

**Appendix 1    Draft Decision Notice**

To follow

## Appendix 2 Consultation Undertaken

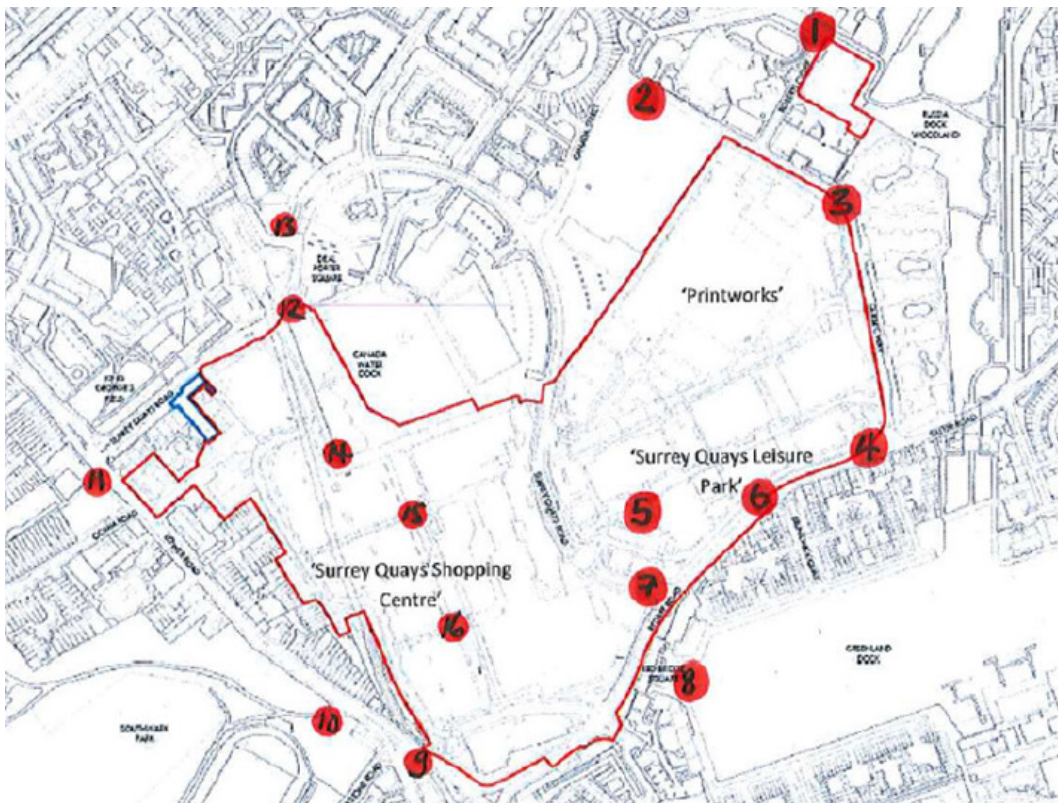
1. The council publicised the planning application by sending letters to surrounding properties, consulting statutory consultees, displaying site notices in and around the site and by advertising in the local newspaper. In doing so the council has met and exceeded its statutory duty to advertise this major planning application which is accompanied by an Environmental Statement.

### Letters to surrounding properties

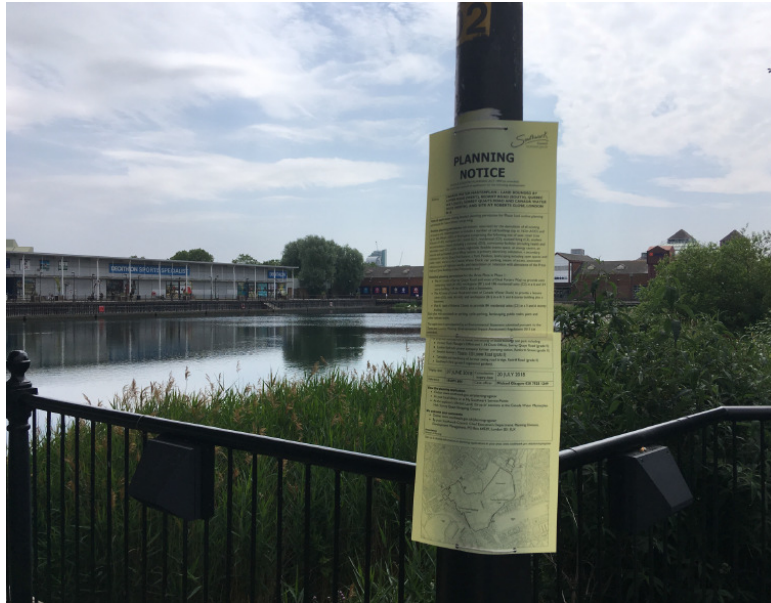
2. The planning application was publicised by sending consultation letters in June 2018 to approximately 4,300 addresses located within 150m of the application site boundaries.
3. Letters were sent to the same properties for the reconsultation undertaken in October 2018, February 2019 and June 2019. These letters highlighted the amendments to the scheme or the submission of further information as part of the Environmental Statement.

### Site notices

4. In June 2018, 16 site notices were displayed within the site and around its boundaries. The approximate locations are shown in the map below, along with an example photograph of a site notice.



*Site notice locations shown by the red spots*



*Example of a site notice next to Canada Water Dock and the Underground station entrance.*

5. Site notices were displayed in and around the site for the three rounds of reconsultation.

#### **Statutory consultees**

6. Statutory consultees (external organisations and internal teams within the council) were notified of the application in the first consultation and rounds of reconsultation. The scheme is referable to the GLA due to its scale, and the Stage 1 response from the GLA has been included in officers' consideration of the scheme. As the application is accompanied by an Environmental Statement, a copy of the application has been provided to MHCLG, in line with the Environmental Impact Assessment Regulations.
7. The following statutory organisations were consulted:

- Environmental Protection Team
- Flood and Drainage Team
- Highway Development Management
- Waste Management
- Ecology Officer
- Archaeology Officer
- Design and Conservation Team
- Planning Policy
- Transport Planning Team
- Urban Forester
- Environment Agency
- Thames Water - Development Planning
- Transport for London
- Greater London Authority
- EDF Energy
- Historic England
- London Fire & Emergency Planning Authority
- London Underground Limited

- Metropolitan Police Service (Designing out Crime)
- Natural England - London Region & South East Region
- Arqiva - digital communications
- London Overground
- Civil Aviation Authority
- City Of London
- London Borough of Lewisham
- London Borough of Tower Hamlets
- Public Health Team
- Highways Development Management - CMPs
- Council for British Archaeology
- Environment and Social Regeneration
- Royal Borough of Greenwich
- Local Economy Team
- Sport England
- Ministry for Housing, Communities & Local Government
- London City Airport
- National Air Traffic Safeguarding Office
- Rail for London (TFL)

**Newspaper advert**

8. The planning application was publicised by the council in the local newspaper for the consultation and rounds of reconsultation.

### Appendix 3 Development Consultation Charter

**Summary of submitted ‘Engagement Summary Template for the Development Consultation Charter’**

**Application reference:** 18/AP/1604

**Site:** Canada Water Masterplan (‘CWM’)

**Address:** Land bounded by Surrey Quays Road to the north, Lower Road (A200) to the west, Redriff Road (B205) to the south and Quebec Way to the east (the ‘Site’).

**List of meetings:** The CWM has involved extensive and long-running community engagement since 2014. Our consultation and engagement events were predominantly held in the evening, at weekends and always on or local to the Site (often in our dedicated consultation hub in Surrey Quays) to maximise our chance of reaching key local stakeholders and residents including drawing in those walking by. This engagement has influenced the submitted proposals at each stage of the project, and the changes as a result of community input have been captured in the SCI. The below tables capture some of this, however please refer to the SCI for a fuller picture of responses and examples of consultation materials.

Meetings	Date / Attendees	Summary of discussions
Pre-application meetings with Southwark Council (PPA)	Formal pre-application discussions have been held with the Council; the GLA; and TfL on the evolving Masterplan since 2014.	Principal meeting topics included: <ul style="list-style-type: none"> <li>- Planning Policy and Land Use;</li> <li>- Design and Townscape;</li> <li>- Transport;</li> <li>- Environmental Considerations (including Energy Strategy and Sustainability); and</li> <li>- CIL and Section 106.</li> </ul>
Councillor meetings	Formal and informal meetings with both sets of Ward Councillors throughout 2014-2019.	Presented the scheme to engage on areas of interest and local feedback, and ahead of each main stage exhibition, Councillors from the B&RCC area, plus lead Members & Officers were invited to preview sessions.
One-to-one meetings and group sessions	Since March 2014.  Approx. 40 meetings with local community groups and forums, schools, churches, police, resident organisations and neighbours.	<ul style="list-style-type: none"> <li>- Road network and transport infrastructure;</li> <li>- Ecology, water and sustainability;</li> <li>- Shopping centre refurbishment; and Town Centre Identity and mixed use;</li> <li>- Community initiatives / facilities, local funding and community investment and business and enterprise;</li> <li>- Housing incl. affordable;</li> <li>- Leisure Provision and Southwark’s preferred location for leisure centre;</li> <li>- Public realm, routes and layout, traffic, and car parking;</li> <li>- Roberts Close Site;</li> <li>- Building height, form and density</li> <li>- University / higher education and young people;</li> <li>- Air quality, noise, daylight/sunlight, and construction impact</li> <li>- Safety and security, and privacy;</li> <li>- Internet / mobile and satellite reception;</li> </ul>

		- Updates on Masterplan and meetings / events.
Local business meetings	Since Winter 2015. Surrey Quays Shopping Centre, Southwark Chamber of Commerce; Tree Shepherd Start Up and Thrive Programme, other local businesses.	- Supply chain opportunities; - Small and local businesses; - New business ideas / start-ups from local communities; - Existing businesses; - High streets; - Updates on Masterplan and meetings / events.
Youth groups & representatives	Since Summer 2014. Engagement with local young people, students at local schools, Southwark Young Advisors.	- Better open spaces and places to sit; - More high-street shops; and more affordable restaurants; - Entertainment & social spaces: - Fun/exciting and “hangout” areas and with activities, phone charging, online games etc. - Improved Safety; - Split opinion on seeing themselves living/ working/ shopping here in the future, due to lack of jobs and shops; - Better cycling and walking and sport was a high area of interest.
Design Review Panel	The 2017 Updated Masterplan was presented to the Design Council CABE Design Review Panel (DRP) with Southwark Council and the GLA on 9th June 2017 and 11th October 2017. The team also attended the GLA’s Inclusive Design and Access Panel on 20th September 2017.	June 2017 – Presented Masterplan. October 2017 – Reviewed Masterplan and detailed plots. September 2017 – Inclusive design and access.

### List of public consultation events carried out to date or planned

Since 2014 we have held over 120 events and spoken to over 11,000 people (5,000 named individuals), maintained a database of over 2,000 mailing list contacts as well as operating an active social media presence. We regularly send hardcopy updates and public consultation event invitations to 26,000 addresses locally. Our engagement activities have been publicised at local events, including the Canada Water Consultative Forum, Rotherhithe Area Housing Forum and in the window of the consultation hub. The table below summarises these events:

Public consultation events	Date / Attendees	Summary of feedback
Pre-submission consultation activities and events, public exhibitions 2014-2018	Events took place between March 2014 - April 2018.  Over 11,000 people from over 59 public consultation events, over 51 outreach activities, one-to-one conversations and regular	- A good, active, varied ground floor offer; - Public transport is at capacity; - Scheme in the surrounding context; - Mixed views on tall buildings; - Infrastructure required; - A strong green identity and vision for

	meetings with established local groups.	Printworks; - Potential for higher education.
Post-planning submission engagement	Events between June – July 2019, and consultation is ongoing through attendance at local meetings, TRAs, 1:1s and more.	To share masterplan application documents and to detail how consultation responses shaped the planning application. Regular updates regarding activities, resubmissions, and enabling works.

**Evidence of consideration of the following:**

**Demographic context:**

• *Who occupies the site?*

The Site predominantly comprises former industrial, retail and leisure uses, with associated surface car parking, including:

- Surrey Quays Shopping Centre, including a Tesco supermarket and petrol filling station;
- Surrey Quays Leisure Park, including a cinema, bowling complex, bingo hall, and food retail;
- The former Harmsworth Quay Printworks, currently in temporary use as an entertainment venue;
- The courtyard associated with the Former Dock Managers Office and 1 - 14 Dock Offices;
- The former Rotherhithe Police Station; and
- The site at Roberts Close.

The Site currently supports 1,379 jobs (both full-time and part-time roles) and as of May 2018:

- 1,091 jobs within Surrey Quays Shopping Centre;
- 218 jobs within Surrey Quays Leisure Park; and,
- 70 jobs within the Printworks.

There are no residential land uses within the Site, except for some staff of Café East who reside in an apartment above the café. The masterplan proposes a substantial net increase in employment on site, with many of the existing jobs retained e.g. Tesco.

• *Will they need to be relocated? On what basis? Will they be expected to return?*

There are a wide range of uses and occupiers on site, many of which will return as part of the development. Overall, existing occupiers will need to relocate within or from the site over the duration of the construction programme, however this will occur over a phased programme of demolition and construction with some able to operate continuously. For example, Tesco (the biggest local employer) will remain open in their current location until the new store is ready, allowing for continuous provision. It is anticipated that both the Surrey Quays Shopping Centre and Surrey Quays Leisure Park site will remain operating to some extent until these areas (or part) are required for redevelopment.

We recognise the role and value that the diverse range of businesses on the site bring to the area and wider community, and have undertaken ongoing engagement with all relevant site tenants and businesses over the past few years, updating them on the future redevelopment of the Site. The British Land Centre management team hold a regular monthly meeting, providing all retailers with the opportunity to discuss trading patterns, opening hours and is a forum for British Land to provide regular updates on the forthcoming redevelopment, including progress with the planning application. This level of communication and engagement will continue throughout the

development programme and beyond to ensure there is a direct, two-way communication between British Land and the various occupiers. This allows for businesses to plan for their future, with sufficient time and notice of the plans for the redevelopment of the Site.

Within the lease agreements, there are break provisions and all occupiers that have traded with a degree of permanence will be entitled to up to a 6 months' notice, with others requiring a more flexible approach have an option to vacate on one month's notice. A tailored business strategy can be considered and prepared by the occupiers and kept updated until required. As part of these discussions, the specific needs and future business plans of each business have been discussed and have formed key considerations in the lease negotiations.

British Land will continue to engage with the existing occupiers to understand their plans for the future and how they could feature as part of the Development and the Section 106 agreement includes an Existing Business Management Strategy which outlines how the Applicant has and will continue to engage with and support existing businesses, for example, whilst most of Surrey Quays Shopping/ Leisure park occupiers will have significant resource at head office locations, British Land will also be offering access to an independent business advisor to assist in advising affected businesses within the Shopping Centre.

- *Due regard to how the development might impact people differently depending on their race, age, gender reassignment, disability, sexual orientation, religion or belief, or sex.*

The planning application includes an Equalities Statement, which provides information on the potential likely impacts of the development upon all protected characteristics listed under Section 4 of the 2010 Equalities Act. This work looked at the characteristics of those using the existing uses on-site and living in the surrounding area, the nature of the businesses currently based on site and the potential impacts of the proposals both considering the potential negative impacts and positive impacts upon equalities. Please see the submitted Equalities Statement for further details.

- *How the development fosters good relations between different groups in the community.*

The Applicant has been involved in the Canada Water area for many years, actively engaging with a range of local groups and organisations. Representatives from British Land regularly attend community meetings including Canada Water Consultative Forum, Rotherhithe Area Housing Forum, new Ward Panel meetings, Angling club, TRA meetings, and the BRCC to build and maintain relationships, and ensure we understand and appreciate local needs and ideas. The Development itself will create a new town centre which will include a range of shops, facilities and amenities suitable for a range of incomes, interests and lifestyles, and the new public realm and event programming will consider how it enhances relationships between different groups.

British Land has substantially invested over £400,000 of funds, plus several hundred hours of volunteering time and pro-bono advice to organisations working within the local community since 2014. This investment has been across a range of local priorities; some of the key projects and organisations supported can be viewed on their website [here](#). A number of these projects have specific objectives around creating connections across the community, including Thrive (the enterprise training and low-cost workspace); Time&Talents2 (T&T2) (providing activities for young families in Surrey Quays) and the Rotherhithe Festival. More information on these programmes and initiatives can be found within the Equalities Statement. In addition, the applicant frequently provides pro-bono advice and support directly or via suppliers (under our [Consultants' Charter](#)) to support local groups to grow; this is in addition to providing work experience, workplace visits etc to support local residents to broaden their horizons and access careers and opportunities in our sector.



The Section 106 Agreement includes a number of commitments to ensure that the Application continues to work with the existing businesses and local community to support them in benefiting from the opportunities generated by the development as well as strengthening local relationships.

- *Are there neighbours in close proximity?*

The area surrounding the site is predominantly residential, with some community, office, and retail uses. The site is bound by roads which separate the boundary from direct adjacencies in all but a few areas to the west. There are also a number of sites within the local area which are under construction, newly built or planned for redevelopment.

All neighbours, specifically those within close proximity to the outline scheme and detailed plots have been a priority for engagement, with letters to adjacent neighbours being hand-delivered, and targeted invited engagement sessions have been held, especially for the detailed plots. We have also held post-submission information sessions for local businesses on Albion St and Lower Rd. These took place in October 2018 and were attended by around 15 representatives, they were preceded by a short 1:1 survey canvassing views and questions about the masterplan from this group. Invitations for the drop-in sessions were hand delivered to relevant businesses, alongside a short FAQ and summary document responding to questions raised in the survey.

#### **Cultural setting:**

- *Is the site in a conservation area?*

The site is not within a conservation area, however, there are two conservation areas close to the site: St Mary's Rotherhithe Conservation Area and Edward III's Rotherhithe Conservation Area.

- *Is the building listed?*

There are no listed buildings within the site, however, immediately adjacent to the northwestern corner of the site is the former Dock Offices which is Grade II listed. The Greenland Dock bascule bridge is identified as a Building of Local Interest.

- *Is the site/building a place of community interest?*

No.

#### **Transport:**

- *How is the site accessed?*

The site is currently accessed by a range of different modes of transport:

- Public transport is available at Canada Water station (Jubilee line, London Overground, bus services) and Surrey Quays station (London Overground, bus services). Nearby rail or Underground stations include Rotherhithe (London Overground) and Bermondsey (Jubilee line). The local area is served by a series of bus services, which connect the Rotherhithe peninsula with central London and the south east, including Deptford and Greenwich.
- There are a series of cycle routes in the local area. Cyclists are able to use all of the roads, while there is also a National Cycle Route through the area. There are some limitations on the facilities for cycling locally, due in part to the scale and design of the road network.

- There are several walking routes in the local area, including along all roads, as well as off-road linkages to Southwark Park and through the Russia Dock Woodland area. The nature of the site as several large developments results in a relatively impermeable area for pedestrians, as certain blocks such as the former Printworks site have no walking routes through them.
- Vehicle access is currently afforded to the Peninsula from the A200 Jamaica Road and Lower Road corridor. From this strategic route, a series of more local roads connect the area, based around the Salter Road / Redriff Road distributor route.

The proposals for the Development envisage a significant improvement for access to and from the area by non-car modes:

- Additional funding to improve station access at Canada Water and Surrey Quays stations, with wider improvements on line capacity proposed by TfL;
- Additional funding to enhance bus services, including two new routes and additional facilities within and through the Development;
- More walking and cycling priority routes through the Development, including improved connections and wayfinding with the wider area, offering much greater permeability than currently available. This will be supplemented by TfL and Southwark Council's proposals to improve cycling through Cycleway 4, the extension of Quietway 14, and a new Peckham to Rotherhithe cycle link;
- High quality public realm and cycle parking facilities within the Development, including measures by British Land to encourage the uptake of walking and cycling; and
- Improved junctions and highway routes through a series of interventions in key corridors on the peninsula.

- *Will there be an increase in traffic during construction and once the new development is completed?*

The Development will contribute to a significantly enhanced local transport network, focusing on access by walking, cycling, and public transport. Car driving as a proportion of total trips is expected to reduce from 38% to just 9%. There are expected to be localised increases in traffic at construction stage to support the preparation of the new facilities and buildings in the Development; more information can be found in the Transport Assessment and Framework Construction Management Plan. The completed Development is expected to result in limited increases in vehicle flows in certain corridors, as well as increases in trips on foot, by bicycle, and public transport.

- *Other engagement:*

The planning consultation engagement accompanying the masterplan has been extensive and included digital and face-to-face across a variety of settings, and with a breadth of people, groups and businesses. A summary of the number of newsletters, local advertisements, website and digital communications can be found in the SCI. In addition to this, British Land has engaged directly and over the long-term with a wide range of local groups, businesses and individuals. As referenced above, we have undertaken targeted consultation with young people, older people and businesses alongside the wider activities.

- *Ways to feedback responses were:*
  - Through a substantive number of public consultation events at each stage of the project including mobile exhibitions visiting TRA halls;
  - British Land representative attendance and presentations at local community meetings;
  - Via 1:1 meetings which were and are offered openly;
  - Stamped addressed envelopes were provided at public exhibition events;
  - Feedback forms at public consultation events available in hard copy and online;
  - Website - online form and email Website updates;
  - Interactive activities at exhibitions, worksheets at exhibitions & workshops, walkabouts with walk & talk feedback;
  - We have maintained the [team@canadawatermasterplan.com](mailto:team@canadawatermasterplan.com) email and telephone line since 2014;
  - Via social media – facebook, Instagram and twitter;
  - In March 2018, a Local Communications Commitment was put in place to manage the large number of emails and comments received following the planning application submission, setting out a commitment to ensure that all communications are recorded, tracked, and responded to.

- *Support - public consultation summary (provide statistics)*

At four of the six major stages of consultation (first two did not present plans), we asked participants to rate their overall response to the Masterplan proposals from 'Really like' to 'Really dislike'. At the final consultation event, over half (around 60%) of responses were supportive of the Masterplan, with a further c.20% neutral amounting to over two thirds of all respondents. Generally, around or over half of respondents through all stages of consultation 'liked' or 'really liked' the Masterplan.

At the final consultation event we also asked people to explain the aspects that they felt were most positive and of most concern in response to the Developed Masterplan and First Detailed Plots, responses were received from 278 feedback forms. This stage showed positivity towards the overall approach to the Masterplan, particularly the proposed public spaces, use and activity. Comments recognised the design quality of the public spaces including the town square and park. There was a positive response to the focus on environment and Canada Water Dock, as well as to the new connections, improved permeability and pedestrian / cyclist focus.

- *Objection - public consultation summary (provide statistics)*

We have held over 120 events and spoken to thousands of local residents, businesses and community groups. Throughout four years of consultation, the Masterplan has evolved and developed significantly in response to ideas, feedback, and more generally through a greater understanding of the local area and aspirations.

The masterplan has seen a majority of respondents (around 60%+) supporting the overall application ('really like' or 'like') since early on. Together with extensive consultation, this timeframe and level of change has enabled the Masterplan to reflect and respond to many areas of community feedback and input and those supporting the plans has grown and stabilised. The number of residents 'disliking', 'really disliking' the proposals represented around or under a fifth of feedback. The engagement has consistently measured this feedback across different elements of the project, as the masterplan has developed.

At the final consultation event, the main concerns were the need to see more details of a solution to addressing potential transport capacity issues, as well as the impact of tall buildings on the character

of the area; 'Building Form' and 'Getting Around' saw around a quarter of respondents state that they 'really dislike' or 'dislike' the proposals as they were then. Since this point, there has been significant further work undertaken with TfL and Southwark Council on Transport, and the October 2018 re-submission lowered the heights of some of the tallest buildings. There was also a desire to see firm plans for social infrastructure, especially schools. As noted by British Land in the exhibition, an approach has been established, however it is noted that respondents may not have picked up on this, or wished for a different approach /greater level of detail than would be possible at this point. Around 60% felt the proposals had fully or partially responded to consultation feedback.

### **Summary of how the relevant Social Regeneration Charter, Place Action Plan and Community Investment Plan have been considered.**

The CWM proposals have been informed by community engagement throughout, and much of what has been captured in the Outline Canada Water Social Regeneration Charter reflects this. British Land has been working with Southwark Council since 2017 (3 years into the project) on a Social Regeneration Charter (SRC) for Canada Water; the SRC has four framework themes which were informed by community priorities to date:

- A Place to Learn and Grow
- A Plan to Belong
- A Place to Work
- A Place to be Happy and Healthy

A community workshop was held on 8<sup>th</sup> March 2018 to review the outline SRC and inform next steps. In addition, Social Life (a Southwark based social research organisation) undertook additional community research and benchmarking over 2017/18, speaking with over 200 residents through in-depth surveys and interviews to gain a picture of local social and economic conditions, and to help inform the SRC priorities and impact measurement. The Council's Cabinet approved the four above themes in March 2018, and subsequently in December 2018 Southwark Council Cabinet agreed five emerging priorities for the Canada Water Place Action Plan (PAP). The next stage of the SRC and PAP will be established following (and subject to) successful grant of planning and British Land and Southwark Council will work together to deliver on the priorities outlined in the draft Canada Water PAP agreed by Cabinet in December 2018.

## Appendix 4 Relevant Planning Policies

<b>National Planning Policy Framework (2019)</b>	
<p>The revised National Planning Policy Framework ('NPPF') was published in February 2019 and establishes the national planning policy and how this needs to be applied. The NPPF promotes sustainable development and sets out that this comprises three key objectives: economic, social and environmental considerations. Paragraph 2 states that the NPPF is a material consideration when determining planning applications. The following sections are of most relevance to this application:</p>	
<p>Section 5: Delivering a sufficient supply of homes            Section 6: Building a strong, competitive economy            Section 7: Ensuring the vitality of town centres            Section 8: Promoting healthy and safe communities            Section 9: Promoting sustainable transport            Section 11: Making effective use of land            Section 12: Achieving well-designed places            Section 14: Meeting the challenge of climate change, flooding and coastal change            Section 15: Conserving and enhancing the natural environment            Section 16: Conserving and enhancing the historic environment</p>	
National Planning Policy Guidance (2014)(as amended)	
<b>The Development Plan</b>	
<b>Regional Policy</b>	
<p>The London Plan is the regional planning framework and was adopted in 2016.</p> <p>The draft New London Plan was published on 30<sup>th</sup> November 2017 and the first and only stage of consultation closed on 2nd March 2018. The Examination in Public commenced on 15<sup>th</sup> January 2019 and ended on 22<sup>nd</sup> May 2019. The Mayor has published an updated version of the New London Plan as the 'Consolidated Suggested Changes Version July 2019'. Due to the stage it has reached, the New London Plan can be given moderate weight. The emerging policies are referenced by the Mayor in all responses to referred applications. The Stage 1 report from the Mayor on this application placed weight on the draft London Plan policies in its conclusion on the merits of the case. The following is not a comprehensive list of all policies which are relevant to this application, but an indication of key policies which are referenced in the suggested reasons for refusal, or where they are significant to some of the key considerations in the report.</p>	
<b>London Plan (2016) with consolidated changes</b>	<b>Draft London Plan (Consolidated Changes) (July 2019)</b>
<p>Policy 2.15 : Town Centres            Policy 2.18: Green infrastructure: The multifunctional network of green and open spaces            Policy 3.1: Ensuring equal life chances for all            Policy 3.2: Improving health and addressing health inequalities            Policy 3.3: Increasing housing supply            Policy 3.4: Optimising housing potential            Policy 3.5: Quality and design of housing developments            Policy 3.6: Children and young people's play and informal recreation facilities            Policy 3.7: Large residential developments            Policy 3.8: Housing choice            Policy 3.9: Mixed and balanced communities            Policy 3.12: Negotiating affordable housing on individual private residential and mixed use schemes            Policy 3.16: Protection and enhancement of social infrastructure            Policy 3.18: Education facilities            Policy 3.19: Sports facilities            Policy 4.2: Offices            Policy 4.3: Mixed use development and offices            Policy 4.4: Managing industrial land and premises            Policy 4.6: Support for and enhancement of arts, culture, sport and entertainment provision</p>	<p>GG4: Delivering the homes Londoners need            GG5: Growing a good economy</p> <p>SD6: Town centres and high streets            SD7: Town centres - Development principles and Development Plan Documents</p> <p>D1A: Infrastructure requirements for sustainable development            D1B: Optimising site capacity through the design-led approach            D4: Housing quality and standards            D6: Optimising density            D8: Tall buildings            D11: Fire Safety            D12: Agent of Change</p> <p>H1: Increasing housing supply            H5: Delivering affordable housing            H6: Threshold approach to applications (Check E7)            H12: Housing size mix            H13: Build to rent            H14: Supported and specialised accommodation            H15: Specialist older persons housing            H17: Purpose build student accommodation</p>

<p>Policy 4.7: Retail and Town Centre Development  Policy 4.8: Supporting a Successful and Diverse Retail Sector  Policy 4.9: Small shops  Policy 4.12: Improving Opportunities for All  Policy 5.1: Climate Change Mitigation  Policy 5.2: Minimising Carbon Dioxide Emissions  Policy 5.3: Sustainable Design and Construction  Policy 5.4A: Electricity and gas supply  Policy 5.5: Decentralised energy networks  Policy 5.6: Decentralised energy in development proposals  Policy 5.7: Renewable energy  Policy 5.9: Overheating and cooling  Policy 5.10: Urban greening  Policy 5.11: Green roofs and development site environs  Policy 5.12: Flood risk management  Policy 5.13: Sustainable drainage  Policy 5.17: Waste capacity  Policy 5.21: Contaminated land  Policy 6.3: Assessing the effects of development on transport capacity  Policy 6.9: Cycling  Policy 6.10: Walking  Policy 6.11: Parking  Policy 7.1: Building London's Neighbourhoods and Communities  Policy 7.2: An inclusive environment  Policy 7.3: Designing out crime  Policy 7.4: Local character  Policy 7.5: Public Realm  Policy 7.6: Architecture  Policy 7.7: Location and design of tall and large buildings  Policy 7.8: Heritage assets and archaeology  Policy 7.11: London view management framework  Policy 7.12: Implementing the London view management framework  Policy 7.14: Improving Air Quality  Policy 7.19: Biodiversity and Access to Nature  Policy 7.21: Trees and woodlands  Policy 8.2: Planning obligations  Policy 8.3: Community infrastructure levy</p>	<p>S2: Health and social care facilities  S3: Education and childcare facilities  S4: Play and informal recreation  S5: Sports and recreation facilities  S6: Public toilets</p> <p>E1: Offices  E2: Providing suitable business space  E3: Affordable workspace  E7: Industrial intensification, co-location and substitution  E11: Skills and opportunities for all</p> <p>HC3: Strategic and Local Views  HC4: London View Management Framework  HC5: Supporting London's culture and creative industries  HC6: Supporting the night-time economy</p> <p>G1: Green infrastructure  G5: Urban greening  G6: Biodiversity and access to nature  G7: Trees and woodlands</p> <p>SI1: Improving air quality  SI2: Minimising greenhouse gas emissions  SI3: Energy Infrastructure  SI4: Managing heat risk  SI5: Water infrastructure  SI6: Digital connectivity infrastructure  SI12: Flood risk management  SI13: Sustainable drainage</p> <p>T2: Healthy Streets  T3: Transport capacity, connectivity and safeguarding  T4: Assessing and mitigating transport impacts  T5: Cycling  T6: Car parking  T6.1: Residential parking  T6.2: Office parking  T6.3: Retail parking  T6.4: Hotel and leisure parking  T6.5: Non-residential disabled persons' parking  T7: Deliveries, servicing and construction  T8: Aviation  T9: Funding transport infrastructure through planning</p> <p>DF1: Delivery of the plan and planning obligations</p>
--	---

**Mayoral Guidance**

Energy Assessment Guidance (2018)  
Affordable Housing and Viability SPG (2017)  
Housing Supplementary Planning Guidance (SPG)(2016)  
Sustainable design and construction SPG (2014)  
London View Management Framework (2012)  
London's World Heritage Sites SPG (2012)  
Shaping Neighbourhoods: Play and Informal Recreation (2012)

**Local Policy**

The Council's cabinet on 19 March 2013, as required by para 215 of the original NPPF, considered the issue of compliance of Southwark Planning Policy with the National Planning Policy Framework. All policies and proposals were reviewed and the Council satisfied itself that the policies and proposals in use were in conformity with the original NPPF. The resolution was that with the exception of Policy 1.8 (location of retail outside town centres) in the Southwark Plan all Southwark Plan policies are saved. Therefore due weight should be given to relevant policies in existing plans in accordance to their degree of consistency with the original NPPF.

For the last 5 years the council has been preparing the New Southwark Plan (NSP) which will replace the saved policies of the 2007 Southwark Plan and the 2011 Core Strategy. The council concluded consultation on the Proposed Submission version (Regulation 19) on 27 February 2018. The New Southwark Plan Proposed Submission Version: Amended Policies January 2019 is being consulted on until 17 May 2019. It is anticipated that the plan will be adopted in 2020 following an Examination in Public (EIP). Nevertheless paragraph 48 of the NPPF states that decision makers may give weight to

relevant policies in emerging plans according to the stage of preparation of the emerging plan, the extent to which there are unresolved objections to the policy and the degree of consistency with the Framework. The consultation responses received to each policy the New Southwark Plan are summarised in Chapter 4 of the Officer Report, and the resulting weight that can be given to them. The Development Plan policies and draft policies listed below are most relevant to this application:

Core Strategy (2011)	Draft New Southwark Plan
<p>Strategic policy 1: Sustainable development  Strategic policy 2: Sustainable transport  Strategic policy 3: Shopping, leisure and entertainment  Strategic policy 4: Places for learning, enjoyment and healthy lifestyles  Strategic policy 5: Providing new homes  Strategic policy 6: Homes for people on different incomes  Strategic policy 7: Family homes  Strategic policy 10: Jobs and businesses  Strategic policy 12: Design and conservation  Strategic policy 13: High environmental standards</p>	<p>Policy SP1 – Quality affordable homes  Policy SP2 – Regeneration that works for all  Policy SP3 – Best start in life  Policy SP4 – Strong local economy  Policy SP5 – Healthy active lives  Policy SP6 – Cleaner, greener, safer</p>
Southwark Plan (2007)	<p>Policy P1 – Social rented and intermediate homes  Policy P2 – New family homes  Policy P4 – Private rented homes  Policy P9 – Optimising delivery of new homes  Policy P11 – Design of places  Policy P12 – Design quality  Policy P14 – Tall buildings  Policy P15 – Efficient use of land  Policy P16 – Listed buildings and structures  Policy P17 – Conservation areas  Policy P20 – Archaeology  Policy P23 – Education places  Policy P24 – Student homes  Policy P26 – Office and business development  Policy P28 – Affordable workspace  Policy P29 – Small shops  Policy P30 – Town and local centres  Policy P31 – Development outside of town centres  Policy P35 – Betting shops, pawnbrokers and payday loan shops  Policy P41 – Broadband and digital infrastructure  Policy P42 – Healthy developments  Policy P44 – Community uses  Policy P45 – Hot food takeaways  Policy P47 – Highways impacts  Policy P48 – Walking  Policy P50 – Cycling  Policy P52 – Car parking  Policy P53 – Parking standards for disabled people and the mobility impaired  Policy P54 – Protection of amenity  Policy P55 – Designing out crime  Policy P59 – Biodiversity  Policy P60 – Trees  Policy P61 – Environmental standards  Policy P65 – Environmental protection  Policy P66 – Improving air quality  Policy P69 – Reducing flood risk</p> <p>Site allocation NSP82</p>
Canada Water Area Action Plan (2015)	
<p>Policy 1: Shopping in the Town Centre  Policy 2: Cafes and restaurants  Policy 5: Markets  Policy 6: Walking and cycling  Policy 7: Public transport  Policy 8: Vehicular traffic  Policy 9: Parking for retail and leisure  Policy 10: Residential parking  Policy 11: Leisure and entertainment  Policy 12: Sports facilities</p>	

<p>Policy 13: Arts, culture and tourism  Policy 14: Streets and public spaces  Policy 15: Building blocks  Policy 16: Town centre development  Policy 17: Building heights in the Core Area  Policy 18: Open spaces and biodiversity  Policy 19: Children's play space  Policy 20: Energy  Policy 21: New homes  Policy 22: Affordable homes  Policy 23: Family homes  Policy 24: Density of new developments  Policy 25: Jobs and business  Policy 26: Schools  Policy 27: Community facilities  Policy 28: Early years  Policy 29: Health facilities</p> <p>CWAAP5: Decathlon site, Surrey Quays Shopping Centre and overflow car park</p> <p>CWAAP17: Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park</p> <p>CWAAP18: Land on Roberts Close</p>	
<b>Supplementary Planning Documents (SPDs)</b>	
<p>Development Viability SPD (2016)  2015 Technical Update to the Residential Design Standards SPD (2011)  Section 106 Planning Obligations/CIL SPD (2015)  Affordable Housing SPD (Draft 2011 &amp; Adopted 2008)  Sustainable Transport SPD (2010)  Sustainable Design and Construction SPD (2009)  Sustainability Assessments SPD (2009)</p>	



**Appendix 5** Detailed Daylight, Sunlight and  
Overshadowing Results

## Appendix 6 Summary of Cumulative Environmental Impacts

### Type 1 Cumulative Impacts

The combined effects on identified sensitive receptors during demolition/construction or on completion of the development

Sensitive receptors	Cumulative impacts as a result of residual effects
<b>Residential neighbours</b>	
Landale House and Orchard House	<b>Daylight and sunlight:</b> various properties assessed as experiencing a minor to moderate adverse impact as a result of the completed development.  <b>Visual and townscape:</b> Properties assessed as experiencing a major beneficial impact
Courthope House, Hothfield Place, Hithe Grove, China Hall Mews and Lower Road	<b>Daylight</b> – minor to moderate adverse <b>Sunlight</b> – minor to moderate adverse <b>Overshadowing</b> – minor to moderate adverse <b>Townscape</b> – moderate beneficial <b>Visual</b> – major beneficial
Columbia Point	<b>Daylight</b> – minor adverse <b>Sunlight</b> – minor adverse <b>Visual</b> – major beneficial
Osprey Estate (Raven House), Buchanan court, Burhill Court, Burrage Court, Byards Court, Cabot Court and Elbourne Court	<b>Daylight</b> – minor adverse <b>Noise</b> – moderate adverse due to road traffic noise <b>Visual</b> – minor to major beneficial
Redriff Road	<b>Noise</b> – moderate adverse due to road traffic noise <b>Daylight</b> – minor to moderate adverse <b>Sunlight</b> – minor adverse <b>Visual</b> – minor beneficial
Quebec Way	<b>Daylight</b> – moderate to major adverse <b>Sunlight</b> – minor to moderate adverse <b>Overshadowing</b> – minor to moderate adverse
Project Light Phase 1	<b>Daylight</b> – minor adverse <b>Sunlight</b> – minor adverse
<b>Commercial and community neighbours</b>	
Former Dock Office	<b>Visual</b> – major beneficial <b>Townscape</b> – major beneficial
Alfred Salter School	<b>Sunlight</b> – minor adverse <b>Visual</b> – major beneficial
Users of Our Lady of the Immaculate Conception Catholic Church and St. John's Catholic Primary School	<b>Daylight</b> – minor adverse <b>Sunlight</b> – minor adverse <b>Visual</b> – major beneficial
<b>Environment</b>	
Public amenity	<b>Socio economics</b> – moderate beneficial <b>Wind</b> – minor beneficial

Canada Water SINC and breeding birds	<u>Demolition/Construction</u> <b>Ecology</b> – moderate adverse <b>Ground conditions and contamination</b> – moderate beneficial  <u>Completed development</u> <b>Ecology</b> – minor to moderate beneficial <b>Ground conditions and contamination</b> – minor to moderate beneficial <b>Townscape</b> – major beneficial
<b>Local people and service users</b>	
Social infrastructure users	<b>Health</b> – moderate to major beneficial <b>Education</b> – moderate beneficial
Local economy	<b>Socio-economic (demand for housing)</b> – major/moderate beneficial (locally/boroughwide), minor beneficial (regional)  <b>Socio-economic (employment)</b> - major beneficial (locally), major to moderate beneficial (boroughwide) minor beneficial (regional)  <b>Socio-economic (additional spending)</b> – major beneficial (locally), minor beneficial (boroughwide)
Road users	<b>Transport and access</b> – minor adverse to minor beneficial <b>Solar glare</b> – minor adverse at the junctions of Canada Street, Gomm Road, Surrey Quays Road and Rotherhithe Old Road

## Type 2 Cumulative Impacts

Significant environmental effects that might be experienced as a result of the combined effects of large-scale developments in the wider area, or more local, small-scale developments, where they introduce further sensitive receptors

### Demolition and Construction

Demolition and construction activity would likely result in some temporary adverse interaction effects on a range of sensitive receptors, including: existing and future residents within and in the vicinity of the development site, community facilities neighbouring the development, pedestrians, cyclists, road and public transport users

### Completed development

- Cumulative beneficial effects in relation to socio-economics, due to the creation of jobs within Southwark and London, and the provision of housing within the Canada Water Opportunity Area;
- Cumulative beneficial impacts on townscape, conservation areas, heritage assets and views by positively contributing to regeneration;
- Cumulative adverse effect in relation to LVMF view from Primrose Hill to St Paul's due to the proximity of one of the towers in the consented development at Convoys Wharf
- Cumulative adverse impacts in relation to transportation and access due to increase in trips on the local highway network, and the increase in trips on the public transport network at Canada Water and Surrey Quays Stations and the local bus network
- Cumulative beneficial effects in relation to transportation and access on car and cycle parking supply within the wider area;

- Cumulative beneficial and adverse effects in relation to noise and vibration, due to road traffic noise within the surrounding road network;
- Cumulative beneficial effects on designated sites and the breeding birds and habitats in the local area;
- Cumulative adverse effects on levels of daylight and sunlight on surrounding residential properties;
- Cumulative adverse effects on light pollution on the facades of the proposed plots within the Development;

## Appendix 7 Index of figures and tables

Figures	Tables
<b>Figure 1:</b> Canada Water Masterplan Application Site Boundary	<b>Table 1:</b> Existing land uses
<b>Figure 2:</b> Aerial Photograph of site identifying Detailed Plots	<b>Table 2:</b> Proposed land uses in Phase 1
<b>Figure 3:</b> Model of A1 and A2 buildings and ground floor layouts/public realm	<b>Table 3:</b> Summary of committed schemes that might contribute to type 2 cumulative impacts
<b>Figure 4:</b> A2 building viewed from the southern edge of Canada Water Dock	<b>Table 4:</b> Housing mix in Detailed Plots (A1 and K1)
<b>Figure 5:</b> Section through A2 with Canada Water Dock on the left and Courthope House on the right	<b>Table 5:</b> Unit mix across Plots A1 and K1
<b>Figure 6:</b> Slice through Plots A1 and A2 in context	<b>Table 6:</b> Demand for school places from the proposal
<b>Figure 7:</b> Ground floor layout plan for Plot K1	<b>Table 7:</b> Trip generation by mode for different scenarios
<b>Figure 8:</b> Visual of K1 block from Russia Walk, looking south along Roberts Close	<b>Table 8:</b> Daily delivery and servicing trips for maximum scenarios
<b>Figure 9:</b> Layout of Interim Petrol Filling Station	<b>Table 9:</b> Bus journey impacts in 2031
<b>Figure 10:</b> Development Zones	<b>Table 10:</b> Changes in traffic flow for the modelled scenarios
<b>Figure 11:</b> The Development Specification	<b>Table 11:</b> Significance of Daylight Effects
<b>Figure 12:</b> Illustrative Masterplan (as presented in DAS at submission)	<b>Table 12:</b> Summary of Vertical Sky Component (VSC) Results
<b>Figure 13:</b> Illustrative Masterplan (as presented in DAS at submission)	<b>Table 13:</b> Summary of No Sky Line (NSL)/Daylight Distribution Results
<b>Figure 14:</b> Overview of comments received through consultation	<b>Table 14:</b> Significance of the environmental impact
<b>Figure 15:</b> Location of committed developments	<b>Table 15:</b> Summary of daylight impacts on implemented developments
<b>Figure 16:</b> Development Zones where 20% family homes requirement would be maintained (in blue), assuming that Plots A1 and K1 are considered as a combined phase.	<b>Table 16:</b> Summary of annual and winter sunlight impacts
<b>Figure 17:</b> Indicative retail strategy shown in blue - <i>New High Street retail (1 &amp; 2), the Cuts (4), new Superstore (6), retail/food and drink uses around the Dock (1), Square (3 &amp; 5) and the Park (8).</i>	<b>Table 17:</b> Summary of environmental effects as a result of loss of sunlight at Quebec Quarter
<b>Figure 18:</b> Main current transport links in the area	<b>Table 18:</b> Existing trees on site
<b>Figure 19:</b> Existing and proposed bus routes and stops	<b>Table 19:</b> Tree retention and tree planting in completed development
<b>Figure 20:</b> Extract of the borough map showing the location of the grade II listed buildings (in green), part of registered Southwark Park (in orange) and part of the two conservation areas (in brown) that surround the application site (in the centre of the figure).	<b>Table 20:</b> Comparative carbon dioxide savings vs. a baseline position using gas boilers ( <i>Masterplan Energy Strategy, Arup 2018</i> )
<b>Figure 21:</b> Example extract from one of the submitted Parameter Plans.	<b>Table 21:</b> Comparative analysis of options vs. objectives ( <i>Masterplan Energy Strategy, Arup 2018</i> )

<b>Figure 22:</b> Visual showing the different materials and crowns of the three parts of Plot A1 tower.	<b>Table 22:</b> Summary of annual regulated carbon dioxide emissions through application of the Energy Hierarchy
<b>Figure 23:</b> Visual of Plot K1 showing the northern elevation on the left-hand side, and its Roberts Close front elevation in the centre.	<b>Table 23:</b> Reduction in regulated Carbon Dioxide emissions in tonnes per annum
<b>Figure 24:</b> Visual of one arm of the building showing the range of indicated materials.	<b>Table 24:</b> Overview of residual environmental effect at identified sensitive receptors
<b>Figure 25:</b> Extract of part of view 5 from the northern end of London Bridge downstream to Tower Bridge, showing the grey Plot A1 immediately next to the south tower and the outlines of the Masterplan tall buildings.	
<b>Figure 26:</b> Extract of part of view 7 taken from near to the centre of London Bridge, showing Plot A1 away from the south tower.	
<b>Figure 27:</b> Extract of the view from the LVMF View 11B at the centre of London Bridge, with the proposed tall buildings on the right-hand side away from Tower Bridge's towers.	
<b>Figure 28:</b> Extract from view from Greenwich Park towards St Paul's Cathedral, with Plot A1 shown to the right of St Pauls, and the wire line of the outline tall buildings to the left and right.	
<b>Figure 29:</b> The dual aspect units on a typical floorplan.	
<b>Figure 30:</b> Three visuals to show the different balcony depths at the top of the tower, and the two styles of projecting balcony in the middle and lower parts of the Plot A1 tower.	
<b>Figure 31:</b> Diagrams to show how the wind direction and pressure varies across the proposal façades	
<b>Figure 32:</b> Dual or triple aspect to all units.	
<b>Figure 33:</b> Visual to show the deck access and spacing in front of windows on the right-hand side.	
<b>Figure 34:</b> Section between Hothfield Place and the A2 Building	
<b>Figure 35:</b> Section through proposed roof terrace	
<b>Figure 36:</b> Daylight and sunlight model	
<b>Figure 37:</b> Illustrative massing of Zone J vs. Maximum Parameters	
<b>Figure 38:</b> Quebec Quarter location plan (focus on Elder House) and image of Hemlock House to demonstrate impact of balconies	
<b>Figure 39:</b> Overshadowing in the morning (21 March)	
<b>Figure 40:</b> Overshadowing in the afternoon (March 21)	
<b>Figure 41:</b> Private and communal gardens included in overshadowing assessment	

<b>Figure 42:</b> Overshadowing of communal open spaces	
<b>Figure 43:</b> Plot K1 and key habitat areas in Russia Dock Woodland – hop garden (red), orchard (purple), butterfly areas (blue and green)( <i>left</i> ) and the structured hop garden ( <i>right</i> )	
<b>Figure 44:</b> Annual reduction in sunlight hours on woodland fringe areas	
<b>Figure 45:</b> The existing trees (in green) and those to be retained (in blue)	
<b>Figure 46:</b> Indicative tree planting plan	
<b>Figure 47:</b> Overview of wind conditions in the windiest season without mitigation (i.e. winter)	