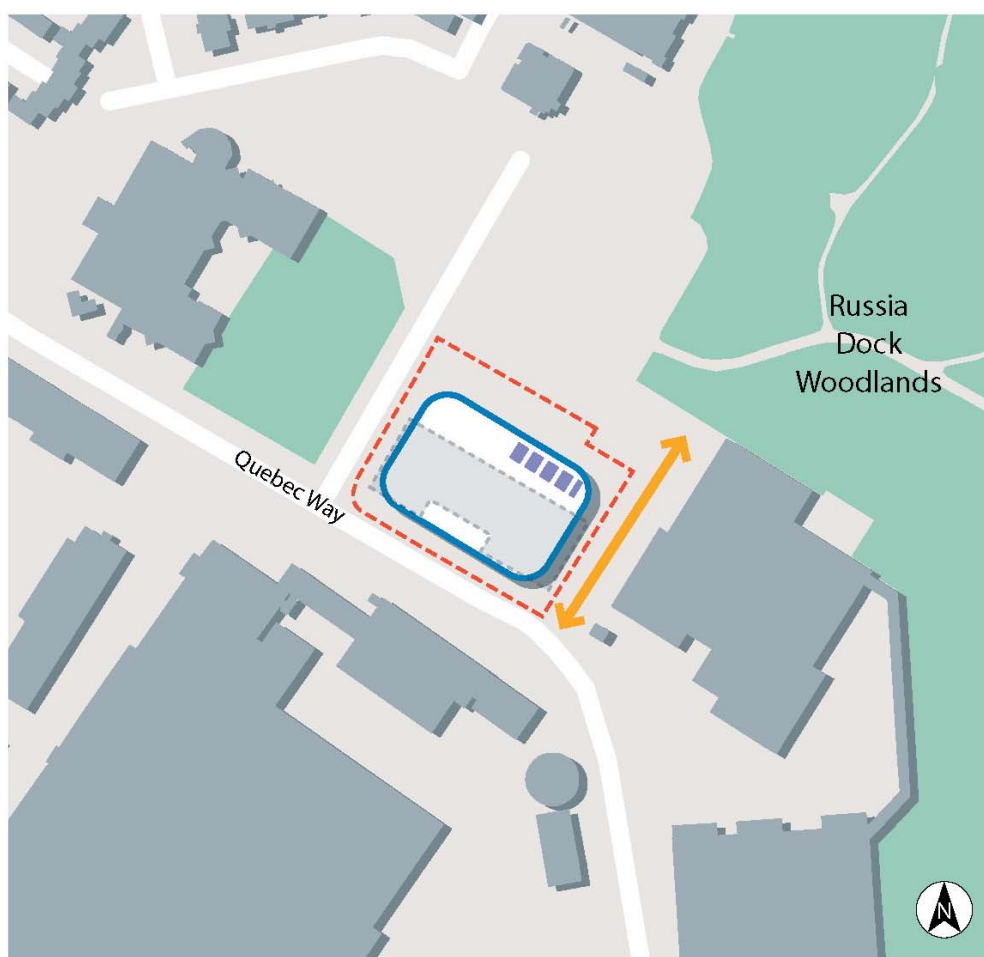
Building heights should be towards the lower end of the range on the eastern side of the site in order to provide a transition to lower density development in the suburban zone.






New pedestrian and cycle links through the site should be provided to help make the area easier to move around.

4.1.8 24-28 Quebec Way

Required land uses	Residential use (Class 3C); business use (Class B1) and/or community use (Class D1).
Other acceptable land uses	Hotel use (Class C1).
Estimated capacity (approximate)	50 homes; 500 sqm of business use or community use.
Phasing and implementation	2015-2020 Although no planning applications have been received for the site, it would be available for development, subject to satisfactorily relocating existing occupiers.

Figure 17: 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
-  Potential development blocks
-  Existing buildings

We are making this designation because

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.







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 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.

4.1.9 Quebec Industrial Estate

Required land uses	Residential use (Class C3); business use (Class B1) and or community use (Class D1).
Other acceptable land uses	Hotel use (Class C1); retail use (Class A1).
Estimated capacity (approximate)	250 residential homes; 1000sqm of non-residential use.
Phasing and implementation	2015-2020 Although no planning applications have been received for the site, it would be available for development, subject to satisfactorily relocating existing occupiers.

Figure 18: Quebec Industrial Estate



-  Site Boundary
-  Opportunity to improve access for pedestrians and cyclists
-  Landscape buffer to Russia Dock Woodlands frontage
-  Building heights at lower end of range on Russia Dock Woodlands frontage
-  Potential development blocks
-  Existing buildings

We are making this designation because

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 if a need is identified.

This site has a medium public transport accessibility level (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.

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.

4.1.10 Small sites in the Core Area and sites outside the Core Area

Figure 19: Development schedule small sites in the Core Area and sites outside the Core Area

Site	Required land uses	Other acceptable land uses	Estimated capacity (approximate)	Site specific guidance	Phasing and implementation
Tavern Quay	Residential use (Class C3); business use (Class B1).	Retail use (Classes A1/A3).	71 residential homes; 1300sqm business use; 100sqm of retail use.		2009-2015
Downtown	Residential use (Class C3); Community use (Class D1)		The amount of homes would depend on the amount of non-residential floorspace provided on the site.		2009-2015
Harmsworth Quays	Business use (Class B).	Residential use (Class C3); retail use (Classes A1/A2/A3); community use (Class D).	The amount of homes would depend on the amount of non-residential floorspace provided on the site.		The development of this site would be subject to the relocation of the printworks.
247-251 Lower Road	Residential use (Class C3); retail uses (Class A1/A2/A3) or Community use (Class D1).		18 residential homes; up to 500sqm of non-residential use		2009-2015
41-55 Rotherhithe Old Road	Residential use (Class C3).		18 residential homes		2009-2015
23 Rotherhithe Old Road	Residential use (Class C3).		14 residential homes		2009-2015
Rotherhithe Primary School	Education use (Class D1)	Community use (Class D).			2009-2015
Albion primary school	Education use (Class D1)	Residential use (Class C3); community use (Class D2)	The amount of homes would depend on the amount of non-residential floorspace provided on the site.		
Rotherhithe Police Station and Landale	Sui generis (police station).	Residential use (Class C3), retail uses (Classes A1/	The amount of homes would depend on the amount of non-	Police facilities should be retained on	Subject to providing replacement police

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House		A3); business use (Class B1), community use (Class D1).	residential floorspace provided on the site.	this unless appropriate replacement facilities can be provided elsewhere in the AAP area.	facilities elsewhere in the AAP area.
Land adjacent to Surrey Docks Stadium	Sports facilities and car parking ancillary to the use of the adjacent playing field.	Residential use (Class C3); retail use (Class A1).	100 residential homes; up to 500sqm of retail use.	Use of the site should not compromise the future viability and use of the adjacent playing field which is MOL.	2009-2015
Fish Farm	Open space	Community use (Class D).			2009-2015
St Pauls playing field	Open space	Community use (Class D).			2009-2015
Odessa Street Youth Club	Residential use (Class C3); retail use (Class A1/A3).	Community use (Class D1).	25 residential homes; up to 500sqm of retail use	Development of this site is subject to appropriate replacement youth facilities being provided elsewhere to meet local needs.	2009-2015
Canada Estate towers (Regina and Columba Point)	This site is listed in the Core Strategy as part of the strategic housing land availability assessment (SHLAA). 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 which could be available for the development of housing. This does not mean that we definitely intend to develop this site, we will set out more detail about how we could develop this site, the type of development and how much development could go on the site at the next stage of consultation.				
St George's Wharf	Boatyard uses associated with marina including the construction, repair and storage of boats, yacht chandlery, and	Hotel (Class C1); residential use (Class C3)	The amount of homes or hotel space provided would depend on the amount of non-residential floorspace maintained and		

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	toilet and shower facilities; retail uses (Classes A1 and A3).		provided on the site.		
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Part 5

5.1 How will the plan be delivered?

We need to make sure that the change we want to see in Canada Water actually takes place by:

Progressing committed developments

We are not preparing the AAP from a blank sheet of paper. Work is progressing on a number of sites on the peninsula and this will continue. This includes:

- Construction of 63 new homes, including affordable homes, retail and office space is currently underway on site B1
- Planning permission has been granted for a public plaza and a new library, which includes exhibition and performance space, close to Canada Water tube station. Construction on the library commenced in June 2009.
- The council has committed £2.3m to a complete refurbishment of the Surrey Docks watersports centre and work is currently in progress
- New sports pitches and games courts have recently been completed at Bacon's College and Mellish Fields

Working with partners

To deliver the vision for Canada Water and implement the AAP, we will work in partnership with a range of public, private and voluntary sector organisations. Key partners will include:

Landowners and potential developers
Transport for London
Greater London Authority
Neighbouring boroughs
Homes and Communities Agency
Southwark Primary Health Care Trust
Metropolitan Police Association
Canada Water Consultative Forum, tenants and residents' associations and other residents and interests groups in the area

As is noted in this report, planning applications are currently in preparation for several key sites in the core area and Southwark has provided pre-application advice on these schemes. We will continue to work with developers on these and other sites to enable development.

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 have been prepared following discussions involving TfL and Lewisham council and we will continue to involve them in further testing of the options.

Identify where the funding for changes will come from

The majority of sites in and around the core area are in private ownership and the private sector would be responsible for their development. Generally, developers would also be responsible procuring and laying out public realm within and around their sites.

In order to implement the preferred option, it will also be necessary to make improvements to the road network, pedestrian and cycle infrastructure, public open spaces, sports facilities, play spaces, new or larger health facilities, new school places and energy infrastructure.

We will seek to secure funding to implement strategic infrastructure proposals, through s106 planning obligations or a tariff scheme. Our current s106 Planning Obligations supplementary planning documents provides a set of standard charges which we make on all new large developments. Where appropriate, these charges will be tailored to ensure that all developments contribute to the cost of necessary infrastructure.

FACT BOX: 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”.

Having a clear, flexible and realistic plan

In order to be successful, the Canada Water AAP must have a strong vision, back up by set out clear and unambiguous policies. This will provide more certainty for developers and land owners and encourage investment in the area.

In order to provide this certainly, we must test our policies must be tested to ensure that they would work. A significant amount of research has already been undertaken. The 2009 Southwark Retail Study has made an assessment of the potential for retail growth in the borough and at Canada Water. A similar exercise has been carried out for business uses, including offices, industry and warehousing. The impact of the development on the road network will play an important part in contributing to the success of the plan and over the summer we will be using the multi-modal traffic model to fully assess the impacts. Studies assessing energy and utilities infrastructure needs are also in hand.

By the time we publish the draft AAP the physical infrastructure, including road improvements, upgrades to walking and cycling routes, and energy infrastructure, needed to implement the plan will have been costed. In the draft AAP, we must also be able to show that the plans we are putting in place are financially viable and that the value generated by development will support the costs associated with infrastructure, the provision of affordable housing etc.

The AAP will have a lifetime of 10-15 years and in order to be able to adapt to changing conditions, it must also provide some flexibility. The preferred options try to set out clear set of development principles, but do not prescribe any one particular masterplan. Our preference is for key landowners on the four largest town centre sites to work together in setting up a joint venture to implement proposals. This will enable the planning of these sites to be integrated more effectively. In particular, it would facilitate a shared parking strategy across the sites and enable a more substantial reconfiguration or demolition of the shopping centre itself.

In the case that this holistic approach does not come about, the AAP should ensure that the sites can be developed independently, in accordance with the development principles set out.

Regularly reviewing progress

We will set targets for the AAP and regularly monitor whether the plan is working how we want it to, and if not what can be done to put it back on track.

6 Appendices

6.1 Appendix 1: The characteristics of the AAP area

People

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. Around 20% of the population is less than 19 years old, which is a lower proportion than in Southwark as a whole (25%). 52% of the population is above the age of 30, which is close to the Southwark average of 55%. There is a much higher proportion of people aged 20-29 (27%) living in these two wards compared to the rest of Southwark (19%).

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%).

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

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.

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.

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

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.

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 shopping centre feels like an out-of-centre destination, rather than a more traditional town centre.

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

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.

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%.

The network of roads in the area is shown on Figure 7. 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

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 Pumphouse museum, the Odeon cinema, the Café Gallery in Southwark Park, the cinema, Surrey Docks Farm, the Thames Path and of course the docks.

The existing library on Albion Street is due to be replaced by a new library at Canada Water. The existing library could be let or leased to community groups. This will also provide performance and exhibition space and a venue for Southwark's Youth Forum.

Places

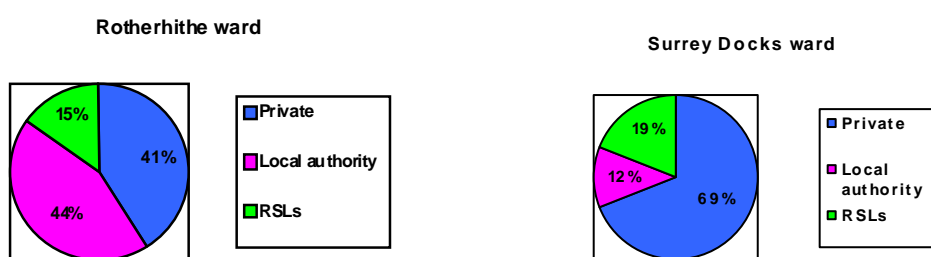
The urban structure of the AAP area was designed mainly with car borne trips in mind. The main loop of Brunel Road, Salter Road and Redriff Road feeds small residential blocks and cul-de-sacs. The structure of the area around the shopping centre is fragmented and is characterised by large sites occupied 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. Much of the area around Surrey Docks ward in particular has a leafy suburban feel.

The area has several large open spaces, including Southwark Park, Russia Dock Woodlands and the docks. These are linked by several green pedestrian and cycle links.

Homes

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.

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.



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.

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

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.

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.

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%).

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 GSCE 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

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.

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.

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

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.

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.

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).

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

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.

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

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.

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:

- Public transport improvements – the upgrade of the Jubilee line and the conversion of the east London line to the overground network.
- 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.
- The Olympics – With two tube stations linking to east London, the Olympics will generate some growth in the Canada Water area particularly in the area of tourism. The GLA has estimated that some 2,500 additional hotel bed spaces will be needed in Southwark to help meet the need created by the Olympics and growth in tourism.
- 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, Southwark will build a new secondary school on the peninsula with a sports specialism and a strategy to transform primary schools in greatest need of investment will see some local primary schools refurbished or rebuilt.

6.2 Appendix 2: SWOT analysis of the AAP area

Strengths	Weaknesses
<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>
Opportunities	Threats
<p>The conversion of the east London line to the overground network will create better links north and east London, Croyden and Clapham Junction.</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>Under the 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.</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. 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. Unless investment is made at Canada water,</p>

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<p>The library under construction at Canada Water will improve civic facilities in the town centre and help give the area a new heart.</p> <p>The Canada Water basin has the potential to be a fantastic destination at the heart of the town centre.</p> <p>The need for new retail space and capacity to “claw back” expenditure from other areas will help stimulate interest in transforming the town centre.</p> <p>The large surface car parks and shed style developments in the town centre have potential for redevelopment.</p> <p>Redevelopment of town centre sites creates the opportunity to plan the way energy is provided and cut CO2 emissions.</p> <p>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.</p> <p>River transport is a valuable resource which could be better used.</p>	<p>facilities in the shopping centre are likely to decline in coming years.</p>
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6.3 Appendix 3: Rejected options

Table 1: Rejected options

Shopping		
<p>Option A: Regeneration with a focus on homes</p> <ul style="list-style-type: none"> Mainly residential development in town centre Small increase in shopping space but shopping centre would remain in place Existing shops elsewhere on the peninsula would be protected 	<p>Option B: Mixed regeneration</p> <ul style="list-style-type: none"> The shopping centre would be demolished or remodelled Significant increase in shopping space including new department store Opportunities to provide additional convenience shops in area e.g. at Odessa Street and South Dock. 	<p>Our preferred option is similar to option B.</p> <p>Option A received a much lower level of support during consultation at issues and options stage.</p> <p>Over the lifetime of the Plan, Canada Water will face strong competition from other centres. Unless new investment is made at Canada Water, it is likely that the centre will decline and the retail offer deteriorate.</p> <p>In order to make a significant investment in the shopping centre viable, a substantial increase in floorspace is needed. The alternatives are small scale improvements to the appearance of the shopping centre which are unlikely over the longer term to provide the boost that the centre needs.</p>
Albion Street		
<p>Option A: Regeneration with a focus on homes</p> <ul style="list-style-type: none"> Consider protecting fewer shops on Albion Street Take advantage of development opportunities eg Rotherhithe Library, to help regenerate street Make small scale streetscape improvements 	<p>Option B: Mixed regeneration</p> <ul style="list-style-type: none"> The existing parade of shops to be protected Make small scale streetscape improvements Redevelop Albion Primary to provide new education and children’s services and a new mixed use frontage on Albion Street 	<p>Our preferred option is similar to option B.</p> <p>Option A which involved rationalising retail uses was rejected. Although run-down, there is only 1 vacant unit in the protected shopping frontage (which excludes the two pubs) and roughly 50% of the units are in retail use. Several respondees to consultation drew attention to the lack of convenience stores in the area. Reducing the shops in Albion Street further would compound this problem. Improvements to Swan Street and the area around Rotherhithe station would improve access to the area and may help the street benefit from the increased population around the town centre.</p>
The road network and car parking		
Option A:	Option B: Mixed	Our preferred option is similar to

<p>Regeneration with a focus on homes</p> <ul style="list-style-type: none"> • Make small-scale improvements to the road network • Car parking in core area kept to a minimum using standards in the Southwark Plan • All developments required to prepare green travel plans and make spaces for car clubs 	<p>regeneration</p> <ul style="list-style-type: none"> • Consider more significant changes to highway network eg. simplifying the gyratory or reintroducing two-way traffic on Lower Road • There could be more car free development in the core area 	<p>option B.</p> <p>At issues and options stage, option B was supported by 58%.</p> <p>Improving and expanding retail facilities in the town centre will draw more people to the area. We will have to make improvements to the road network to ensure it cope with increased demand. Option B also provides more benefits for Lower Road including safer pedestrian and cycle crossing points and an improved shopping environment.</p>
<p>Public transport</p>		
<p>Option A: Regeneration with a focus on homes</p> <ul style="list-style-type: none"> • Work with TfL to maintain the temporary bus services on Lower Rd after the East London line improvements are finished 	<p>Option B: Mixed regeneration</p> <ul style="list-style-type: none"> • Work with TfL to increase the frequency of existing buses and improve bus priority facilities • Explore increasing the frequency of services on existing river routes and potential for new ferry stops 	<p>Our preferred option is similar to option B.</p> <p>Increasing the number of homes, jobs and shops in the area will create more demand for public transport services. At issues and options stage, option B was supported by 77%. In contrast only 7% favoured option A.</p>
<p>Cycling and walking</p>		
<p>Option A: Regeneration with a focus on homes</p> <ul style="list-style-type: none"> • Improve key routes in the town centre 	<p>Option B: Mixed regeneration</p> <ul style="list-style-type: none"> • Make improvements to pedestrian and cycling routes both in town centre and in wider peninsula • Support the Sustrans bridge across the Thames and/or the reopening of the pedestrian entrance to the Rotherhithe Tunnel through the air shaft on Rotherhithe Street 	<p>Our preferred option is similar to option B.</p> <p>Option B was strongly supported at issues and options stage. The introduction of a substantial number of new homes, jobs and shops will generate a substantial number of new trips. In order to maximise the number of trips which are made by sustainable types of transport, it will be necessary to make improvement to pedestrian and cycle connections in the AAP area.</p>
<p>Leisure and entertainment</p>		

<p>Option A: Regeneration with a focus on homes</p> <ul style="list-style-type: none"> • Seven Islands Leisure Centre would need to be refurbished when funds are available 	<p>Option B: Mixed regeneration</p> <ul style="list-style-type: none"> • New leisure facilities including a new swimming pool would be provided on a new site • The Seven Islands Leisure site could be developed for other uses 	<p>Our preferred option is a combination of options A and B.</p> <p>Although the option to move the leisure centre received support at issues and options stage, the council has not been able to find a new site for it and therefore will refurbish the existing Seven Islands Leisure Centre.</p>
<p>Tourism</p>		
<p>Option A: Regeneration with a focus on homes</p> <ul style="list-style-type: none"> • Carry out enhancements to St Mary's conservation area • Investigate option of building a new hotel in the town centre 	<p>Option B: Mixed regeneration</p> <ul style="list-style-type: none"> • In addition to option A, promote tourism activities around South Dock Marina 	<p>Our preferred option is similar to option B.</p> <p>Option</p>
<p>Building heights</p>		
<p>Option A: Regeneration with a focus on homes</p> <ul style="list-style-type: none"> • Range of heights in the core area (up to 10 storeys) and including one tall building up to 15 storeys • Heights at the lower end of the range around the basin and edge of core area • No change to existing heights in other parts of the peninsula 	<p>Option B: Mixed regeneration</p> <ul style="list-style-type: none"> • Heights generally up to 10 storeys on sites in core area and at the lower end of the range around the basin and edge of core area • Some carefully located taller buildings • No change to existing heights in other parts of the peninsula 	<p>Our preferred option is a combination of A and B.</p> <p>At issues and option stage, around 47% of respondees favoured option B against 34% of preferred A.</p> <p>A range of building heights will help create an area which is more interesting and distinctive. The benefits of some taller buildings are described in section 3 above. Taller buildings can also help make development more viable and generate increased funding for infrastructure improvements.</p>
<p>Network of open spaces</p>		
<p>Option A: Regeneration with a focus on homes</p> <ul style="list-style-type: none"> • Southwark Park Sports facilities to be refurbished • Improved links between parks • Make habitat 	<p>Option B: Mixed regeneration</p> <ul style="list-style-type: none"> • In addition to option A, make further improvements to all the waterways in the area eg by extending the Thames Path 	<p>Our preferred option is similar to option B.</p> <p>Development on the scale which is proposed will increase the pressure on open spaces and require an upgrade of open spaces in the area.</p>

<p>improvements to Canada Water basin</p>	<p>where possible</p> <ul style="list-style-type: none"> • Make improvements to Russia Dock Woodlands 	
<p>Energy and water</p>		
<p>Option A: Regeneration with a focus on homes (low investment)</p> <ul style="list-style-type: none"> • All new development would minimise energy and water consumption. • All developments required to reduce CO2 by 20% through on-site measures 	<p>Option B: Mixed regeneration</p> <ul style="list-style-type: none"> • Develop a local heat and power network to maximise efficiency • Reduce CO2 by 20% through off-site measures eg. linking to SELCHP • Use water very efficiently and aim to significantly reduce storm water run off 	<p>Our preferred option is similar to option B.</p> <p>Creating an energy network is consistent with Southwark’s Climate Change Strategy and would be a more cost effective way of reducing CO2 emissions.</p>
<p>Housing</p>		
<p>Option A: Regeneration with a focus on homes</p> <ul style="list-style-type: none"> • New homes in mixed use developments would be built on most sites in the core area • Work with landowners to identify other potential development sites outside the core area • No redevelopment of council estates 	<p>Option B: Mixed regeneration</p> <ul style="list-style-type: none"> • The low rise accommodation on the Hawkstone estate and possibly John Kennedy house would be demolished and redeveloped • If there are other estates which you think could be considered for redevelopment please tell us in the box to the right. 	<p>We have explored the potential to provide housing on a number of sites in the AAP area. The reasons why we have decided to redevelopment the low rise accommodation and John Kennedy House on the Hawkstone Estates are set out in Part 4 of the report above.</p>
<p>Affordable housing</p>		
<p>Option A: Regeneration with a focus on homes</p> <ul style="list-style-type: none"> • Maximise affordable housing on all sites and aim to ensure that 50% of new homes across the area are affordable 	<p>Option B: Mixed regeneration</p> <ul style="list-style-type: none"> • Aim to ensure that 30% of new homes across the area are affordable • At least 35% of housing on each site to be affordable • Some loss of 	<p>Our preferred option is similar to option B.</p> <p>Option A received low levels of support at issues and options stage consultation.</p> <p>Option A would not be consistent with the Core Strategy which seeks to create more mixed areas. The</p>

	<p>affordable housing might be allowed in estate renewal schemes</p> <ul style="list-style-type: none"> Require a higher proportion of intermediate homes (we currently require 30% of affordable homes to be intermediate and 70% to be social rented) 	<p>AAP area and particularly Rotherhithe ward already has a high proportion of affordable housing.</p> <p>Moreover, seeking 50% affordable housing is not viable in the current economic climate.</p>
Bedroom mix		
<p>Option A: Regeneration with a focus on homes</p> <ul style="list-style-type: none"> Negotiate the proportion of family homes on a site by site basis 	<p>Option B: Mixed regeneration</p> <ul style="list-style-type: none"> At least 25% of homes in developments would be family sized homes 	<p>Our preferred option is similar to option B.</p> <p>Setting out a policy requirement for the bedroom mix is likely to provide a more effective way of ensuring that family housing is provided. Option B is also more consistent with the AAP vision which aims make sure that the area is attractive for families.</p>
Business floorspace and jobs		
<p>Option A: Regeneration with a focus on homes</p> <ul style="list-style-type: none"> Reprovide business space on existing employment sites in mixed use developments Target training and employment opportunities created by development towards local people 	<p>Option B: Mixed regeneration</p> <ul style="list-style-type: none"> New business space would be provided on mixed use developments in the town centre. This would include flexible space suitable for small and medium sized enterprises (SMEs) Training and jobs will be targeted to local people Aim to maximise the proportion of goods and services procured locally 	<p>Our preferred option is a combination of options A and B.</p> <p>Several sites within the core area, such as the Quebec Industrial Estate contain a significant amount of employment space. Our 2009 Employment Land Review has indicated that there would not be sufficient demand if all the existing space were to be reprovided.</p> <p>However because office and studio space have far greater employment densities than warehousing, the preferred option will significantly increase the number of jobs in the area.</p>
Children's services		
<p>Option A: One regeneration option</p> <ul style="list-style-type: none"> New secondary school to be built on the peninsula. Possible sites are: <ul style="list-style-type: none"> St Paul's Playing Field Quebec Industrial Estate Rotherhithe Primary School Build new primary school on the site of 		<p>At issues and options stage, we set out one option for schools.</p> <p>We rejected St Paul's Playing Field as a site for a school because it is some distance from the core area and would have minimum</p>

<p>Rotherhithe Primary School if a secondary school is built on the same site</p>	<p>investment benefit for the regeneration of the town centre. It is also currently an open space and the council would need to demonstrate that the site was surplus to open space requirements in order to build a school on it.</p> <p>The Quebec Industrial Estate is large enough to provide the necessary education facilities. It would have easy access to Russia Dock Woodland and the watersports facilities in Greenland Dock. However, Southwark does not own the site and would have to purchase the land which would impact on the funding available to build the school.</p>
<p>Health</p>	
<p>Option A: One regeneration option</p> <ul style="list-style-type: none"> • Work with the PCT to identify sites for new health facilities 	<p>At issues and options stage, we set out one option for health facilities.</p> <p>We will continue to work with the PCT to ensure that new facilities can be provided in the core area at an appropriate time. This must be complementary new floorspace rather than replacement floorspace.</p>
<p>Police</p>	
<p>Option A: One regeneration option</p> <ul style="list-style-type: none"> • Redevelop the police station to provide a mix of uses. The Safer Neighbourhood team would also occupy new accommodation on the site 	<p>At issues and options stage, we set out one option for police facilities.</p> <p>Our preferred option provides some flexibility to ensure that appropriate police facilities are maintained on the peninsula.</p>
<p>Faith premises, youth facilities and meeting halls</p>	
<p>Option A: Regeneration with a focus on homes</p> <ul style="list-style-type: none"> • New and improved schools will provide space for hire to the community in the evening and at weekends for sports, faith meetings etc. • Existing community facilities such as meeting halls and 	<p>Option B: Mixed regeneration</p> <ul style="list-style-type: none"> • Consider best use of existing community facilities with a view to sharing by voluntary organisations • Youth provision to be maintained either on the site of the Odessa Street Youth Centre or possible on a nearby site such as <p>Our preferred option is a combination of options A and B.</p>

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youth clubs to be protected	Docklands Settlement	
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6.4 Appendix 4: Relationship between the AAP, the Core Strategy, the Southwark Plan and Southwark supplementary planning documents

The main document which is currently used to guide development in Southwark is the Southwark Plan which was adopted in 2007.

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 20 below.

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

The Canada Water AAP needs to be consistent with the core strategy and both documents are being prepared on the same timescale.

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 2 below.

The AAP will also take into account Southwark 2016, our Sustainable Community Strategy and other council plans and strategies.

Figure 20: The local development framework



Table 2: Relationship between the Canada Water Area Action Plan and regional and local planning policies

Canada Water Area Action Plan Preferred Options	London Plan policies	Core Strategy policies	Southwark Plan policies
Vision	2A.6 Areas for intensification 5D.3 Areas for intensification in South East London	Canada Water (and Rotherhithe) Action Area	Policy 7.2 Canada Water Action Area
Shopping in the town centre	2A.8 Town centres 3D.1 Supporting town centres 3D.3 Maintaining and improving retail facilities	Policy 3 – Shopping, leisure and entertainment	Policy 1.7 Development within town and local centres Policy 1.8 Location of developments for retail and other town centre uses
Cafes and restaurants in the town centre	3D.1 Supporting town centres 3D.3 Maintaining and improving retail facilities	Policy 3 – Shopping, leisure and entertainment	Policy 1.7 Development within town and local centres Policy 1.8 Location of developments for retail and other town centre uses
Important shopping parades	3D.3 Maintaining and improving retail facilities	Policy 3 – Shopping, leisure and entertainment	Policy 1.9 Change of use within protected shopping frontages
Small scale shops, restaurants and cafes outside the town centre	3D.3 Maintaining and improving retail facilities	Policy 3 – Shopping, leisure and entertainment	Policy 1.10 Small scale shops and services outside the town and local centres and protected shopping frontages
Markets	3D.3 Maintaining and improving retail facilities	Policy 3 – Shopping, leisure and entertainment	
Walking and cycling	3C.21 Improving conditions for walking 3C.22 Improving conditions for cycling	Policy 2 – Sustainable transport	Policy 5.3 Walking and cycling
Public transport	3C.1 Integrating transport and development 3C.4 Land for transport 3C.14 Enhanced bus priority, tram and busway transit schemes Policy 3C.20 Improving conditions for buses	Policy 2 – Sustainable transport	Policy 5.4 Public transport improvements
The road network	3C.2 Matching development to transport capacity	Policy 2 – Sustainable transport	Policy 5.2 Transport impacts

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Parking for town centre uses	3C.23 Parking strategy 3C.24 Parking in town centres	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
Parking for residential developments in the town centre	3C.23 Parking strategy	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
Leisure and entertainment	3D.1 Supporting town centres	Policy 3 – Shopping, leisure and entertainment	Policy 2.1 Enhancement of community facilities Policy 2.2 Provision of new community facilities
Sports facilities	3D.6 The Olympic and Paralympic Games and sports facilities	Policy 4 – Places to learn and enjoy	Policy 2.1 Enhancement of community facilities Policy 2.2 Provision of new community facilities
Arts, culture and tourism	3D.4 Development and promotion of arts and culture 3D.7 Visitor accommodation and facilities 4C.17 Thames Policy Area	Policy 10 – Numbers and places for people to work	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>Design principles for sites in and adjacent to the core area</p>	<p>4B.1 Design principles for a compact city 4B.11 London’s built heritage 4B.12 heritage conservation</p>	<p>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>Building heights in the core area</p>	<p>4B.9 Tall buildings – location 4B.10 Large-scale buildings – design and impact 4B.16 London View Management Framework</p>	<p>Policy 12 – Design and conservation</p>	<p>Policy 3.20 Tall buildings Policy 3.31 Strategic views</p>
<p>Open spaces</p>	<p>3D.10 Metropolitan open land 3D.11 Open space provision in DPDs 3D.11 Open space provision in DPDs 3D.14 Biodiversity and nature conservation</p>	<p>Policy 11 – Open spaces and wildlife</p>	<p>Policy 3.25 Metropolitan open land Policy 3.26 Borough open land Policy 3.27 Other open space Policy 3.28 Biodiversity</p>
<p>Energy</p>	<p>4A.1 Tackling climate change 4A.3 Sustainable design and construction 4A.4 Energy assessment 4A.5 Provision of heating and cooling networks 4A.6 Decentralised energy: Heating, Cooling and Power 4A.7 Renewable energy 4A.16 Water supplies and resources</p>	<p>Policy 13 – High environmental standards</p>	<p>Policy 3.4 Energy efficiency Policy 3.5 Renewable energy Policy 3.9 Water</p>
<p>Housing</p>	<p>2A.6 Areas for intensification 5D.3 Areas for intensification in South East London</p>	<p>Policy 5 – Providing new homes Policy 6 – Homes for people on different incomes</p>	<p>SP20 Development site uses Policy 3.11 Efficient use of land Policy 4.1 Density of</p>

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	3A.1 Increasing London's supply of housing 3A.2 Borough housing targets 3A.3 Maximising the potential of sites	Policy 7 – Family homes Policy 8 – Student homes Policy 9 – Homes for gypsies and travellers	residential development Policy 4.2 Quality of residential accommodation Policy 4.3 Mix of dwellings Policy 4.4 Affordable housing Policy 4.5 Wheelchair affordable housing Policy 4.6 Loss of residential accommodation Policy 4.7 Non-self contained housing for identified user groups Policy 4.8 Travellers and gypsies
Jobs and business space	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	Policy 10 – Numbers and places for people to work	Policy 1.1 Access to employment opportunities Policy 1.4 Employment sites
Schools	3A.24 Education facilities 3A.25 High and further education	Policy 4 – Places to learn and enjoy	Policy 2.3 Enhancement of educational establishments Policy 2.4 Educational deficiency
Young people	3A.18 Protection and enhancement of social infrastructure and community facilities	Policy 4 – Places to learn and enjoy	Policy 2.1 Enhancement of community facilities Policy 2.2 Provision of new community facilities
Health facilities	3A.21 Locations for health care	Policy 4 – Places to learn and enjoy	Policy 2.2 Provision of new community facilities
Community facilities	3A.18 Protection and enhancement of social infrastructure and community facilities	Policy 4 – Places to learn and enjoy	Policy 2.1 Enhancement of community facilities Policy 2.2 Provision of new community facilities

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