CONTENTS

Section 01
The Site
Page 07

Section 02
Local Area and Community
Page 13

Section 03
Planning & Policy
Page 39

Section 04
Density & Mixed Use
Page 51

Section 05
Social Infrastructure
Page 63

Section 06
Sustainability
Page 75

Section 07
Environment, Ecology & Biodiversity
Page 83

Section 08
Transport
Page 99

Section 09
Infrastructure, Services & Utilities
Page 121

Section 10
Viability & Deliverability
Page 127

Works Referenced
Page 133
British Land and London Borough of Southwark, as landowners, are planning a major redevelopment which will create a new urban centre at Canada Water. Public consultation on the proposals started in spring 2014 with consultation on the SE16 Printworks Site, and due to site acquisitions, has been expanded over time to include the Surrey Quays Shopping Centre and Surrey Quays Leisure Park Sites.

To fully understand the proposals, it is important to be aware of the context that surrounds the development. This includes the physical neighbourhoods, buildings and public spaces; the society and social infrastructure; and the policy relating to planning and the environment, in the wider area in which the development sits.

This document intends to set out, in one place, the factors that have been, and will continue to be considered in planning the development. Where work has been done to inform our understanding, it has been summarised and is indicated where more detail can be found. Our view of how each of these issues will affect how to bring forward the development, has also been given.

For the development to be a success, it must recognise and respond to its context. We will be referring to this Context for Development document throughout the consultation and design process. We welcome any comments, additions and improvements because we believe that the better our understanding of the context, the better the resulting development will be.
### A | Printworks site

- **Size:** 13.7 acres
- About the same as 7 international football pitches
- Specifically constructed as a Printworks in the 1980s and extended in 2000, this site includes the former Daily Mail General Trust Printworks, vehicle parking and paper storage. British Land secured control in 2013.

### B | Roberts Close site

- **Size:** 0.86 acres
- About the same as 13 tennis courts
- Purchased by the Daily Mail General Trust for an additional car park but never used. British Land own the freehold.

### C | Surrey Quays Shopping Centre site

- **Size:** 22.4 acres
- About the same as 12 international football pitches
- Surrey Quays Shopping Centre was built in 1988 and includes the shopping centre, service yard and car park that extends up to Surrey Quays Rd. British Land secured 100% control in 2013.

### D | Surrey Quays Leisure Park site

- **Size:** 8.4 acres
- About the same as 4 international football pitches
- Surrey Quays Leisure Park is the area between Surrey Quays Rd and Redriff Rd with the cinema, bingo and bowling alley. British Land purchased the freehold of the site in March 2015.

### E | Dock Manager’s Office and 1-14 Dock Offices

- **Size:** 0.76 acres
- About the same as 12 tennis courts
- These are Grade II listed buildings and an important part of the docks’ heritage. There is no intention to change the appearance of the buildings. British Land purchased the freehold in October 2016.
SECTION 01

THE SITE

Site boundaries
The site is located in central London in the London Borough of Southwark. It lies between Southwark Park to the west and Russia Dock Woodland to the east. Canada Water and Greenland Dock sit to the north and south defining the character of the area, and providing an important link to the local history as a place once dominated by working docks, canals and timber warehouses.

At 19.2 hectares (47 acres), the site is about the size of 23 football pitches. It is comprised of three main areas: Surrey Quays Shopping Centre, Surrey Quays Leisure Park, and the SE16 Printworks. The Shopping Centre is separated from the rest of the site by Surrey Quays Road. To the south, Redriff Road provides a principle access route from Lower Road into the Rotherhithe peninsula.

Southwark Council: landowner role and commercial discussions
British Land own long leases on the Surrey Quays Shopping Centre, Roberts Close and the Printworks sites, where Southwark Council is the freehold owner. The other elements of the site are owned freehold by British Land. Southwark Council and British Land are working together to bring forward the masterplan proposals.

A Development Agreement will set out the working relationship to deliver the Masterplan. New leases will then be put in place as phases of the Masterplan are developed. In November 2015, British Land and Southwark Council agreed the Heads of Terms for these contracts.

Note: Southwark Council have a dual role as the Planning Authority and freehold landowners.

COMMENTARY

We (British Land) are privileged to have what we believe to be one of the most exciting development opportunities in central London. We will be working closely with Southwark Council to develop the proposals, and engaging with the local community - residents, businesses and community groups - at every stage in the process of bringing forward a development that meets the needs and aspirations of the local community now and into the future.

Proposals should embrace the opportunities of the site, such as the dock edge, while working within the existing constraints; both those physically on the site such as roads and existing structures, and others such as the protected view from Greenwich to St Paul’s. There will be a team of experts who will advise, design solutions and where required get approval from the relevant authorities such as TfL, London Overground and the utilities companies.

There are other developments happening adjacent to our site and we will continue to work with adjoining landowners in order to produce proposals that complement each other. More information can be found on page 20.

MASTERPLAN OWNERSHIP

<table>
<thead>
<tr>
<th>AREA</th>
<th>OWNERSHIP</th>
<th>POSITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dock Office</td>
<td>BL</td>
<td>Freehold</td>
</tr>
<tr>
<td>Surrey Quays Shopping Centre</td>
<td>BL</td>
<td>Long Leasehold from LBS</td>
</tr>
<tr>
<td>Surrey Quays Leisure Park</td>
<td>BL</td>
<td>Freehold</td>
</tr>
<tr>
<td>Printworks (Harmsworth Quays)</td>
<td>BL</td>
<td>Long Leasehold from LBS</td>
</tr>
<tr>
<td>Robert’s Close</td>
<td>BL</td>
<td>Freehold</td>
</tr>
<tr>
<td>Canada Water Dock</td>
<td>LBS</td>
<td>Freehold</td>
</tr>
</tbody>
</table>
Canada Water Masterplan Location

The Masterplan Site

March 2017
Site Opportunities & Constraints

The site is positioned between two docks, Canada Water Dock and Greenland Dock. They are a reminder of the history of the area. Canada Water, has an ecological area within it, and is now designated as a Site of Importance for Nature Conservation (SINC).

The Docks have been in operation from the 18th century through to 1969. During the 1980s the remaining docks were almost entirely filled in by the London Docklands Development Corporation (LDDC) in order to reclaim the land for development. As a result of this infill the site is predominately flat and man-made.

There are two high quality existing green spaces framing the site from either side; Southwark Park to the west and Russia Dock Woodland and Stave Hill ecological park to the east.

The Canada Water basin has the potential to be a fantastic destination at the heart of the town centre (CWAAP 2015). Providing the opportunity to create a heart and central focal point to the area, with investment into leisure facilities, the public realm alongside retail and commercial space, amongst other uses. An aim is to improve the shopping facilities provided, which there is a current dissatisfaction for. (CWAAP 2015)

Other possible opportunities and constraints are:

Tunnel

Built in 1869, as an extension to the historic Brunel Thames Tunnel, the East London Overground line cuts through the western edge of the site between Surrey Quays and Canada Water stations. This rail cutting also creates a large level change of about 3-4 meters along the western and southern edges of the site.

Dock Walls

It is believed that the historic Canada Dock walls are still in place underground. This would need to be confirmed with intensive site investigations closer to the time of construction.

Protected Views

Across London a number of views to specific landmarks are protected by the London View Management Framework (LVMF) - a Supplementary Planning Guide produced by the Mayor’s Office. One of these views (LVMF 5a.2) from Greenwich to St Paul’s Cathedral crosses the site. The protected viewing corridor restricts building height in this view to +30m AOD.

Services

Desktop surveys have been conducted and there are existing services running below the site including Surrey Quays Road (including mains water, electric, gas, fibre optics, telephone, foul and surface water drainage). There are further services on the periphery of the site, more information on this in chapter 7.

Land Uses

There are existing uses and occupiers on the site, including:

• a shopping centre;
• a superstore and associated petrol filling station;
• a cinema, bowling alley and bingo hall;
• restaurants; and
• a former printing press (currently used for temporary uses only).
• the Dock Managers Office

The remainder of the site is given over to approximately 2000 surface car parking spaces.
Site Constraints

- Surrey Quays
- Canada Water
- Greenland Dock
- Russia Dock
- Woodlands
- Southwark Park
- Lower Road
- Surrey Quays Road
- PloUGH Way
- Rotherhithe New Road
- Redriff Road
- Quebec Way

Key

- Overground station
- Underground station
- Ventilation shaft
- Overground tunnel
- Presumed original dock wall location
- Site boundary
- Service route
- Above Ordnance Datum* (relative height in meters above sea level)

* In Great Britain, OD for the Ordnance Survey is ODN (Ordnance Datum Newlyn), defined as the mean sea level at Newlyn in Cornwall between 1915 and 1921.
Local Area and Community
This section looks at the local area surrounding the site: the history, emerging new developments, physical features, the character and makeup of the local area. Understanding the surrounding area is crucial to developing a masterplan in a sensitive way, which not only builds a place for future generations, but also serves and engages with the existing community.

**Historic context**

The area has a rich industrial history, once an area of working docks, it is also the site of the first tunnel under the Thames river, which was later used for the first railway under the river. The Thames Tunnel, built by Isambard Kingdom Brunel in 1843, was intended to be used for horse drawn carriages. However until its conversion to a rail line the tunnel was only used by pedestrians. In 1696 the first dock in the area, the Great Howland Wet Dock, was built. Now known as Greenland Dock it was the largest dock of its kind in London when complete.

The Surrey Commercial Docks, as they were later known, were in use until 1969. At one time the peninsula was covered in a total of 9 docks, 6 timber ponds and the Surrey Canal. The docks were used for the import of timber and foodstuffs from Canada, Scandinavia and the Baltic. Deal Porters were employed to handle timber or “deal” in the docks, and a road running through the masterplan site is called Deal Porters Way to this day.

The London Docklands Development Corporation acquired the land in 1981 and developed it primarily for housing over the coming years. This redevelopment programme also included a low-rise shopping mall and the Harmsworth Quays Printing Press, among other light industrial uses and out-of-town style destination leisure.

Once filled in, some of the docks were turned into parkland - the Russia Dock Woodland retains the name of the dock which it covers. Greenland Dock, Surrey Water and part of Canada Water dock still exist today. These remaining waterways and the channels in between act as a link to the rich heritage of the area and set it apart as a distinct part of London.

**Heritage Assets**

The former Dock Offices, built in 1862 by the Surrey Commercial Dock Company, is a Grade II listed building in the northwest corner of the site on Surrey Quays Road. The building is one of the only remaining features of the former docklands which continued in its original use until 1969.

‘The area around St Mary’s Church is a conservation area. The historic village which centres on the church and tightly packed streets of warehouses which front onto the river demonstrate the historical importance of London’s relationship with the Thames. The Edward III’s Rotherhithe conservation area focuses on the scheduled monument of the manor house of Edward III. Both conservation areas contain a number of key heritage assets of the action area enjoyed by people who live and work locally as well as visitors and new development must preserve or enhance their character and appearance.’ (CWAAP 2015)

A Grade II listed bascule bridge (weighted swing bridge) still remains adjacent Redriff Road near the southern edge of the site. Though not the original bridge at this location, it has been in place since circa 1959 over the connection between Canada Dock and Greenland Dock. It is now open to foot traffic only. A similar bridge remains to the north along Rotherhithe Street, bridging over the connection of Surrey Water to the Thames.
12th Century
Rotherhithe or "Rederheia" is thought to mean "cattle-landing place"

17th Century
Rotherhithe's shipbuilding era

19th Century
Main development of the Surrey Commercial Dock system

1909
Port of London Authority takes over Surrey Docks

1940
September 7th, Surrey Docks are set on fire in the Blitz

1950s
Docklands experience post war boom

1969
Surrey Docks Close and London Docklands Corp begin filling in the areas of water

1981
The London Dockland Development Corporation redevelops part of the former docks
Local Context

Rotherhithe and Surrey Docks wards are primarily defined by their low rise suburban character, interspersed with parkland, open water, and large leisure and industrial buildings. The majority of the earliest buildings which remain today are Victorian warehouses and former industrial artefacts related to the docklands. Early development was concentrated around the riverside, with two or three blocks of buildings and streets following the curve of the river. The interior of the peninsula, as previously described, was once a network of docks, ponds, warehouses and ‘cuts’.

The first half of the 20th Century saw changes to the existing dense network of wharves, warehouses and Victorian terraced housing. Government led housing programmes introduced new denser blocks throughout the 1920s and 30s, as well as the introduction of churches for sailors of Scandinavian countries including the Finnish Church, Norwegian Church and the Swedish Seaman’s Church.

The intense bombing during the Second World War damaged large parts of London, which led to further development and intense house building programmes throughout the 50s, 60s and 70s, including the Rotherhithe area. By the 1980s the docklands had closed, most waterways had been filled in and were developed into a network of inland neighbourhoods.

Despite being developed in a short space of time, there are several distinct pockets of architectural style and character, woven into the rich network of green spaces and waterways.

Recent developments are centred around Canada Water. A new library and a number of residential blocks have influenced the character of this area, and form the backdrop for further development to come. There have been other recent developments in the wider area as well.

Many of the remaining single use buildings and car parks have been designated regeneration sites in the Canada Water Area Action Plan.
The categorisation of buildings is on a broad-area and key building basis. This (2016) mapping is not exhaustive but demonstrates broad patterns of building development and age in the local area.

Key:
- Pre 1901
- Early 20th Century
- Late 20th Century
- Late 20th Century
- 21st Century
- Site boundary
The existing site: Surrey Quays Shopping Centre on the edge of Canada Water Dock

The existing site: Surrey Quays Leisure Park

The existing site: In Surrey Quays Shopping Centre car park
The existing site: Interior of the Printworks Press Hall

The existing site: Grade II listed historical Dock Offices
Emerging context

In the past few years there has been a large amount of change within the Canada Water area. The following schemes are adjacent to the masterplan site and in various stages from newly consented to complete. These new buildings form the local context, and inform how the masterplan develops.

01 MAPLE QUAYS (BLCO/BARRATT LONDON)

900 new homes recently completed by Maccreanor Lavington, PKS Architects, Glenn Howells Architects and Hawkins\Brown. Includes Canada Water Library by CZWG and a 27 storey residential building by Glenn Howells Architects.

02 MULBERRY BUSINESS PARK (KING’S COLLEGE)

Construction is underway for approximately 800 new student beds for King’s College London designed by Allies and Morrison. The scheme incorporates 33 affordable homes, and 4,500sqm of B1 office space.

03 DECATHLON (NOTTING HILL HA AND SELLAR)

Construction is underway for the first phase of a residential-led mixed-use scheme comprising a 40 storey tower, 1000+ new homes and re-provision of the existing Decathlon store. Architects include David Chipperfield Architects, Maccreanor Lavington Architects, Clausen Kaan Architecten, and Vogt Landscape Architects.

04 QUEBEC QUARTER (LONDON AND QUADRANT)

Construction is underway for 368 new homes and 1600sqm of commercial space, including a food store, coffee shop, gym and nursery. Height is up to six storeys. Designed by Alan Camp Architects.

05 QUEBEC WAY (LONDON SQUARE)

Planning permission was granted in late 2015 for 566m2 of commercial ground floor space and 94 no. 1, 2, 3 & 4 bed homes, up to 30% of which are proposed as affordable. Height is up to seven storeys.
NEW DEVELOPMENTS AROUND THE MASTERPLAN

01 MAPLE QUAYS (BLCQ/BARRATT LONDON)
02 MULBERRY BUSINESS PARK (KING’S COLLEGE)
03 DECATHLON (NOTTING HILL HA AND SELLAR)
04 QUEBEC QUARTER (LONDON AND QUADRANT)
05 QUEBEC WAY (LONDON SQUARE)

March 2017

Page 21
Docks and Waterways

There is a rich network of water bodies and waterways near to and surrounding the masterplan site. Whilst no longer accessible by boat, Canada Water is connected to Surrey Water via Albion Channel - a remnant of the Albion Dock. Access by boat from the Thames is possible in South Dock and part of Greenland Dock, though it no longer connects through to Canada Water. A stream runs through Russia Dock Woodland, the historic Russia Dock. Other water bodies include inlets, marshes, channels, docks and ponds.
Water by type

- Docks & channel
- Ponds & small inland water
- Marinas
- Inlets
- Site boundary
Green Infrastructure

The local area has a generous provision of green and open spaces, which are all very distinct in character. There are formal parks and gardens, woodlands, wide green verges with mature trees, playing fields, ecology areas and canal towpaths.

Southwark Park was opened in 1869. It covers 62 acres and facilities include a bandstand, cafe, art gallery, a boating lake, and a wildlife garden. A new pavilion is planned for the park. There are a number of sports facilities including an outdoor gym, an athletics track, tennis courts, a bowling green and various sports pitches. Southwark Park is divided from King’s Stairs Gardens by Jamaica Road. This smaller park bounds the River Thames.

Russia Dock Woodland and Stave Hill Ecological Park cover 40 acres together, an area of woodland containing many different habitats and a purpose built ecology centre. Both were created on the area which was once docks, and many remnants of this former use remain today.

Much of this green space provides leisure & recreation, detailed in Section 5 Social Infrastructure. Some spaces have special protective designations, outlined in Section 6 Sustainability.
Green spaces by type

- Parks & woodland
- Waterside open space
- Play space & sports fields
- Site boundary
- Thames Path
Land Uses

Rotherhithe and Surrey Docks wards have some areas of commercial land uses. Lower Road and Albion Street are both considered local high streets, Rotherhithe village is a key focus for activity and heritage in the area, with a museum, picture library and several pubs clustered close to the Thames and St Mary’s Church. The masterplan site itself contains a considerable amount of retail and leisure uses in large stand alone buildings.

Workspaces

Data from the Valuation Office Agency (VOA) enables the location of different types of business space to be mapped to identify where clusters of employment floorspace currently exist. For the purposes of this study, the following business premise types have been analysed:

- Business unit and premises;
- Factory and premises;
- Factory, office and premises;
- Office;
- Office and premises; and
- Offices, warehouses, and premises.

The largest concentration of business premises in the SE16 area is within the Tower Bridge Business Complex to the west of the Site.

COMMENTARY

The development should reflect and respect the local context and the history of the area. The inclusion of the historic dock offices offer the chance to integrate a key heritage asset into the masterplan and we will do just that. Aside from this, the remainder of the site has limited heritage structures on it, but we will aim to make the most of what we do have, and especially focus on better interaction with the water. The leafy green environment is very apparent when walking or cycling round the area, as are the water bodies, canals and historic dock structures. We will draw on these in our proposals and ensure that these characteristics feature as strongly in the new development as the area around it.

We have looked at the homes and business space around the area and our proposals will aim to complement the existing and increase variety and diversity in living and work space.

Taking note of the public open spaces and leisure opportunities that exist nearby, we will work to complement and add to these, to create the best possible mix of facilities and spaces.

Southwark Council want to provide a new leisure centre to replace Seven Islands Leisure Centre, and we will work with them to accommodate this within the Masterplan, so long as that is their preferred option.
Local Area & Community

Context for Development

Birdseye view looking south: Surrey Quays Shopping Centre, car park and Lower Road.

Birdseye view looking south east: leisure, retail and former industrial large stand-alone buildings.

Birdseye view looking south over Canada Water Dock, Surrey Quays Shopping Centre and towards Surrey Quays Station.
People and Community

The proposed development site sits at the heart of an area which is home to a range of resident and worker communities. This diversity is an asset for development to embrace and build upon.

The boundary of the masterplan straddles two wards, Surrey Docks and Rotherhithe. There are four neighbours to these two wards: Livesey, South Bermondsey, Riverside and Evelyn (in Lewisham). Across these there are wide variations in the character of the areas and the characteristics of the population.

The two-ward area, including Surrey Docks and Rotherhithe, has a similar boundary to the old Rotherhithe parish – and as such a comparison of the area can be made over time. At its height, in 1891, the two wards had a population of nearly 40,000 people. The presence of the docks (some of which have now been filled) meant that this population was compressed into a much smaller area than is currently the case. Mirroring the decline of the Docks, the population had fallen to just over 15,000 by 1981. Since that time, the development of new homes and other facilities in the two ward area has seen the population rise to reach c.27,000 in 2011.

All of the wards in the surrounding area have experienced population growth either at or above the London average (14%) between 2001 and 2011.
Birdseye view looking east.
Overview of the six local wards

This section provides a short overview of some of the characteristics of the area; further research and studies will be undertaken in order to develop a robust understanding of the community.

Age and Ethnicity

In terms of age profile, Rotherhithe has a younger population than Surrey Docks, with a greater proportion of residents of school age. Conversely, Surrey Docks has a higher number of working age residents. Just over a fifth of the Rotherhithe population are below the age of 25 whereas in Surrey Docks that same age group accounts for 15% of the total population.

In comparison to a number of the surrounding wards, Surrey Docks and Rotherhithe wards have significantly lower levels of young people. Of note, in Evelyn, Livesey and South Bermondsey Wards over a fifth of residents are under 18. Livesey is also home to a higher proportion of over 65s than in the surrounding wards.

Ethnic diversity is extremely varied across the wards. Rotherhithe has a larger proportion of BME representation than Surrey Docks. Across all of the wards, the largest BME group is of ‘Black/African/Caribbean/Black British’ origin.

Homes: type and tenure

In terms of housing tenure, a wide range can be found in the area around the site. The largest proportion of social-rented accommodation is found in Livesey (67%), Evelyn (57%) and South Bermondsey (52%). In these locations, over half of all households live in social-rented property. In the Surrey Docks ward, over a third of homes are privately owned and another third is privately rented.

Education and Industry

On average, residents of Rotherhithe and Surrey Docks wards tend to have higher levels of qualification attainment than neighbouring wards (with the exception of Riverside). To the south of the site, in Livesey ward, nearly a quarter of all working age residents have no formal qualifications.

Riverside, Rotherhithe and Surrey Docks show that the majority of residents work in ‘higher skill’ occupations (e.g. managers, professionals and technical professions), other nearby locations have nearly a third of their residents in ‘lower skill’ jobs. This can have significant impacts on a range of quality of life indicators.

The industries that residents work in also differ greatly according to ward. The residents of several wards including Livesey, South Bermondsey, and Evelyn are more likely to be employed in the retail, accommodation/food services and public sector (health/social work) than is the case in Riverside, Rotherhithe and Surrey Docks. In those locations, there is a tendency for people to work in finance, IT, and other professional industries.

Working age residents of Riverside, Rotherhithe and Surrey Docks wards are generally more likely to be economically active than in the surrounding area. To the south and south-east of the site, in Livesey and South Bermondsey, levels of economic activity are comparatively low.
LOCAL WARDS: HEADLINE DATA

AGE

01 ROTHERHITHE
17% 14% 61% 7%

02 SURREY DOCKS
12% 13% 69% 6%

03 EVELYN
23% 15% 55% 6%

04 LIVSEY
24% 14% 54% 9%

05 SOUTH BERMONDSEY
21% 14% 58% 7%

06 RIVERSIDE
12% 13% 68% 4%

JOBS

01 ROTHERHITHE
53% 26% 22%

02 SURREY DOCKS
64% 20% 14%

03 EVELYN
60% 30% 30%

04 LIVSEY
33% 31% 36%

05 SOUTH BERMONDSEY
39% 31% 30%

06 RIVERSIDE
68% 18% 14%

TENURE

01 ROTHERHITHE
24% 3% 46% 26%

02 SURREY DOCKS
38% 2% 24% 35%

03 EVELYN
17% 4% 57% 21%

04 LIVSEY
16% 1% 67% 15%

05 SOUTH BERMONDSEY
21% 4% 52% 22%

06 RIVERSIDE
29% 3% 34% 32%

*Due to rounding, totals shown may vary by up to 1%
Rotherhithe and Surrey Docks Wards

The masterplan site straddles the two wards of Rotherhithe and Surrey Docks. This part of the document considers the characteristics of those two wards specifically.

Across the two ward area of Surrey Docks and Rotherhithe, there are approx 12,500 homes. There is a fairly even split between homes that are privately-owned (31%), social-rented (35%) and privately rented (30%). This compares to the rest of Southwark where 44% of homes are in social-rented tenure. Both at ward level and borough level, the proportion of social rented accommodation is significantly above the London-wide average (at 24%). The majority of housing in the two ward area comprises flats/maisonettes/apartments.

The resident population in the two wards is currently characterised by:

- Higher than average levels of working age people,
- Fewer people in the 0 to 15s and 65+ age groups,
- Slightly less ethnically diverse population than the borough average,
- Higher levels of qualification attainment than the borough average,
- Around half of residents have achieved ‘Level 4’ qualifications (e.g. higher level BTEC, NVQ Level 4, and/or degree),
- Economic activity amongst working age residents is high,
- The majority of those in employment work in higher-skilled occupations, and
- Unemployment rates or those receiving Job Seekers Allowance (JSA) amongst working age residents is below the borough average.

*Does not include shared ownership or rent-free households

Note: Diagrams show the combined averages for the two ward area of Rotherhithe and Surrey

Source: census 2011
Local Area & Community

Context for Development

**AGE OF POPULATION**
- 7% Retired
- 79% Working Age
- 14% Children

**CAR OWNERSHIP BY HOUSEHOLD**
- 54% No Car
- 46% 1 or More Cars

**TYPE OF PROPERTY**
- 75% Flat or Apartment
- 25% House

**QUALIFICATIONS**
- 50% Degree or Higher*

**EMPLOYMENT**
- 68% in Full Time Employment

*people of working age

Source: census 2011 & NOMIS 2015

Note: Diagram show the combined averages for the two ward area of Rotherhithe and Surrey Docks
### Local Area & Community

**Local Community Groups and Organisations**

There are a range of local community groups, organisations and charities existing in the area. A mapping of groups is shown to the right. This shows a snapshot of local organisations and facilities, it is not exhaustive and will continue to change and grow throughout the project.

If you are interested in being involved or just want to be kept informed – please let us know (contact details on back page).

For a mapping of health facilities, education and places of workshop, please see Section 5.

#### Community Organisations/ Facilities

| 1 | What’s on Rotherhithe Group |
| 2 | Seven Islands Leisure Centre |
| 3 | Docklands Settlement Youth & Community Centre |
| 4 | Southwark Disablement Association |
| 5 | Surrey Docks Farm |
| 6 | Time and Talents Centre |
| 7 | United St Saviours |
| 8 | Surrey Docks Watersports Centre |
| 9 | Southwark Disability & Mobility Project |
| 10 | Children International |
| 11 | Re-write |
| 12 | 2000 Community Action Centre |
| 13 | Yalding Healthy Living Centre |
| 14 | Working with Men |
| 15 | Bede Centre |
| 16 | Tideaway Sailability |
| 17 | Silverwall Hall |
| 18 | Trinity Childcare |
| 19 | Bosco Centre |
| 20 | Evelyn Community Revival |
| 21 | Southwark Young Carers |
| 22 | Riverside Parents & Carers |
| 23 | United St Saviours |
| 24 | Siblings Together |
| 25 | Southwark Irish Pensioner’s Project |
| 26 | Springboard for Children |
| 27 | Fisher F.C. |

#### Tenants & Residents Associations

| 1 | Adams Gardens Estate |
| 2 | Canada Estate |
| 3 | Millpond Estate |
| 4 | Parkside |
| 5 | Abbeyfield Rotherhithe Society |
| 6 | Addy House |
| 7 | St Helena & Oldfield |
| 8 | Tissiba & Haddonfield |
| 9 | Hawkstone |
| 10 | Osprey Estate |
| 11 | Greenland Dock |
| 12 | Mayflower Estate |
| 13 | Silwood Estate |
| 14 | Toronto and Montreal |
| 15 | Woodland Crescent |
| 16 | Eddystone Tower TRA |
| 17 | Daubney Towr TRA |
| 18 | Deptford Wharf TRA |
| 19 | Foreshore |
| 20 | Aragon Tower TRA |
| 21 | Bembridge TRA |
| 22 | Manor TRA |
| 23 | Helen Peele Memorial Cottages |
| 24 | Sovereign Crescent RA |
| 25 | Southwark Group of Tenants Organisations |
| 26 | Cherry Garden TRA |
| 27 | South Dock Marina Bertholders Association |

#### Safety

| 1 | Surrey Docks & Rotherhithe Safer Neighbourhood Teams |

#### Youth

| 1 | Docklands JFC |
| 2 | New Venture Youth Club |
| 3 | Riverside Youth Centre |
| 4 | Bermondsey & Rotherhithe Youth Community Council |
| 5 | Salmon Youth Forum |
| 6 | Youth Club 4 the Blue |
| 7 | Red Lion Youth Club |
| 8 | Odessa Club |
| 9 | Surrey Docks Adventure Playground |

#### Arts & Culture

| 1 | Brunel Museum |
| 2 | Bubble Theatre |
| 3 | Canada Water Library |
| 4 | Rotherhithe Picture Library and Sands Film Studios |
| 5 | Cafe Gallery Projects - The Gallery |
| 6 | Cafe Gallery Projects - Dilston Grove |
| 7 | Co-Pepys |
This map shows a cross-section of local organisations and groups and represents a point in time. We’d love to hear of any more organisations so we can cross-check the project database and make sure we’re speaking to everyone we need to.
**Changing Economic Role**

The economic role of the area has changed significantly since the closure of the docks.

The changes implemented by London Docklands Development Corporation brought new retail and leisure jobs, as well as the Harmsworth Quays Printworks and other light industrial business.

Recently, the area has been earmarked in local and regional planning policy for regeneration, including a change in amount and type of employment opportunities. For more information see the section on the Canada Water Area Action Plan on page 48 of this document. The light industrial uses have been relocated, including the Printworks, freeing up large amounts of land for redevelopment.

**Opportunity Areas**

The Mayor of London’s London Plan (2016) emphasises the need to focus jobs, homes and growth on a number of strategic sites (defined as ‘Opportunity Areas’ in planning terms) with good transport connections to create new economic centres.

Canada Water is one of these areas and is also identified by Southwark as a key location for economic growth.

Although deprivation within the immediate areas are relatively low, parts of Bermondsey and Peckham to the south have very high unemployment. It is therefore important to think about how opportunities can be provided both for immediate communities but also the wider Borough. These policies are discussed more fully in Section 3.

**COMMENTARY**

The new development offers the opportunity to provide new homes, to modernise the retail offered, to bring considerable office space and to consider how a wider range of jobs in growth sectors can be brought to the area, creating a vibrant mixed use employment hub.
Birdseye view from Canada Water looking north west towards the Southbank, City of London and Wapping.
Planning & Policy
The planning system is complex and multifaceted, particularly in the case of bringing forward a long-term masterplan. The planning process has many steps and engages a wide range of stakeholders who ensure that the proposals are in line with the relevant local, regional and national policies, thereby meeting planning policy objectives for sustainable future growth.

This section will discuss the type of planning application envisaged for the masterplan, the type and purpose of documents to be submitted and the planning policies which will guide the development proposals.

**The Planning Process**

The diagram on the next page illustrates the different stages of the planning process and the various considerations when developing a masterplan.

The Canada Water Masterplan will set parameters and guidelines for how the site will come forward in the future. It is important this provides a flexible framework for delivery that can accommodate the changing political, community and market needs and demands over time.

**Planning Application Types**

There are two types of planning applications: full planning permission and outline planning permission. A full planning application provides all details relevant to the development at submission stage. This allows the development to commence immediately subject to any planning conditions. The large majority of planning applications, especially for smaller schemes, are submitted in this way.

Outline planning applications are submitted to agree the principle of a development in terms of scale and type. Once an outline planning application has been approved, it will be subject to planning conditions and in order to start work the detailed information must be submitted to the local authority for approval. These details would also be subject to public consultation in the normal way. This process is often referred to as a “reserved matters application” and will include more detail on layout, access, scale, and appearance of the buildings and public realm.

We expect the Canada Water Masterplan will take the form of a hybrid planning application. This means certain parts of the masterplan are submitted in detail seeking full planning permission. The other parts of the masterplan will be submitted in outline with detailed design matters reserved for future determination. This provides flexibility to allow for changes in the market or local requirements.

**What is a masterplan?**

A masterplan provides a structured concept and framework for development. It will typically consider land use, urban design, landscaping and public realm, routes and spaces, built form and infrastructure. A masterplan is comprised of drawings, three dimensional images, aerial photographs, maps and text to support the vision for the masterplan area. A masterplan must strike a balance between creating clear principles and objectives to support the creation of a place, whilst also remaining flexible to accommodate changes in the longer-term.
1. BEFORE THE MASTERPLAN

NATIONAL / REGIONAL / LOCAL

- National Planning Policy Framework & Guidance
- London Plan
- Southwark Core Strategy
- Canada Water Area Action Plan

PLANNING POLICY & RESPECTIVE CONSULTATIONS ONGOING

BRITISH LAND CORPORATE POLICIES

The starting point

2. MASTERPLAN DEVELOPMENT

STUDIES & ASSESSMENTS

- Research & scoping
- Testing the masterplan

COMMUNITY CONSULTATION & ENGAGEMENT

- Establishing priorities & aspirations
- Masterplan development
- Final masterplan

STATUTORY CONSULTDEES

SOUTHWARK COUNCIL PRE-APPLICATION CONSULTATION

Councillor consultation (Ward & Cabinet)

3. PLANNING APPLICATION

Decision

Statutory consultation (representations)

4. POST-PLANNING

- RESERVED MATTERS APPLICATIONS
- CONSTRUCTION & ONGOING LIAISON

Phase 1
The Illustrative Scheme & Planning Documents

The “illustrative masterplan” is a visual way to test ideas about the form, massing, uses and structure of the masterplan as they develop. It is only one way that the masterplan could take shape and it allows key stakeholders to understand the proposals during the design stage.

Key stakeholders can include the local community, the client, the landowner, the design team, Planning Officers (from both the Local Planning Authority, and the GLA), representatives of other statutory bodies such as Transport for London, Environment Agency, Historic England etc.

Once the layout and design principles for the masterplan are agreed between the developer and the Local Planning Authority in consultation with the local community, it will be fixed to allow the production of the following documents that will be included in the outline planning application:

Development Specification

The Development Specification sets out the location and nature of the proposal, including the amount of development and the range of uses.

Parameter Plans

The parameter plans are a series of drawings and images that guide the layout, and scale of the development. They define the maximum and minimum physical size of plots and buildings.

Design Guide

The Design Guide is to be read alongside the Parameter Plans and Development Specification. They provide guidance on how the buildings and landscape should be approached in the detailed design stages. This usually includes items such as design of entrances, type and location of balconies, or specific types of planting or paving.

The above documents become approved documents (i.e. form part of the legal Planning Permission) and will be read in conjunction with any reserved matters applications. Reserved matters applications will need to align with these approved documents.

Design & Access Statement (DAS)

The Design and Access Statement is a document that accompanies the planning application submission. Whilst it is not an approved document (i.e. it does not form part of the legal planning permission) it includes a written description and justification of the planning application. It will also include information about the site, and an explanation of the rationale and approach which have informed the design principles.

Environmental Impact Assessment

The Town and Country Planning Regulations 2011 require that a planning application for certain kinds of development must be subject to an Environmental Impact Assessment (EIA). EIAs are required when there are likely to be significant environmental effects arising from development; the process aims to ensure that potential environmental, cultural and socio-economic impacts and benefits of new development are taken into account when considering a planning application.

Within each topic there will be a baseline study to measure the existing conditions. These will help to inform the design development, highlighting areas of sensitivity or deficiency which should be addressed. Throughout design development interim tests will be run to assess potential impacts.

If the impacts are unacceptable, the design is modified so that an acceptable level of impact is reached. The final scheme submitted for planning will be rigorously tested to ensure the cumulative impact is appropriate and acceptable.

The findings of the EIA (presented within an Environmental Statement) will be reviewed by the Local Planning Authority, the Greater London Authority and various other relevant stakeholders (for example, Transport for London, Environment Agency, Historic England etc.).

The various disciplines assessed with the EIA are discussed in more detail in Sections 5 to 9. The application will also include a number of documents and strategies to explain the application proposals.
Consultation Overview

All planning applications will undergo consultation at various stages of the planning process with a range of stakeholders. Stakeholders include the local community, Statutory Consultees (i.e. the Environment Agency, TfL, Historic England, GLA). A long-term masterplan will typically engage more widely and more frequently than smaller-scale projects.

Throughout the pre-planning stages, there will be regular meetings between the design team and planning officers. Council members and Design Review Panels such as Design Council Cabe will be consulted periodically, and statutory consultees will be consulted regularly, depending on the relevance. Wider community engagement will be ongoing, and may take the form of an open public exhibition at key stages of the masterplan process as well as smaller focus group sessions at various intervals as well as the extensive use of social media platforms to keep interested parties updated.

Following the submission of the planning application, the Local Authority has a statutory duty to consult on the planning application. This is known as Statutory Consultation and all of the submission documentation will be available to the public to view and submit their comments. Community engagement is ongoing throughout the planning process, up to the point of determination and beyond the grant of planning permission during the construction phases.

Planning Obligations

During the planning process developers are usually required to mitigate the impact of a development through the use of planning obligations. Planning obligations can be financial contributions or an agreement to provide something physical that will mitigate the impacts of the development. Some examples could include provision or funding for affordable housing, social and community initiatives, or employment and training programmes. The local authority will negotiate the exact form of these contributions with the Applicant.

The Community Infrastructure Levy (CIL) is a levy on development which came into effect in 2010. Both the GLA and Southwark Council charge CIL on new developments. It is a flat rate per square metre of development floor space, based upon use and location. The purpose of CIL is to fund infrastructure projects such as transport, flood defences, schools, open spaces, medical or sporting and recreational facilities. The direction of funds is for the decision of the Local Authority and cannot be influenced by the developer. Given that the spending of CIL funds is at the Local Authority’s discretion (based upon the infrastructure items set out in their Regulation 123 List) there is no guarantee that all the CIL funds from a development will be spent locally to the site.

Section 106 Planning Obligations include site specific mitigation to make a development acceptable in planning terms and any obligations necessary to ensure compliance with adopted Development Plan policy. Following the introduction of CIL, S106 Obligations have been scaled back and must now only include matters which are directly related to a specific site and which are not set out in the Local Authority’s Regulation 123 List.
The Decision

Once submitted, the local planning authority will assess the planning application against national, regional, and local planning policy. They will consult stakeholders and the general public as part of this process taking into consideration any comments that are made. The GLA will also provide comments.

The statutory target determination period for a major application which is subject to an Environmental Impact Assessment is 16 weeks. Often with large applications an agreement is reached with the Council to extend this period.

Planning Officers will draft a Committee Report making a recommendation to Committee Members to either approve or refuse the planning application. The application will then be heard at Planning Committee and a decision will be made, which needs to be ratified by the GLA before a Decision Notice can be issued.

The Decision Notice will have planning conditions attached such as pre-commencement or phasing conditions or a requirement to submit a reserved matters application within a certain time frame.

Planning Policy

Planning Policy is governed by the Town and Country Planning Act (1990). There are generally three levels of planning policy: National, Regional, and Local. Each level of policy must form a coherent set of guidance for development.

The masterplan at Canada Water will be regulated by the following policy, in conformity with the Development Plan (unless mitigating circumstances allow otherwise):

- National Planning Policy – National Planning Policy Framework (2012) and National Planning Policy Guidance,
- Regional Planning Policy – The London Plan (2016) and associated Supplementary Planning Guidance, e.g: Housing (2016),

GLA Housing Zone

Canada Water has been designated by the Mayor of London as a “Housing Zone”. This is a new initiative which was first proposed in the Mayor’s draft Housing Strategy 2013. In these areas, housing provision will be supported by a range of planning and financial measures.
Figure 2 from the Canada Water AAP: The Boundaries of the AAP area

Key

- AAP core area
- Wider AAP area

Figure 5 from the Canada Water AAP: The Boundaries of the town centre

Key

- Town centre boundary
- Change to town centre boundary
- Wider AAP area
National Planning Policy Framework and Planning

The National Planning Policy Framework (NPPF) was published on 27 March 2012 and supersedes previous national planning guidance contained in various Planning Policy Guidance and Planning Policy Statements. The NPPF sets out the Government’s economic, environmental and social planning policies and is to have immediate effect on all planning decisions. The NPPF is a material consideration when making a determination under the Planning Acts.

At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both the plan-making and decision-taking process. This means approving development proposals that accord with the development plan without delay, and where the development plan is absent, silent, or out-of-date, granting permission unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits of development, or specific policies in the NPPF indicate otherwise.

The Planning Practice Guidance (PPG) was published on 6 March 2014. The purpose of this on-line guidance is to provide further support and clarification as to how the policies outlined in the NPPF can be applied and implemented. It includes guidance for local authorities regarding the assessment of housing and economic development needs.

The London Plan (March 2016)

The London Plan is the Mayor’s strategic Plan for London setting out an economic, environmental, transport and social framework for development. We anticipate that a new London Plan will be published by the new London Mayor, Sadiq Khan.

The London Plan identifies Canada Water as an Opportunity Area, encouraging intensity of development around good transport links. These are the Mayor’s principal opportunities in London for accommodating large scale development to provide substantial numbers of new employment and housing to help meet the London-wide need for new housing, with a mixed and intensive use of Land.

Southwark Core Strategy (April 2011)

The Southwark Core Strategy sets out the Council’s long term vision for the Borough including the spatial strategy and strategic policies to deliver sustainable development up to 2026.

The Core Strategy seeks to strengthen Canada Water’s role as a shopping destination, expanding the amount of retail space by around 35,000sqm and providing a much more diverse range of shops than at present, including a new department store and independent shops. The vision is for Canada Water to become a major town centre.

The Core Area (shown in the diagram opposite) will provide at least 2,500 high quality new homes, which will be accommodated in generally mixed use development. The action area will provide at least 875 affordable housing units. Office development will provide much needed space for local occupiers and, together with retail development, will generate around 2,000 new jobs.

More information

Full details on any of the policies can be found at:
www.southwark.gov.uk
www.london.gov.uk
www.gov.uk
Figure 4 from the Canada Water AAP: Canada Water AAP key diagram
Canada Water Area Action Plan (CWAAP) (Adopted November 2015)

The CWAAP is a local policy document, designed to guide development in the area over the next 15 years. The plan sets out the Council’s vision to deliver growth and regeneration across the action area as a whole and the core area of Canada Water. The guidance covers new housing, employment, leisure uses and improvements to infrastructure.

The core area of the AAP is larger than the Canada Water Masterplan and incorporates a number of additional sites.

Across the combined AAP sites guidance requires:

- at least 4,500 new homes,
- at least 1,000 new affordable homes,
- minimum of 12,000 m² employment floor space, and
- re-provision of cinema and leisure uses.

In terms of emerging policy, the Council is currently preparing the New Southwark Plan which is intended to replace the Core Strategy and saved Southwark Plan policies. The New Southwark Plan will contain the following:

- area visions - setting out the aspirations of the borough’s distinctive neighbourhoods
- sites allocated for development across the borough with requirements on how they should be developed
- planning policies for making decisions on planning applications and development proposals.

Key Policy Considerations:

With a project of this scale and complexity, there are a number of wide-ranging and interrelated matters which must be thoroughly analysed and considered during the development of a masterplan. Some of the key planning policy considerations are briefly summarised below:

Land Uses

Planning policy supports the development of Canada Water as a Major Town Centre, providing a range of uses including new retail, offices, homes, leisure and community facilities.

Housing

Planning policy directs new housing to Brownfield land and requires better housing choice and high quality homes.

Affordable Housing

Developments are required to provide the maximum reasonable amount of affordable housing for residential and mixed-use schemes, subject to viability considerations.

Height, Townscape and Views

Planning policy recognises the potential for tall buildings in Canada Water where this helps to stimulate regeneration and create a distinctive place.

Scale, Massing and Density

Planning policy encourages higher densities around key transport nodes and town centres.

Design

Good design is considered as a key aspect of sustainable development. Planning policy requires high quality and inclusive design for all developments, including individual buildings, public and private spaces and wider area development schemes.
Public Realm and Landscaping
Planning policy encourages high-quality and integrated public realm to create inclusive, attractive and safe environments for residents, workers and visitors.

Social Infrastructure
Planning policy recognises that there is an opportunity in Canada Water to provide more and better health, education and community facilities to meet the needs of a growing population.

Transport, Parking, Servicing and Access
The Masterplan will need to consider a range of measures, including public transport improvements, parking provision and highways improvements in order to mitigate the impact of new development on the existing transport infrastructure.

Environmental and Amenity Impacts including Daylight and Sunlight, Wind, Noise, Ecology
Developments should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate.

Energy and Sustainability
Development proposals are required to make the fullest contribution to minimising carbon dioxide emissions. Planning policy requires sustainable design and construction measures to improve the environmental performance of new developments and adapt to the effects of climate change over the lifetime of the development.

COMMENTARY
Canada Water has been identified as an Opportunity Area in the GLA’s planning policy and this, aligned with Southwark Council’s policy, suggests a significant Urban Centre should be created here. The area will experience a change from the current low density, suburban style shopping, leisure and industrial buildings created in the 1980s. To meet these aspirations Canada Water will become high density and much more mixed use.

We share this aspiration, and want to ensure that this scale of change brings maximum benefit to the local community in a number of ways, it should:

• Create a high quality environment with leisure, retail, eating and drinking opportunities to meet local needs
• Provide housing across a number of tenures, and suitable for a range of incomes and life stages.
• Provide workspace to suit local businesses and to attract new employers to the area;
• Give local people greater opportunity to gain new skills and to work in creating the development or the businesses that operate here.
• The scale of development proposed should enable these benefits/opportunities, and more, including new community facilities and places for leisure and recreation.

We will be working to meet the aspirations and expectations set by planning policy and collaborating with officers of the GLA and Southwark Council, the local community and other stakeholders in developing the proposals.
What is density?

As shown in the previous section, planning policy proposes a high density development, and in drawing up our plans there will be a great deal of focus on this issue. Here we discuss what density is, how it is measured and what this means.

Density is first and foremost a measure of how much building area is being fitted onto a piece of land, it is often therefore talked about as how efficiently the land is being used. Planning policy is aiming to address a shortage of homes and work space and therefore drives an increase in density to deliver as much as possible within the limited supply of land available.

There are different ways of accommodating the same density, either taller buildings and more open space, or lower buildings and less open space. Which you prefer is clearly subjective, but some uses tend to produce buildings that favour one solution or the other. For instance most offices prefer wider floor plates, lower buildings where as apartments prefer smaller floor plates for residential as adequate fresh air and light is needed. Retail tends to be focused on ground and first floors and therefore developments with segregated retail tends to be lower density. We go on to discuss mix of uses at the end of this section.

The character of a place is, in large part, determined by the scale of the buildings and the density. It is also greatly affected by mix of uses, the streetscape and public spaces, the level of activity and design of buildings and landscape. We have therefore compared a number of developments and parts of cities to give a better understanding of density and how it can create good environments for people to live and work.

Plot Ratio

Plot Ratio, sometimes referred to as Floor Area Ratio (FAR), is the total amount of development area divided by the site area. It is a useful measure for understanding the character of a place.

\[ \text{Plot Ratio} = \frac{\text{total floor area (m}^2\text{)}}{\text{site area (m}^2\text{)}} \]

This number demonstrates how many floors of development would be necessary if the entire plot was filled. A ‘plot’ quite often will have streets, gardens or other open space which is not covered by buildings.

A plot ratio of 4 means the total built area equates to a 4-storey building taking up the entire plot. This could also be an 8-storey building taking up only half of the plot.

Plot ratio of 4.0
Density and mixed use

How do you measure density?

Density is measured by the number of people living or working in an area, by number of homes or by the amount of occupiable floor space. All of these quantities are divided by a specified site area.

A hectare is 10,000 m² of area, equal to 1.47 acres

‘Dwellings per Hectare’ (dw/ha) and ‘Habitable Rooms per Hectare’ (Hr/Ha) are common measures. Habitable rooms per hectare is a common measure used for planning policy and applications. It tends to be more accurate as a measure because a dwelling could contain anywhere from two and 10 habitable rooms.

A ‘Habitable Room’ is a room within a home which can be used for sleeping, eating or living. This includes bedrooms, kitchens, living and dining rooms, but excludes bathrooms, utility rooms and storage areas.

Some councils recognise that hr/ha only accounts for residential uses and have therefore determined an equivalent floor area for other uses to more accurately measure total density of a site. Southwark Council has identified 27.5 m² of gross internal floor area (GIA) of non-residential uses as equivalent to one ‘habitable room.’

Dwellings/hectare and habitable rooms/hectare may not always take into account open space and amenity, depending upon where the site boundary is drawn. Within a masterplan, however, it is typical to measure the entire site, therefore counting all space, open or built upon.

Increased density in the urban environment

Intensification of London within its current boundaries reduces the impact of new development on protected Green Belt land. Limiting outward expansion and re-purposing underused land is not without challenges, but can lead to more sustainable growth for the future.

With increased density, people can live, work and shop in closer proximity and rely less on transport and roads for daily commuting. Sustainable energy solutions such as central heating plants (CHP), rain/grey water recycling, photovoltaic panels, and wind collection also become more viable. Among other things, there is reduced energy loss over short distances and demand is spread from day to night across residential and office use.

Increased population will inevitably create a greater demand on social and physical infrastructure. Infrastructure improvement strategies need to be considered at the network-wide level as well as local level to ensure an area is not overdeveloped. The London Plan has identified areas of intensification and growth after much research into infrastructure demand and required improvements (detailed in the London Infrastructure Plan 2050).

Dealing with density

Increased density today does not have to mean a decrease in health and well being. An Environmental Impact Assessment requires that all proposals meet quality standards for daylight, air, and noise and show no adverse impact in these areas on the surrounding context.

Ever increasing environmental standards means balancing the density of a development with sustainable and healthy ways of living is more important than ever. Also that people have a choice about where they live and work; first and foremost a new masterplan must create a desirable piece of city—a place where people want to be—that will adapt to the changing needs of its inhabitants over time.
Density in London

When compared to other large European cities research has shown that London is not as dense as places like Paris or Madrid, both of which are seen as having a high quality of life and exemplary urban form.

According to a report prepared by Savills and London First entitled, ‘Redefining Density’:

- Greater London has a population density of 55 people per hectare, whilst Inner London is 101 people per hectare.
- Paris has a population density of 213 people per hectare and central Madrid of 286 people per hectare.

London’s density over time

Whilst London’s population has grown over time, the density of the city has actually decreased. This is because London has traditionally expanded as it has grown; the decreased density and increased expansion related directly to improved transport, social infrastructure, health and well being. In 1830 with a population of 1.85 million, the density was 364 people per hectare. In 1929, with a population of 7.9 million, the density had decreased to 123 people per hectare.

Density in Southwark & Canada Water

According to the 2011 Census, the density of Southwark and more specifically Rotherhithe and Surrey Docks wards is lower than the Central London average.

- Southwark’s population density is 100 people per hectare
- Rotherhithe & Surrey Docks Wards is 79 people per hectare

---

Density and mixed use

We expect the Canada Water Masterplan to have a plot ratio around 4, in habitable room terms, this would be approaching 1100 hr/ha. We believe that density, when done well, can create great places. It meets the needs of the city by providing more homes and jobs and places for leisure. It can add to the vibrancy of a place by increasing activity, it makes businesses (especially retail and food and beverage units) more viable for the community and visitors.

Density also presents challenges. With the increased population there is a greater demand on the infrastructure. These challenges are not to be underestimated and we go on to discuss them later in this book. There are also plenty of examples of density done badly. Proper consideration of the microclimate is essential to make density work well. Later in this book we discuss our approach to wind, sunlight and other factors that will determine the success of the finished development.

As mentioned above, a number of factors other than density have as big an influence on the type of place. Design of buildings and open spaces have a huge part to play. We believe that Canada Water should accommodate the density shown, but still maintain the green nature of the area through planting of public spaces and maximising green terraces and roofs. We believe that high quality buildings and well designed, thoughtfully managed public spaces work together with density of development to create appealing places.

We believe that height is only one way of achieving density, and it is not always the best way. Variety is important. There will be places in the masterplan where smaller buildings are appropriate and some opportunities for landmark buildings.

In addition to developing proposals appropriate to the different character areas, the overall area of building, massing and form of the masterplan will be rigorously tested throughout the design stages for the quality of environment it will produce. Daylight, air, noise, wind, local and long distance views, transport and social infrastructure will all be tested through the Environmental Impact Assessment, a formal planning document. Each of these topic areas will be explained more fully in the following chapters.
Achieving increased density

There are a number of building types, block forms and ‘urban typologies’ which can achieve increased density in different ways.

Low rise

Low rise building is generally 2-5 stories, and is typically seen across suburban areas where achieving higher densities is not required. Terraced housing and often typical high streets up to 3 stories are good examples of low rise buildings.

Mid rise

There are a number of mid rise urban building typologies which can range from 5-15 stories. Perimeter blocks are built around a courtyard to maximise the perimeter of the plot. Perimeter blocks contribute greatly to the form of a city as they maintain the edge of the urban plots and clearly define streets and spaces.

High rise

Tall buildings utilise a small footprint for the amount of density they achieve. They can be situated either directly on the ground or on top of other buildings which fill out the urban block. A tall building which lands directly on the ground has the ability to free up much more of a plot to public open space at ground level. A tall building which grows out of a city block has the advantage of remaining fairly hidden from the street level view and everyday experience of the city.

The diagrams to the left demonstrate how different building typologies on the same size plot achieve density. They also compare how much open space is left after the building footprint is accounted for.
Density and mixed use

What is mixed use?

‘Mixed use’ means a place which has a variety of different uses within a building or area. This term can be applied to large masterplans, streets within town centres or even with a single building. The extent of mixture varies greatly and within a larger masterplan, some areas or buildings may be more or less mixed than others and some buildings or areas may have a predominant use such as office, retail or residential.

Town Centre

Canada Water has been designated a District centre with a view to expand to a Major town centre in the London Plan (2016). This is described as, “providing goods and services for more local communities and accessible by public transport, walking and cycling.” A District centre will typically have up to 50,000m² of retail and leisure uses whereas a Major centre will have more than 50,000m² and also have a substantial amount of employment uses.

Benefits of Mixed Use

There are many benefits of mixed use. Firstly, in terms of placemaking, having shops, cafés, workspace and leisure all within reach means there is something for everyone. A proper town centre has all of these amenities and more, meaning that people congregate for pleasure, convenience and socialisation, enlivening the streets throughout the day, week and year. The ground floor uses are those which most people will experience regularly. These are the public uses, typically shops, cafés, galleries and leisure, which bring visitors to the area and provide a sense of place and character. The upper floor uses, however, will provide people to activate the streets at different times. If the upper floor uses are residential, people will likely come and go at peak times in the morning and evening. If it is workspace, people will be in and out of the buildings throughout the day.

The conglomeration of many different uses within a town centre means that the streets, parks and squares will be more vibrant and lively. Subsequently, shops, restaurants and businesses will be more successful as they are in a place where people want to be.

A good mix will often make a place safer as there will be activity throughout the day and into the evening. Activity will promote passive surveillance and mean streets and spaces remain well lit and trafficked after dark.

Condensing uses adds to the sustainability of a place through both the infrastructure and the way people use the place. Providing homes near to workspaces and shopping reduces car trips for commuting and leisure; people can walk or cycle between activities instead of driving. Urban developments can also utilise sustainable energy solutions such as central heating plants (CHP) and reduced travel distances for energy, water and waste.

Mixed use:

1. Determines the type of place, i.e.: neighbourhood, town centre, business or cultural district.
2. Determines the kind of facilities and infrastructure required for a development, e.g.: energy, social, transport.
3. Creates a place which is more diverse, in terms of users and times of use.
Comparisons

To fully understand what density and mixed use means, we need to be able to relate the facts and figures to places we know and understand. We have chosen Kings Cross as a benchmark, a well known existing quarter of London.

Opportunity Areas in London

There are 38 Opportunity Areas identified in the London Plan. These are defined as:

“...the capital's major reservoir of brownfield land with significant capacity to accommodate new housing, commercial and other development...Typically [opportunity areas] can accommodate at least 5,000 jobs or 2,500 new homes or a combination of the two, along with other supporting facilities and infrastructure.”

Kings Cross is an Opportunity Areas and has been chosen as a comparison because it has characteristics similar to Canada Water:

- It is a large area of brownfield in one site as opposed to several smaller infill sites; and
- it hosts a range of uses from leisure and retail to offices and residential.

Familiar areas of London & Europe

We have selected a handful of well known locations to help formulate a more complete picture:

- Bankside
- Shad Thames
Density and mixed use

KING’S CROSS CENTRAL

Kings Cross Central in Camden is a 61 acre regeneration site in North London. It has provided a mixture of uses including new homes, workspaces, educational, retail and generous new public spaces.

Plot ratio : 3.02

CANADA WATER

A number of sites in Canada Water have been regenerated providing predominately new homes with some supporting leisure and retail uses. They range in height and form from courtyard blocks of 4-8 storeys to towers of 15-42 storeys.

Plot ratio : 3.19

A number of sites in Canada Water have been regenerated providing predominately new homes with some supporting leisure and retail uses. They range in height and form from courtyard blocks of 4-8 storeys to towers of 15-42 storeys.
Bankside is home to a substantial amount of office space, residential and hotel facilities, and a variety of shops and restaurants.

Shad Thames, historically a working riverside area of London, is a popular shopping, eating and working district. Blocks are typically 6 or 7 storeys with lanes of 5-7m between.
Good places can be made with a range of approaches to mixing uses.

Mixing uses makes sense to reduce journeys, allow more sustainable solutions (for instance district wide solutions to energy use), provide convenience for workers and residents.

In addition, we think a mix of uses is needed to create a genuine town centre; a vibrant place where people want to live, work, play, shop and socialise. The different daily cycles of the various uses allows a place to be active, interesting and safe for a far bigger part of the day.

We would like Canada Water to include a meaningful amount of each of the three main components; retail and leisure; work space; and residential, amongst others.

We go on to discuss later the needs of these different uses, and for the first two categories, critical mass is essential for them to thrive and deliver on the aspirations. We think that providing work space for around 20,000 workers and doubling the current amount of retail and leisure would give good confidence of achieving critical mass.

In addition to these main uses, other uses provide interest and value which will help to establish the place. Community uses and social infrastructure (health, schools) will need to be considered to serve the new residents and the existing community. We are also considering how higher education and cultural uses could form part of the masterplan, by speaking to possible occupiers.
05

Social Infrastructure
Existing Social Infrastructure

‘Social Infrastructure’ includes services, facilities and organisations which contribute to the well being of the local community and residents. In this section we talk specifically about the existing community facilities and organisations, leisure and recreation facilities and spaces, health facilities and education provision from early years through higher education.

British Land are in ongoing discussions with Southwark Council, the CCG (Clinical Commissioning Groups) and GLA to assess growth demands for health and education and look at effective ways to meet local need. This includes primary, secondary education and additional health facilities.

Community Facilities

There are many community facilities across the area, with their spread reflecting the different waves of development.

There are clusters around the edge of the Rotherhithe Peninsula, particularly to the north around Rotherhithe Street and around Lower Road, where virtually all the homes were built before the closure of the Docks.

When the Docks were filled in and residential development took place, the LDDC provided investment in community facilities, including several schools.

List of Community Facilities

- Docklands Settlements
- Holy Trinity Church Rotherhithe
- Silverlock Hall
- Canada Water Library
- Finnish Church in London
- The Brunel Museum
- Time & Talents Association
- St Mary’s Rotherhithe
- London Bubble Theatre
In addition to the community spaces shown above there are a wide range of other facilities (see following pages) and informal meeting spaces. All mappings reflect a point in time and are subject to change.

March 2017
Social infrastructure

Context for Development

Schools

Southwark Council are responsible for determining a long-term plan for school place provision across the borough. They take into account all of the emerging developments in the area to evaluate how many school places will be needed over time. With this information, they liaise with the local schools to formulate a plan for growth. This might be through expanding existing schools, providing new ones, or a combination of both. Southwark Council will inform landowners if a school is needed on their development as part of the borough-wide plan.

Some schools in the area have been expanded in recent years to meet growing demand and British Land is working with the Council and schools to consider the need for further expansions to provide for children living at Canada Water and developments in the wider area.

Secondary Education

Secondary schools are planned on a Borough-wide basis. There are 18 secondary schools in Southwark.

Bacon’s College secondary school has 6 forms of entry with space for 900 pupils. It has a sixth form. It was purpose-built by the LDDC in the early 1990s.

Compass School Southwark also falls within 1km of the site.

The Government has announced funding for two secondary free schools in Southwark, one on Southwark Bridge Road and one in East Dulwich.

The Council is currently reviewing whether other expansions are required to meet future demand.

Nurseries and Early Years

There are 17 early years establishments within 1km of the masterplan boundary. Pre-school facilities include children’s centres, day nurseries and nursery classes. Nursery classes are provided by: St Joseph’s Catholic Primary School, Rotherhithe Primary School, Redriff and Albion Primary School.

Primary Education

There are 11 primary schools within 1km of the masterplan boundary – nine are located in the Southwark and two are located in Lewisham. There has been growing demand for primary school places in this part of the Borough. The Council has worked with providers to expand some schools and has plans to expand others.

Ten out of the eleven schools are rated ‘Outstanding’ or ‘Good’ by Ofsted in their recent inspection reports.

Alfred Salter Primary School is the closest school to the masterplan boundary although a number of other primary schools are within close proximity including St Joseph’s Catholic Primary School and St John’s Roman Catholic Primary School.
List of schools

- Riverside Primary School
- Little Acorns
- Bosco Centre (Including Bosco Nursery)
- Strawberry Babycubs Nursery
- Joyful Star Nursery
- Skallywags
- Southwark Park Primary School
- Southwark Park School
- Child Play 1 Kids Club
- South Bermondsey Community Nursery
- South Bermondsey Children & Parent Centre
- Gods Grace Daycare
- Rotherhithe Primary School
- Rotherhithe Children & Family Centre
- Rotherhithe Early Years & Parents Centre
- St Joseph’s Catholic Primary School
- Albion Primary School
- Alfred Salter Primary School
- St John’s Roman Catholic Primary School
- Peter Hills With St Mary’s & St Paul’s CofE Primary School
- Redriff Primary School
- Redriff Daycare
- Redriff Children’s Centre
- Trinity Childcare
- Deptford Park Primary School
- Sir Francis Drake Primary School
- Compass School Southwark
- Bacon’s College
- Cavendish School
- Marathon Science School
Health

The area around Canada Water has a number of healthcare facilities including GPs, dentists, pharmacies and opticians. The area falls under the management of the NHS Southwark Clinical Commissioning Group (CCG). The CCG has a governing body elected from the 44 GP member surgeries, which helps to set priorities within the borough and allocate national funding appropriately.

The Surrey Docks Health Centre was opened in 2014 to provide modern premises for two GP practices. Options to expand other local practices in the area are currently being considered in order to meet the needs of the growing resident population.

All of the dental practices in the local area are currently accepting new patients.

Local GP surgeries and patient numbers*

- Park Medical Centre, Hawkstone Road: 3 GPs, 5474 registered patients
- Silverlock Medical Centre, Warndon Street: 3 GPs, 7445 registered patients
- Albion Street Group Practice, Albion Street: 8 GPs, 13,936 registered patients
- Surrey Docks Health Centre, Downton Road: 3 GPs, 4785 registered patients
- Surrey Docks Health Centre, Blondin Way: 6 GPs, 10665 registered patients
- Grove Medical Centre, Grove Street, Deptford: 5 GPs, 9070 registered patients
- Bermondsey Spa Medical Practice: 4 GPs, 9207 registered patients

* Information from NHS Choices & Southwark CCG websites (March 2017)
Green Infrastructure

There are 23 open spaces within 1km of the Site. These spaces include a mix of cultural open spaces, churchyards, sports grounds, gardens and parks. Immediately to the west of the Site is Southwark Park which includes two play spaces and a sports facility.

Southwark Park is currently earmarked for investment by the Council. The Council’s Open Space Strategy (2013) outlines plans for improvements including upgrading the athletics track and ancillary buildings. The Infrastructure Plan, which is supplementary to the local CIL charging schedule, outlines plans to improve pedestrian and cycling routes to and through the park.

A number of these open spaces feature play and youth spaces. There are also facilities provided by local schools.

List of Green Infrastructure and Play Spaces

- Southwark Park
- King’s Stairs Gardens
- King Edward III Manor House
- St Mary’s Gardens
- St Mary’s Churchyard
- Neptune Street Park
- King George’s Field
- Albion Channel
- Russia Dock Woodlands
- Stave Hill Ecological Park
Green Infrastructure & Play Space Within 800m of the Site

Key:
- Site boundary
- Canada Water AAP Area
- 800m Buffer
- Green infrastructure
- School sports/playground
- Play space
- Other

March 2017
Leisure and Recreation

Southwark Council currently manages two centres in the area: Seven Islands Leisure Centre and Surrey Docks Water Sports Centre.

Seven Islands provides a recently refurbished gym, sports hall, swimming pool and group exercise studio. The centre is currently the subject of a proposed redevelopment, being headed by Southwark Council, and if approved will be replaced with a new leisure centre in the local area. In February 2016, Southwark Council began improvement works to the existing, while consulting on the potential location of the new leisure centre.

Surrey Docks Water Sports Centre, on the south bank of Greenland Dock, offers a number of indoor and outdoor sports facilities on-site.

Other public leisure and recreation facilities include outdoor sports facilities across various parks including the Southwark Park Sports Centre, football pitches on St Paul’s Sports Ground and the outdoor gym in Durand’s Wharf Park. Southwark Council’s Open Space Strategy (2013) outlines plans for improvements across these facilities including an upgrade of facilities at Durand’s Wharf Park and improving the quality of the open space at St Paul’s Sports Ground.

Additional leisure and recreation facilities are found in commercial and educational facilities including Bacons College (open to the public outside school hours); the bowling, bingo and cinema on Surrey Quays Leisure Park; and three commercial gyms: Doubletree by Hilton; Pure Gym Bermondsey; and Muscle Factory Gym.

The Thames Path, docks and greenspaces (such as Russia Dock Woodlands, Southwark Park and Stave Hill Ecology Park) also offer informal leisure and recreation opportunities, e.g. fishing; running; bird-watching; and relaxation.
Social infrastructure

Community space

Leisure Centre

List of leisure & recreation facilities

Borough boundary

1km Buffer

Site boundary

Key

- Leisure Centre
- Outdoor sports facility
- Sports facility

March 2017

SOUTH BERMONDSEY

SURREY QUAYS

GREENLAND DOCK

QUEBEC WAY

RUSSELL DOCK

ECOLOGY PARK

WAPPING

BACONS COLLEGE

DURAND'S WHARF

DOUBLETREE BY HILTON

ST PAUL'S SPORTS GROUND

SOUTHWARK PARK OUTDOOR GYM

MELLISH FIELDS SPORTS GROUND

SOUTHWARK PARK BOWLS CLUB

HARRIS ACADEMY

PURE GYM

THE ARCH CLIMBING WALL

SEVEN ISLANDS LEISURE CENTRE

SOUTHWARK ATHLETICS CENTRE

MUSCLE FACTORY GYM

SURREY DOCKS WATERSPORTS CENTRE

BACONS COLLEGE SPORTS CENTRE

DURAND'S WHARF OUTDOOR GYM

DOUBLETREE BY HILTON

ST PAUL'S SPORTS GROUND

SOUTHWARK PARK OUTDOOR GYM

MELLISH FIELDS SPORTS GROUND

SOUTHWARK PARK BOWLS CLUB
Creating a sustainable place is a fundamental aim of the masterplan. This incorporates not only environmental sustainability, but also economic and social aspects. Sustainability will be considered by each element individually, and for the masterplan as a whole. This section summarises the approach to be taken at Canada Water, and sets out Government policies and planning guidance alongside British Land’s own sustainability targets and commitments which will govern the ambitions of the masterplan.

**Government Sustainability Standards and Targets**

The Government sets out a number of targets for new development, which are intended to move the country toward responsible future growth, decreasing reliance on fossil fuels and increasing innovative solutions for reducing consumption, reusing resources and materials and changing everyday behaviour of residents and visitors. These standards and targets are delivered through planning policy and regulations.

The government’s National Planning Policy Framework (NPPF), the most important planning document in the UK, includes within it a “presumption in favour of sustainable development” meaning that applications for sustainable developments should be approved without delay.

The London Plan sets out a number of policy requirements in relation to sustainability. It highlights climate change as a key sustainability issue and includes target reductions in carbon emissions (going beyond Building Regulations).

Southwark’s local planning policies reflect the London Plan requirements but also include detailed and specific policies on water efficiency, materials, sustainable drainage and discharge rates. Their policies also include specific requirements for Canada Water, set out in The Canada Water Area Action Plan (CWAAP).

The CWAAP sets out the Council’s plans to regenerate the area, transforming Canada Water into a town centre by strengthening its role as a shopping destination and by providing new homes.

The Building Regulations require certain minimum standards - for example with regard to energy efficiency and water consumption - to be met for new buildings.

The Canada Water proposals will, at a minimum, comply with these requirements.

**British Land Sustainability Strategy**

British Land’s 2020 Sustainability Strategy helps create Places People Prefer. It aims to make a positive difference to the lives of those working, shopping and living in and around its places, and for the wider society and environment, through four focus areas: wellbeing, community, future proofing, and skills & opportunity.

British Land has a number of further policies and guidance which deliver on this strategy and will be relevant to Canada Water. These are described below.

**Local Charter**

This Charter sets out how British Land aims to make a positive difference to people who work, shop or live in and around British Land properties. Building on the success of the previous Community Charter, it sets out how British Land supports successful communities and develops skills and opportunities to help local people and businesses grow, through seven commitments.
We create places that promote health, improve productivity and increase enjoyment

We make a positive contribution locally and act so our places are considered part of their local community

We protect asset value and generate income through energy generation and efficiency, materials innovation and flood risk reduction

We develop skills and opportunities to help local people and businesses grow

Our Local Commitments

1. Connect with communities so we understand local needs
2. Improve how local communities can influence decisions at our places
3. Help local people progress by supporting local jobs and training
4. Support educational initiatives for local people
5. Grow local businesses by buying their goods and services
6. Promote wellbeing and enjoyment
7. Offer the local community opportunities

www.britishland.com/local
**Context for Development**

**Sustainability Brief for Developments**

This Brief sets out how British Land ensures that the community, stakeholders and wider society benefit from development activity. The Brief charts environmental, social and economic targets and policies for each stage of the project – from engagement to design, to construction. These include targets such as a quota of the UK supply chain workforce to be apprentices and commitments to divert all waste from landfill. The Brief will lead to specific targets for Canada Water and will guide delivery. A specific Sustainability Brief has been developed for Canada Water masterplan.

**Supply Chain Charter**

British Land recognises that big positive impacts can be made through the supply chain. This Charter sets out minimum requirements and best practice expectations for all key suppliers, including adherence to fair working practices and suppliers undertaking community work for local organisations. This Charter will apply to all contractors and nearly all consultants on Canada Water, leveraging the supply chain to create value for the local area.

**Canada Water Sustainability Strategy**

Consideration will be given for the impact of change brought about by the development at Canada Water. However, with this change comes the opportunity to deliver a more sustainable place for people to live, work and enjoy.

Social, economic and environmental sustainability will be at the heart of our Masterplan proposals. We are producing bespoke strategies and plans, informed by our corporate briefs and targets, but tailored to reflect Canada Water. We’ll share and discuss our approach and strategies with the community as they evolve, and these will form part of the planning application.

A Sustainability Brief for Canada Water will include, but is not limited to:

- a Socio-economic Strategy, including skills and employment, and education strategies.
- a Public Realm and Open Space Strategy;
- an Energy Strategy;
- a Biodiversity Strategy;
- a Waste Strategy;
- Flood Risk Assessment and Sustainable Drainage Strategy; and
- a Sustainable Travel Plan.

This strategy sets out the approach to various elements of environmental sustainability. The socio-economic strategy is still in development and will evolve as the masterplan develops. We will consult on this as the proposals develop and welcome ideas, comments and feedback on the aims. The aim is to deliver a positive legacy through the Canada Water masterplan.
British Land’s Sustainability Brief for Developments

Inset of British Land’s Supply Chain Charter
Queens Award for Enterprise

British Land was awarded the 2016 Queens Award for Enterprise, the UK’s highest accolade for business success. This was given to British Land for bringing major economic, social and environmental benefits to the UK over the last five years. We’re immensely proud of what this means and will ensure that our efforts here continue to be reflected at Canada Water; building strong partnerships with the local community and business, leaving a positive legacy for the future.

For environmental sustainability this means aiming to have a positive impact on the environment: for example, improving biodiversity, air quality and water quality; reducing flood risk; reducing water consumption and using resources efficiently. It also means selecting sustainable materials (such as 100% of timber from FSC).

COMMENTARY

A commitment to sustainability runs through everything British Land do and desire to achieve at Canada Water. The Canada Water Masterplan is a long term investment for us, and we intend to own and manage the spaces and places created and be considered part of the community. This long term view creates a unique opportunity for us to embed social, economic and environmental sustainability in the way we develop & build, the mix of uses, and the everyday functions once completed.

Our strategy for delivering social and economic benefits locally includes creating sustainable opportunities for employment and training for local residents including apprenticeships, building up local businesses and the supply chain to create local economic growth; working with schools and investing in education so young people locally are able to access the employment created, and supporting activities and governance structures which bring the community and businesses together to continue to deliver on these objectives.

The guidance and polices we have in place are available on our British Land website for all to view, comment and hold us to, to ensure we’re delivering on what we set out and creating positive outcomes for the communities around our projects. In due course we will develop and share our strategies for Canada Water for local comment and input.
Global Generation’s Skip Garden at King’s Cross: Global Generation are working on a number of projects in Canada Water supported by British Land.
Environment, Ecology and Biodiversity are a crucial part of any urban development. This section helps us to understand the existing assets and potential of the site. This understanding will help to ensure future proposals are sensitive, build upon the local environment, maximise potential for creating habitats and provide a sustainable way of living in the near future.

**Ecology and biodiversity**

An ecological appraisal of the site, which includes surveys by qualified ecologists, recorded a number of common urban habitats, though none with a designated status. The block of scrub and broadleaved tree habitat present alongside the reed-bed habitat on the western edge of Canada Water, plus smaller reed-bed vegetated areas along the northern and southern sides of the basin, provide the only substantial vegetated habitat within the Canada Water and Surrey Water Sites of Importance for Nature Conservation (SINCs).

The remainder of the site comprises areas of amenity grassland, ornamental planting, and shrub planting with scattered broad leaved trees; all of which provide some potential to support foraging and nesting common birds. No bats have been recorded on the Masterplan site.

---

**Survey Data**

Survey information used as a baseline in the Environmental Impact Assessment must be less than 2 years old at the time of a planning application submission. There are only certain times of the year when surveys can reasonably be undertaken in order to properly find evidence of habitats and species.

Therefore, whilst initial surveys have been undertaken to inform the design process, additional surveys may be conducted prior to application submission in order to ensure the team has up to date information.
Data extracted from Southwark Council’s Open Space Strategy 2013. Subsequent to this document there have been a number of changes in the area, some notable examples are the new Fisher FC football ground (CW1), development of OS6 and the introduction of Canada Water Plaza, amongst others. The team will always work with the most up to date information.
Environment, ecology and biodiversity

Russia Dock Woodland forms part of Russia Dock Woodlands & Stave Hill Nature Park Site of Importance for Nature Conservation (SINC).

Canada Water forms part of Canada and Surrey Waters Site of Importance for Nature Conservation (SINC).

Large area of ornamental planting. Species recorded include rose sp. Rosa sp., buddleia Buddleja davidii., hazel Corylus avellana, rowan Sorbus aucuparia, Norway maple Acer platanoides, spotted laurel Aucuba japonica, bamboo Bambusa sp, Cotoneaster sp. and Hebe sp.

Area of shrub planting with scattered broad leaved trees.

Several stands of Japanese knotweed Fallopia japonica recorded in area of ornamental planting.

Areas of reedbeds created along boundary of Canada Water. Several bird species recorded utilising the reedbeds for nesting.

Two house martin nest boxes mounted on northern facing wall of Surrey Quays Shopping Centre building.

Six common swift nest boxes mounted on western facing wall of Surrey Quays Shopping Centre building.

Two bee hives, one of which was occupied within the loading area at the rear of Surrey Quays Shopping Centre building.

Canal linking Canada and Surrey Water, gabian baskets of reedbeds and purple loosestrife are present along the length, providing shelter for common waterbirds, such as coot, moorhen and mallards.

Bird nesting platform – floating near the public access area, a number of black headed gulls were seen, during the survey, resting.

Chimney structure and ivy within the dense scrub.

Buddleja within the reed-bed margins.

Mud with marginal vegetation and reed-bed edges.

Concrete pontoon – for use by fishermen, locked to prevent public access, used by waterbirds on Canada Water.

No dockside vegetation present, a number of floating bird ‘islands’ were present with a number of common bird species (mallard and black-headed gull) using them.

Pond surrounded by hardstanding, approx. 2m x 3m and heavily overgrown.

Pond – fenced off area with slope, overgrown with ruderal species, low water level at the time of the survey.

Hawthorn hedge – monoculture and poorly managed, approx. 15m long.

Orchard with ornamental fruit trees planted, managed by the local school.

Waterbody - heavily overgrown.

Damp grassland / dry waterbody - at the time of survey.
Archeology

The archeological background of the site and immediate vicinity are well understood. The site does not contain any nationally designated (protected) heritage assets, nor does it lie within or near to an archaeological priority area. The majority of the site was occupied by the Surrey Commercial Docks from the mid-19th century to the late 20th century when they were in-filled.

One previous investigation carried out on the site was an evaluation at Canada Yard South, within the Surrey Quays Leisure Park Site. The investigations uncovered remains of post-medieval activity, remains of the in-filled dock, and garden soils overlain by made ground deposits. A further 18 archeological investigations have been carried out within the study area, which give a general picture of a former marsh landscape followed by development from the 19th century onward.

Excavation of the dock ponds in the late 19th century uncovered evidence of buried prehistoric landscapes within the site. Sheep, horse and dog bones were noted to have been contained within peat deposits. Further to this an oval flint knife was noted in the area of Surrey Docks in 1895. The site lies within an area of generally high prehistoric potential, including finds of worked flint tools and well preserved timbers within peat deposits.

The main archeological potential for the site comprises remains of the 19th century Surrey Dock Ponds and associated warehousing from the 19th and early 20th centuries. Historic mapping shows the dock ponds were realigned twice and remains of the walls of Timber Ponds 1 and 4 may still survive. In addition, the eastern wall of Timber Pond No 3 and the entrance to the docks may still be present.

The EIA will seek to address any potential impacts to archeology and produce an appropriate mitigation strategy. Given our understanding of the site and the potential for archeological remains, our expectation is that archeological monitoring of geotechnical work will be carried out prior to construction. This will refine our understanding of the nature and depth of deposits and the likely archeological survival, which will in turn inform the mitigation strategy and next steps.
Potential Ground Contamination

The site has a long history of industrial activity. From Rotherhithe’s ship building era in the 17th Century to the commercial dock system in the 19th Century and its more recent light industrial uses in the 1980s. Like many brownfield sites, parts of the Masterplan site may contain varying levels of contamination. The evidence from previous site investigations shows the levels of contamination to be low to medium and consistent with the previous uses of the site.

Investigations on the Printworks, Robert’s Close and Surrey Quays Shopping Centre sites revealed occasional elevated concentrations of lead, benzo(a)pyrene and some occurrences of asbestos containing materials. These contaminants are typical for fill materials in the London area and can be easily remediated.

Localised contamination with fuels is present on the Printworks site and will most likely be present to some degree on the site of the Tesco petrol station on the Surrey Quays Shopping Centre. Ground gas, mainly composed of methane and carbon dioxide, is also expected as in-filled land is a common source.

As the docklands were targets of bombing raids in the Second World War, unexploded bombs, incendiary devices and similar hazards may also be present on site.

Made Ground

The docks were filled in with soil, sand and other ground materials and compacted to create a solid base for new buildings. This is called Made Ground. There are usually minimal contaminates within Made Ground, but as the source is unknown, extensive ground investigation will take place before construction begins to ensure any risks are addressed.
Microclimate

‘Microclimate’ describes weather which occurs in a small area, as opposed to regional or global climate patterns. This means that some places may be warmer or windier than the general climate of the area due to natural features or the built environment.

New developments can have an effect on the current local microclimate and are best mitigated through design. The London Plan stresses that new development “should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate.”

Local changes in temperature can be addressed through a mixture of landscaping features, which reduce the amount of dark man-made surface materials. A reduced energy output from buildings also helps to minimise temperature increases.

The most common microclimate effect of developments is an impact on wind patterns and speed, which can be controlled through positioning and form of buildings as well as the addition of soft, natural features.

Wind

The meteorological data for the area indicates prevailing winds from the south-west throughout the year. This is typical for many areas of southern England. There is a secondary peak of cold north easterly winds, especially during the spring.

Wind tunnel testing of the existing site, utilizing 30 years of meteorological data for London, has noted a generally calm environment across the site with elevated wind speeds to the north of the Printworks and around Canada Water Library. The wind environment recorded around the library is generally windier than the surrounding local area, with conditions here likely to be perceived as windy and a nuisance by comparison.

COMMENTARY

We want to ensure the comfort and safety of new public and open spaces, and those of adjacent areas. How the prevailing winds affect the performance of new buildings, and how in turn, it will change the local wind environment are questions that will need answering.

Wind tunnel testing is the most well-established and robust means of assessing the wind microclimate and this method will be utilized throughout the design process to ensure the answers to these questions are clear and any potential adverse effects are designed out.

We acknowledge that parts of Canada Water experience windy conditions and we will carefully consider the results of the wind assessment to ensure appropriate conditions within and around the masterplan. The aim is to ensure the massing of new buildings does not create adverse conditions anywhere in the masterplan and adjacent area. Public streets, squares, parks, roof terraces and balconies all need to be comfortable for people to use throughout the year.

Wind Level Benchmarking

Wind speeds are assessed by a method called the ‘Lawson Criteria.’ It determines the comfort level of a point with regard to wind speeds and frequency and categorizes them as appropriate for different activities:

- Sitting
- Standing or Entrance Locations
- Leisure walking
- Business Walking
- Car Park or Roadway
Image of a wind tunnel testing facility
Daylight / Sunlight

The quality of amenity for buildings and open spaces is increasingly becoming the subject of concern and attention for many interested parties. Local Authorities require that a developer consider, amongst other matters, the potential daylight, sunlight and overshadowing impacts to neighbouring properties as well as the levels of light within the proposed development. When reviewing new development proposals, Local Authorities will be guided by the tests laid out by the Building Research Establishment (BRE) guidance ‘Site Layout Planning for Daylight and Sunlight’.

This issue is one of the many topics that Southwark Council Planning Department will consider when processing the planning application and the BRE guidance should also be considered in the context of London. To this end, further guidance can be found within the GLA’s Supplementary Planning Guidance as well as the recently published White Paper on housing.

An assessment of daylight/sunlight based on the BRE report will typically contain one or more of the following tests:

- **Vertical Sky Component (VSC):** the main test used to assess the impact of a development on neighbouring properties. It assesses the amount of light reaching a window directly from the sky. The BRE guidance suggests a figure of 27% as ideal, where an unobstructed window would achieve a little under 40%. Where this is not possible, a 20% reduction of VSC would likely be unnoticeable by an occupant.

- **Daylight Distribution No Sky Line:** this test assesses the area of a room which can see the sky. For this test to be truly informative, the room layouts should be known.

- **Average Daylight Factor:** a measure of the average levels of light within a room, typically used for new dwellings as the room layouts must be known.

- **Annual Probable Sunlight Hours:** the potential sunlight availability. Applicable for both neighbouring properties and new dwellings.

- **Overshadowing to Gardens and Open Spaces:** the availability of sunlight for any open spaces where sunlight is required (e.g. gardens, parks, playgrounds, public squares, etc.). The BRE guidance requires that 50% of each space be exposed to a minimum of 2 hours of sunlight on the 21st of March (spring Equinox). These are used for spaces within and adjacent to the proposed scheme but BRE suggests for neighbouring areas, up to a 20% reduction is acceptable.

**COMMENTARY**

Considering daylight, sunlight and shadowing is vital to the quality of the public spaces, amenity spaces and residential areas both within and adjacent to the masterplan area.

Local Authorities vary in their attitude to how flexible they can be with worsening the impact on the amenity enjoyed by neighbouring owners. In city centres, where there is high density, it can be the subject of hot debate as to whether further loss of amenity is material or not. There are many factors that need to be taken into account and therefore each case has to be considered on its own merits. Clearly, though, there are governing principles which direct and inform on the approach that is taken.

A specialist consultancy are part of the masterplanning team to advise on and test daylight, sunlight and overshadowing to help ensure we are creating a range of spaces and places which can be enjoyed throughout the day and year. These assessments will also test the effects that the proposed buildings may have on residential properties around the Masterplan site.

The testing will be an iterative process to inform the design evolution and we will share these assessments with the community as part of the wider consultation process.
Sunset image looking north over Rotherhithe and the City.
Air Quality

The entire borough of Southwark, except for the area to the south of the A205, has been declared an Air Quality Management Area (AQMA). It has been identified as being particularly polluted, largely due to heavy traffic and therefore the management and improvement of air quality in the borough is essential.

Cars, buses, lorries and other vehicles emit a variety of pollutants, principally carbon monoxide (CO), oxides of nitrogen (NOx), volatile organic compounds (VOCs) and particulate matter (PM10), which have an increasing impact on urban air quality.

Southwark has several ‘Commuter Corridors’ that support a constant flow of heavy traffic to and from central London. Because of their potential impacts on human health and the natural environment, ambient concentrations for a number of these pollutants are measured continuously by Southwark Council.

This process identified that all pollutant concentration objectives were met in Southwark except for two- nitrogen dioxide (NO2) and PM10, and by far the greatest contribution of both pollutants comes from road traffic.

Monitoring undertaken in 2014 indicated that the annual mean NO2 concentrations in the northeast of the Site are below the annual mean objective value of 40mg/m3, while those located to the south and west of the Site exceed the annual mean objective. The highest concentration was measured at the diffusion tube located on A200 Lower Road which indicates that the greatest source of pollution at the Site is traffic on Lower Road and to a lesser extent the traffic on Surrey Quays Road.

Things have improved since 2014, traffic levels have dropped and air quality as a result is improving.

COMMENTARY

Air Quality

The Canada Water Masterplan aims to be air quality neutral, and not lead to further deterioration of existing poor air quality.

Through consultation with Southwark Council we will actively monitor local air quality to ensure the effect of any future scheme is entirely understood and appropriate mitigation is in place. Southwark will require us to model and submit air quality assessments for all phases of development to confirm the impact that emissions from sources such as cars and heating plant will have. The Council will also require us to adopt the measures included in the London Councils and GLA Best Practice Guidance on construction and demolition. Our environmental construction management plans will therefore demonstrate how we will limit the impact of construction and demolition on air quality.

As a first stage in this process, we will seek to fully understand the local air quality through reviewing the results from existing monitoring stations set up by Southwark Council and also through obtaining our own long term monitoring data via diffusion tubes. This is a simple but effective method for collecting site specific air quality data in order to give an indication of average air pollutant concentrations. The method consists of a tube with an appropriate absorbent material at one end, mounted on to street furniture. The concentrations of pollutants are then analysed in a laboratory. Setting up a series of diffusion tubes over a long period of time will provide a clear picture of existing (baseline) air quality across the entire site and a robust baseline for modelling future scenarios.
A year long installation, in 2015, by WMB studio on Tooley Street, a miniature modular park. Its aim was to monitor air quality and offer plant covered seating for passersby.
Noise

The Masterplan site is bounded by several main roads and also the London Overground Railway line to the west. These noise sources could have an influence on our development proposals, in particular the location, layout and design of new homes and other living accommodation. Acoustic design implications will need to be considered at the early concept design stage to ensure the various uses and spaces are appropriately located.

A preliminary noise survey and subsequent mapping results reveal the site to be exposed to high levels of noise where it extends closest to and has greatest angle of view to the local road network. Noise levels in these areas, whilst undesirable, do not represent an insurmountable obstacle to development.

One of the biggest contributors of noise from new developments is, of course, their construction. Southwark Council has a Code of Construction Practice targeted at the construction industry. This document aims to make construction companies aware of the rules that must be followed and encourages the industry to ensure that as little impact as possible is made on the surrounding environment and community.

Careful space planning and strategic internal layouts of buildings can do much to reduce noise exposure, ensuring that residential and other spaces are suitable for their intended use. Furthermore, this approach minimises the need for non-standard and consequently more costly measures having to be designed and built-in to the proposed development (e.g. acoustic screening, high performance external building fabric glazing systems which can have structural implications).

Protecting external amenity areas can pose more of a challenge. Quiet areas should be promoted and protected where possible, thereby contributing to a positive soundscape; however, credited guidance on noise does recognise that in noisy areas a compromise between elevated noise levels and other factors, such as the convenience of living in such locations or making efficient use of land resources to ensure that development needs can be met, should be considered when having regard to external amenity areas.

We will adhere to the Council’s Code of Construction Practice and work closely with Southwark and the neighbouring community to minimise disturbance during construction.

The possible requirement for, and application of, these mitigation techniques will be addressed in more detail as part of our EIA. A construction management plan will be submitted with the Planning Application.
Environment, ecology and biodiversity

Context for Development

Short term noise monitoring being undertaken on the site
Transport is a key issue for the Canada Water masterplan to address. We are very aware that transport has remained a consistent priority for local residents through all of our consultation events and local discussions and are grateful for the feedback and ideas shared with us to date.

A coherent and accessible transport network for all users in the area is vital to the success of the masterplan and new town centre. Working closely with Southwark Council and Transport for London (TfL), the masterplan team will incorporate provision for pedestrians, cyclists, public transport users and private vehicles within the scheme, as well as ensuring that land uses can be serviced in a coherent and efficient manner.

Transport vision

The development of the masterplan at Canada Water presents an excellent opportunity to improve connections in and around the Canada Water area, which suffers from a range of existing challenges discussed in the following sub-sections.

Mayoral policy encourages growth, in particular around public transport nodes. There is substantial emphasis on the need to support new development with design quality and initiatives which prioritise public transport use (with buses becoming increasingly important), cycling and walking and contributes to the health and wellbeing of residents and workers.

The masterplan team is working with TfL and Southwark Council as they address existing issues and to develop suitable ways to mitigate transport impacts of the proposals. With targeted interventions by TfL and Southwark Council on the existing network and appropriate new initiatives, the transport network is expected to have capacity to integrate the masterplan proposals.

The key themes of the transport strategy for the masterplan can be summarised as follows:

- Work with TfL and Southwark Council on their plans to improve the operation of the existing transport networks, in particular to address existing congestion on Jamaica Road and Lower Road and passenger access at Canada Water and Surrey Quays stations;
- Respond to the priorities of Healthy Streets, better air quality and improved health through design which encourages and prioritises walking and cycling, creates high quality public spaces and reduces exposure to high levels of traffic;
- Maximise opportunities to make short- to medium-distance journeys by foot and cycle through the mix of land uses within the development, enhanced walking and cycling facilities and new connections between the new development, transport services and the surrounding community;
- Maximise bus use as an alternative to rail / tube for shorter journeys, links to the surrounding communities and on non-rail corridors through support for bus capacity enhancements, new routes and bus priority measures;
- Distribute rail / tube use across the two lines and four local stations, managing demand to reduce the impact at the busiest times through an appropriate mix of land uses, technology and providing viable alternative travel options;
- Keep car use by site users low by providing appropriate levels of parking, design and alternative modes, to minimise extra congestion and delays; and
- Manage delivery and servicing activity related to the masterplan to limit the number of additional delivery vehicles on the surrounding roads and within the new development;
PLAN OF WIDER AREA ROUTES

Key

- Key movement routes. Line weight indicates intensity of use.
- Connection to the edge of the Canada Water Masterplan area
- Site boundary
Local transport network

The masterplan site is currently well connected to public transport services but suffers from a range of challenges, in terms of the existing spatial layout, permeability and connectivity, safety and air quality issues on the road network and demand and reliability issues on public transport.

Both TfL and Southwark Council are already aware of these existing challenges on the transport network and have proposed several initiatives (funded and unfunded) which, if implemented, could provide significant benefit to local residents and site users. Most recently, TfL and Southwark Council have commenced a Strategic Transport Study (STS) for the wider Rotherhithe area in order to support the local policy objectives and to support the long term growth projected for the area. The STS will undertake detailed transport modelling to assess the current situation and identify a package of interventions to improve transport connections locally.

This section summarises the current issues across the various modes of transport and known proposals by TfL and Southwark Council to enhance infrastructure and services in the future.

Walking

Several walking routes connect the site to the local area, including paths to and through Greenland Dock, Russia Dock Woodland, Southwark Park, the Thames Path to the north and Old Kent Road to the south. The site itself presents a barrier to east-west pedestrian movement, with minimal through routes and poor pedestrian crossing provision. The masterplan team has mapped existing connections and points of access to the site and surrounding facilities, which is informing the network of streets, paths and spaces within the masterplan.

Connections to Canada Water station are generally good, with access points on both sides of Surrey Quays Road and adequate legibility of the routes to both bus and underground stations. Access to Surrey Quays station is more difficult due to the limited number of pedestrian crossing points and a complicated road network. There are a number of safety concerns related to pedestrian routes, crossings and conflict with traffic, in particular on Lower Road and on Rotherhithe Tunnel roundabout. Almost 40% of accidents in the area between 2011 and 2015 involved a pedestrian or a cyclist.

Cycling

Canada Water is within 15 minutes’ cycling time of Greenwich, New Cross, Peckham and Southwark. The National Cycle Route 4 passes east of the site providing connection with Greenwich and Central London locally and a range of destinations on a wider scale. NCR 425 also passes close to the site (south) connecting Burgess Park and Rotherhithe.

There is a designated ‘Quietway’ route south of the site and several local routes, green paths and cycle facilities within the area, with good cycle stand provision at Canada Water station. Nevertheless, there is a lack of consistent cycling provision both in the main corridors and secondary routes. TfL’s London Cycle Hire scheme does not yet include the Rotherhithe area, which also limits the potential take-up of cycling.

Cycling is permitted in the Rotherhithe Tunnel itself, although no facilities are provided and air quality is poor. Accordingly, there are very low levels of cycling through the tunnel. With no other crossings in the local area between Tower Bridge and the Emirates cable car, cross-river cycling connectivity is severely constrained.

Several local residents have noted safety concerns in relation to cycling in the local area, with traffic congestion on Lower Road, Jamaica Road and at the Rotherhithe Tunnel roundabout amongst particular concerns.

Cycling is generally considered safer in the quieter streets in the Rotherhithe peninsula area, although the poor permeability and condition of the local streets in the masterplan area are likely to reduce the number of local journeys made by cycle.

The Mayor of London, Deputy Mayor for Transport and TfL aim to substantially increase the number of journeys made by cycle. The new ‘Healthy Streets for London’ document published by the GLA and TfL in February 2017 sets out an
Canada Water Area Action Plan Core Area and Town Centre designation

- **National Route 4**
- **Proposed CS4**
- **Quietway 1 Waterloo to Greenwich**
- **Local routes**
- **Potential Rotherhithe Crossing location**
- **Site boundary**
The role of TfL and Southwark Council

Both Transport for London (TfL) and Southwark Council are statutory transport consultees. TfL manages not only the Underground, Overground and Bus networks, but also some of the larger strategic highways such as Jamaica Road and the Rotherhithe Tunnel.

Southwark Council manages Lower Road as part of their Strategic Road Network as well as the other adopted local streets.
ACCESSIBILITY (PTAL) - 2011

2016 WebCAT Public Transport Accessibility Levels (PTAL)

<table>
<thead>
<tr>
<th>Level</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>6b</td>
<td>6a</td>
</tr>
<tr>
<td>5</td>
<td>4</td>
</tr>
<tr>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>1b</td>
<td>1a</td>
</tr>
<tr>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>
Transport

Context for Development

• Convoluted and indirect bus routes around and between Canada Water and Surrey Quays, leading to longer journey times; and

• A general lack of accessibility of parts of the peninsula, exacerbated by on-street parking which can also delay buses on local routes.

Demand for bus use is expected to significantly increase in the future, in part as a result of the new developments in the Rotherhithe, Deptford, Old Kent Road and Bermondsey areas. In response to projected changes in demand, TfL, in liaison with Southwark and Lewisham Councils, has developed an initial strategy for the future bus network in the area. The strategy was published in early 2017 with proposals for enhanced bus reliability and services to and from the Rotherhithe peninsula.

Southwark Council is working with TfL to assess the need for services as passenger demand increases. Developer contributions from planning obligations are likely to be required to support new bus services where a need for them has been identified. The masterplan will also provide appropriate facilities for bus services within the site, in consultation with TfL and Southwark Council.

London Underground

The Jubilee line, which runs from Stratford to Stanmore via central London, serves Canada Water (fare zone 2) with a peak frequency of 30 trains per hour. The Night Tube offers a round-the-clock service on Fridays and Saturdays on five lines including the Jubilee.

Canada Water station is very busy at peak times. This is primarily a result of the volume of passengers interchanging between the London Overground line and the Jubilee line – up to 79% of passengers using the station in peak periods are interchanging between these services. As a consequence:

• Crowd management systems are in place during peak periods;

• Recent strikes and service failure episodes have highlighted increased difficulties in crowd management at the station in exceptional circumstances.

TfL is planning to increase peak frequency to 36 trains per hour on the Jubilee line by 2020, which will help ease the congestion caused by those interchanging from the London Overground.

In addition to these improvements, the new Elizabeth Line (Crossrail) will transform travel across the city, boosting the economy and supporting new jobs and homes. Services will run between Reading to Shenfield and Abbey Wood stopping at Heathrow and in central London. The line is expected to be fully operational by December 2019 with the first train services on the central London section by December 2018. The nearest Elizabeth Line stations to Canada Water will be at Whitechapel and at Canary Wharf. TfL expects that the Elizabeth line will relieve crowding on the Jubilee line in the short to medium term.

Two other routes are proposed, which if awarded funding and appropriate permissions, could further enhance travel options:

• TfL proposes an extension of the Bakerloo line from Elephant & Castle to Lewisham via Old Kent Road and New Cross Gate. Services could be running by 2028-2030. The extended line and the new interchanges offered at New Cross Gate and Lewisham could provide alternative routes into central London and reduce interchange activity at Canada Water. TfL recently consulted on the Proposals.

• Crossrail 2 is a proposed new railway serving London and the wider South East. It would connect Surrey to Hertfordshire via new tunnels in central London. Crossrail 2 would add capacity to the wider regional rail network and would support economic regeneration. Current plans envisage a Crossrail 2 station at Dalston, which would offer connections to London Overground services to and from Canada Water and Surrey Quays. If approved, Crossrail 2 could be open by around 2033.
London Overground

The London Overground serves the site at two locations: Surrey Quays and Canada Water. The services run every approximately 3 to 5 minutes and provide connections to Whitechapel (Crossrail), Shoreditch and Highbury and Islington to the north and New Cross, Croydon and Clapham Junction to the south and west.

London Overground trains along this route have already been upgraded from four to five carriages as part of TfL’s wider improvement program, with platform lengthening undertaken where possible. Platform length limitations at Canada Water mean the rear doors of the last carriage need to remain closed.

As a result of both the service improvements on the London Overground network and the impact of improvement works at London Bridge, the volume of passengers interchanging between Overground and Jubilee line services at Canada Water has increased in recent years, increasing pressure on interchange capacity at peak times. This should reduce once regular service resumes at London Bridge.

TfL is looking to increase frequency on the Overground towards a figure of 24 trains per hour; this would come following signalling improvements which are proposed by 2024.

New Bermondsey station on the London Overground network was included in the plans of the Overground extension from Surrey Quays to Clapham Junction; funds were allocated by DfT but were later withdrawn. A new station is expected to come forward as part of the New Bermondsey development (a housing zone designated by the GLA); this may help to reduce boarding and alighting demand at Surrey Quays station.

River services

A record 9.8 million passengers use the River Thames (TfL, 2015) following the launch of the Mayor’s River Action Plan. Although this is a small number of people compared with other modes of public transport, river services offer a different travel experience and are a growing market. Commuter services are provided between Putney and central London and between Woolwich and central London; some (but not all) services call at Greenland Pier. These commuter services are well used and further enhancements are planned by TfL in the future. TfL has recently implemented Oyster validators across the river services network and is working on introducing Cycle Hire close to passenger piers which do not already have docking stations.

Following the expansion and development in east London, river services are also expected to serve North Greenwich, Barking and the Royal Docks. TfL is reviewing plans for new piers and we are aware of the campaign for a ‘Mayflower Pier’ by 2020.

Highway network

Canada Water is strategically located on the highway network close to central London:

- It is approximately two miles east of London Bridge and three miles south-east of the City;
- It lies just south of the Rotherhithe Tunnel which connects south-east London to the A13 north of the river Thames; and
- It sits partially on Lower Road, which is the main local connector stretching north-south from the Rotherhithe Tunnel to Deptford and Greenwich.

Transport for London is responsible for Jamaica Road and the Rotherhithe Tunnel. All other adopted roads in the area are the responsibility of Southwark Council. All of Southwark Council’s roads are now subject to a 20mph speed limit.

The local network experiences areas of congestion, in particular on Jamaica Road, at the Rotherhithe Tunnel roundabout and at the Lower Road gyratory, all of which carry significant volumes of traffic. Congestion is caused by the restricted capacity in the Rotherhithe Tunnel and by conditions at junctions along the corridor.
Existing rail accessibility at Canada Water
A 1-2 step journey to virtually all key transport nodes

London River Services Map (2016)
http://content.tfl.gov.uk/river-services-map.pdf
The A101 Rotherhithe Tunnel is the only road crossing of the River Thames between Blackwall Tunnel to the east and Tower Bridge to the west. It is accessed off the roundabout on Jamaica Road.

The Lower Road gyratory between Surrey Quays station and Bestwood Street is one way southbound along Lower Road, with northbound traffic using Bestwood Street and Rotherhithe Old Road.

The road network adjacent to the site includes:

- Surrey Quays Road to the north which serves Canada Water bus station and cuts through the site connecting to Redriff Road;
- Redriff Road to the south which serves as a principal access route from Lower Road into the Rotherhithe peninsula;
- Quebec Way, which forms the eastern boundary and is a local road adjacent to the new residential development ‘Quebec Quarter’;
- Deal Porters Way which is a private road connecting Surrey Quays Road and Canada Water station to Redriff Road, its main purpose being to serve the shopping centre car park.

TfL is already developing short and long-term solutions to address congestion at the Rotherhithe Tunnel roundabout and on Jamaica Road. Further information is expected later in 2017.

The CS4 cycle superhighway scheme being developed by TfL, working with Southwark Council, will also be considering how traffic conditions along Lower Road can be improved as part of the works that will be needed.

TfL has made a Development Consent Order (DCO) application to build the Silvertown tunnel, linking the Greenwich Peninsula with Silvertown. A decision by the Secretary of State for Transport on the scheme is likely towards the end of 2017. British Land and Southwark Council are both active in the current Examination process. The expected benefits of the new tunnel, which would be a tolled route and TfL is developing a strategy to address any traffic changes that might arise at the Rotherhithe Tunnel and in the Jamaica Road / Lower Road corridor. The earliest the tunnel could become operational is 2022-23. Through the DCO process, British Land have secured commitments to properly monitor and mitigate adverse impacts in the SE16 area caused by the Silvertown Tunnel.

The planned Ultra Low Emission Zone (ULEZ) will operate 24 hours a day 7 days a week in the same area as the current Congestion Charge Zone. It will require all vehicles (including motorcycles and buses) to meet specific exhaust emission standards or pay a daily charge to travel. It is due to come into force in 2020; the Mayor of London is keen that the ULEZ area is extended and that implementation is brought forward to 2019.

**Car Parking**

There are approx. 2,000 car parking spaces currently on the masterplan site. There are approx. 1,340 spaces in the shopping centre and overflow car parks, 540 on Surrey Quays Leisure Park and the remainder on the Printworks site.

The exact amount of car parking to be re-provided in the town centre will be determined through discussions with Southwark Council. Settling on car parking provision will form part of the overall transport modelling and assessment process, which is described in more detail at the end of this section. British Land is aware of the need to ensure that parking activity does not spill over into surrounding streets once the masterplan is built out.

Southwark Council’s current residential car parking policy is a maximum of one space per three homes. The Council intends to extend the existing Controlled Parking Zone to help manage car parking demand in local streets. Sustainable solutions such as car clubs and electric vehicles for hire are being explored to reduce the need for future residents to own their own car.

A consultation on a new Kerbside Strategy produced by the Council was also undertaken in spring 2017. The strategy looks at ways in which kerbside activities, including walking, cycling, parking and servicing, can be made more efficient and create additional space for non-vehicle users.
Context for Development

Transport

Tertiary

Secondary

Primary (strategic routes)

Local road network

- Primary (strategic routes)
- Tertiary
- Secondary
- Site boundary
Strategic and local policy

A wide range of regional and local policy guides, informs the appropriate development of transport facilities for new development schemes. The key issues and policy documents are noted as follows:

- The London Plan is the strategic development plan for London, outlining Mayoral policy and with which local policy must comply. A key focus of the London Plan is growth in designated Opportunity Areas, such as Canada Water. New homes and jobs are to be proposed in particular around public transport hubs. Of particular relevance on transport matters, the London Plan provides standards on cycle and car parking. A draft of the revised London Plan is expected to be published in autumn 2017;

- The Mayor’s Transport Strategy sets out strategic aims, objectives and schemes for the transport network in London, to support London Plan policies. The new Mayor’s Transport Strategy is being prepared by TfL and a draft is expected to be published in 2017;

- TfL also publishes a range of more specific policy and design guidance dealing with different transport modes including walking, cycling, roads and deliveries;

- TfL and the GLA have recently published ‘Healthy Streets for London’, a new integrated approach to ensuring that streets and urban spaces prioritise walking, cycling and public transport to improve the health of Londoners;

- Southwark Council’s development plan is known as the Southwark Plan and is supported by a range of Supplementary Policy Documents (SPD). Local policy includes further details on street design, cycle and car parking and the way in which deliveries should be accommodated; and

- Southwark Council has produced an Area Action Plan (AAP) for the Canada Water area. The AAP identifies the Council’s vision to transform Canada Water into a town centre with a mix of retail, residential, commercial and other uses, underpinned by improved connectivity and high quality public realm.

The development of the transport strategy for the masterplan will also take account of the aspirations of other stakeholders with transport interests, including local community groups and organisations such as Southwark Cyclists and Living Streets which have interests in promoting cycling and walking.

The masterplan’s Transport Strategy needs to address policy requirements whilst future proofing itself for future changes in the way we live, work, relax and for changes in technology and innovation.

**INFRASTRUCTURE IMPROVEMENTS CURRENTLY BEING CONSIDERED**

- Cycle hire extension to Canada Water area
- Bus network development and bus-led regeneration
- River service development
- Quietways: Quietway 1 (Waterloo to Greenwich) recently opened and Quietway 14 (Southwark to Tower Bridge) in advanced planning for build in 2017
- Car sharing / private taxi hire
- Vehicle technology
- Delivery / online
- Healthy Streets Pilot
- Doubletree Docklands / Hilton Ferry crossing
- Rotherhithe Crossing Study
- Air Quality area review
- CS4 / Lower Road / Jamaica Road
Healthy Streets for London

Prioritising walking, cycling and public transport to create a healthy city

10 Healthy Streets Indicators

Pedestrians from all walks of life

London’s streets should be welcoming places for everyone to walk, spend time in and engage in community life.

People choose to walk, cycle and use public transport

Walking and cycling are the healthiest and most sustainable ways to travel, either for whole trips or as part of longer journeys on public transport. A successful transport system encourages and enables more people to walk and cycle more often. This will only happen if we reduce the volume and dominance of motor traffic and improve the experience of being on our streets.

Clean air

Improving air quality delivers benefits for everyone and reduces unfair health inequalities.

People feel safe

The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger or experience threats to their personal safety.

Not too noisy

Reducing the noise impacts of motor traffic will directly benefit health, improve the ambience of street environments and encourage active travel and human interaction.

Easy to cross

Making streets easier to cross is important to encourage more walking and to connect communities. People prefer direct routes and being able to cross streets at their convenience. Physical barriers and fast moving or heavy traffic can make streets difficult to cross.

Places to stop and rest

A lack of resting places can limit mobility for certain groups of people. Ensuring there are places to stop and rest benefits everyone, including local businesses, as people will be more willing to visit, spend time in, or meet other people on our streets.

Shade and shelter

Providing shade and shelter from high winds, heavy rain and direct sun enables everybody to use our streets, whatever the weather.

People feel relaxed

A wider range of people will choose to walk or cycle if our streets are not dominated by motorised traffic, and if pavements and cycle paths are not overcrowded, dirty, cluttered or in disrepair.

Things to see and do

People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art and where other people are using the street. They will be less dependent on cars if the shops and services they need are within short distances so they do not need to drive to get to them.

Source: Lucy Saunders

Healthy Streets for London Diagram
http://content.tfl.gov.uk/healthy-streets-for-london.pdf


**Assessment: Testing proposals**

The proposed development will be assessed to establish the impact that it is expected to have on the transport networks, taking into account anticipated network improvements, new developments elsewhere, and the improvements that the masterplan offers. A key part of this process is to use a range of transport modelling tools.

**Assessment: Transport modelling**

Transport modelling includes a range of tools to determine how new development or infrastructure will affect the transport network. Impacts may arise from a change in the number of people wanting to travel on a particular part of the network, a change in the level of transport service (e.g. additional bus services, new routes), or a change in the way that people move around the network – for instance in the routes they choose.

TfL and local authorities require that modelling is undertaken to ensure that the transport impacts of a development proposal are properly understood and that appropriate mitigation measures can be put in place.

A range of transport modelling tools is available, in terms of scale and type. Different types of modelling will support the design development at a local level (i.e. junction or street design) but will also identify whether wider scale impacts are expected (i.e. traffic or passenger re-routing and travel time changes).

Committed future transport improvements on the highway and public transport networks are factored into the modelling and assessment. In this case, these will include the highway changes anticipated as a result of CS4 to ensure that the effects of that scheme on highway and public transport network operation are captured.

The modelling methodology has been determined by TfL and Southwark Council, in discussion with the masterplan team, in order to agree the most appropriate way to assess the development impacts within the planning process. The selected approach is to model wider and development specific impacts as part of the STS review of the Rotherhithe area. We expect that for the masterplan proposals we will use a range of strategic public transport and highway models, based on material agreed as part of the STS analysis, together with more localised models to explore impacts close to the masterplan area in more detail.

**How is this information used and processed?**

Modelling information is expected to be provided by the relevant authorities as part of the STS and reviewed by the masterplan team. The information uses local survey data and calibration to ensure the models are a good representation of current conditions. This process involves an audit and approval stage by the transport authorities. The modelling is expected to consist of a number of scenarios which allow for comparison between the current situation and future situations with new development.

The analysis of the models identifies transport impacts that may occur with new development in place. Liaison with the transport authorities and further sensitivity tests are then undertaken to explore how impacts can be addressed through a range of mitigation measures and interventions.

These studies will consider the public transport and highway impacts of development across the Opportunity Area with the aims of informing development proposals and of testing possible impacts and transport enhancement measures. They will also inform the detailed Transport Assessment work that will need to accompany a planning application for the masterplan.
Consultation

Throughout the design process, there will be ongoing engagement with statutory consultees including Transport for London and Southwark Council, with the local community and with other interested groups.

An important aspect of the consultation with TfL and Southwark Council will be to address the way in which policy aims are reflected in the development proposals. Consultation will also help to determine the acceptability of the development in transport terms and to shape the necessary mitigation measures. Mitigation of the impacts of the proposed development may include new on- and off-site transport infrastructure and/or funding support for new services or other measures in the wider area, and will depend on the impacts identified and agreed with TfL and Southwark Council. Appropriate mitigations are provided as and when the proposed development is projected to trigger their need, the timescale of which is assessed through the modelling analysis and discussions with TfL and Southwark Council.

As with other elements of the wider scheme, transport issues and mitigation measures will be a key focus of public engagement in our consultations, particularly where there are existing issues or pressures. In order to encourage positive dialogue and awareness of the role of transport in the Canada Water scheme within the local community, engagement sessions will continue to be held to ensure that we capture and respond to local issues and these will also include Southwark Council and TfL.

COMMENTARY

Connectivity of routes within the site and to the wider networks is important to ensure that the site is properly integrated to its context. It is also important that visitors, residents and employees feel able to access the various land uses across the site, improving the permeability of the area.

As with other elements of the wider scheme, transport issues and mitigation measures will be a key focus of public responses to consultation, particularly where there are existing issues or tensions. To minimise any negativity towards the role of transport in the Canada Water scheme within the local community, engagement sessions are being arranged in liaison with Southwark Council, and with input from TfL.

The holistic approach taken to design development and the ongoing engagement with TfL and Southwark Council should allow the team to better address the concerns and reflect the benefits of the scheme to the public as the scheme progresses.
Demystifying Terms

Modes
The different types of transport or movement e.g. walking, cycling, public transport etc.

Modal split
The proportion of different types of transport modes that travellers use.

Trip generation
This is a term for the number of forecasted trips that are created.

Trip rate
When estimating the amount of future trips, a ‘trip rate’ is used to provide the average number of trips per m2 or per building unit.

Cumulative assessment
This is where impact analysis considers all permitted developments to understand a likely future scenario.

Mitigation
This is an intervention designed to offset the transport impacts generated by a proposed development, for instance a contribution to new buses or to junction works.

Transport model
A tool to analyse the effects of transport in a given area.

Travel plan
A coordinated strategy to encourage use of sustainable forms of transport to improve health and reduce impacts on the local transport network.

Connectivity
How well connected a place is.

PTAL
Public Transport Accessibility Level: is a method to measure how accessible public transport is from any given location.
POTENTIAL WIDER TRANSPORT IMPROVEMENTS, RELEVANT TO THE LOCAL AREA

Key

- Going ahead
- In advanced planning
- More work / finance needed
- Canada Water Masterplan site boundary

- Jubilee line
- Overground
- Bakerloo line extension
- Bakerloo line extension (options)
- Crossrail
- Crossrail 2
- Potential new river crossings
- Potential new river boat pier
- Cycle Superhighway 4
- Lower Road

1. NIGHT TUBE
2. NEW OVERGROUND FRANCHISE
3. JAMAICA / LOWER RD & CSL
4. OVERGROUND, MORE FREQUENT
5. THAMESLINK
6. CROSSRAIL
7. OVERGROUND AT SURREY CANAL RD
8. CONVOYS WHARF PIER & SERVICES
9. MAYFLOWER PIER
10. JUBILEE: 36 TRAINS PER HOUR
11. ROTHERHITHE CROSSING
12. SILVERTOWN CROSSING & BUSES
13. OVERGROUND: 24 TRAINS PER HOUR
14. BAKERLOO EXTENSION
15. CROSSRAIL 2
STAGES OF THE PROCESS

1. Pre-application consultation
   - Local site / transport issues

2. Planning Application
   - Policy requirements
   - Masterplan brief
   - Design team input

3. Formal representations
   - Local Authority
   - Community / Statutory Consultees
   - Audits / Negotiation

4. Determination
   - Final Plan
   - Planning Conditions / Obligations
   - Detailed Design

5. Ongoing Liaison
   - We are here

6. Impact Assessment & Mitigation Proposals
   - Dialogue phase: Coordination with design team & consultation with community & stakeholders

7. Final Plan
   - Masterplan Parameters

- Draft Designs
- Detailed Design
Utilities and services infrastructure are essential parts of any development, though they are often unseen. Providing adequate capacity for energy, heating and other utilities, such as broadband, is paramount for a successful, healthy and safe environment. Moving forward it will become increasingly important to look for creative and sustainable solutions. In this section we will cover existing provision of services to the masterplan site, strategy considerations for future development and flood risk mitigation.

**Heating and Energy**

Global warming is primarily caused by increased concentrations of carbon dioxide (CO2) in the atmosphere. This increase in carbon dioxide is caused mainly through human activities, such as burning fossil fuels. The main source of CO2 emissions in buildings comes from energy consumption, for example electricity and gas supply.

We will need to work closely with the GLA and Southwark Council to ensure that the Masterplan complies with their policies on CO2 emissions in buildings. The first step to achieving this is to ‘be lean’ and reduce energy demand. The measures associated with reducing demand can be termed as ‘energy efficiency measures’ and include high performance building fabric, low energy lighting, improved insulation and high performance glazing.

The next step is to ‘be clean’ and consider low carbon technologies in order to provide further reduction in CO2 emissions. The use of site-wide heating systems, typically the installation of a Combined Heat and Power engine (CHP), enables the benefits of low carbon technologies to be optimised. Another option would be to connect the masterplan to an existing nearby heating system. We are fortunate in the fact that the masterplan site is located near to an existing ‘energy from waste’ facility, the South East London Combined Heat and Power (SEL-CHP) facility. Heat piped from the facility would offer a low carbon solution with potentially significant cost savings to new residents, and we will be considering the opportunity to connect with SEL-CHP as the Masterplan moves forward.

The final step is to ‘be green’ and consider the use of renewable technologies such as ground source heating and/or cooling and photovoltaic (solar) panels, which provide a source of energy on-site that is not primarily based on the consumption of fossil fuels or grid electricity (although grid electricity should be going Zero Carbon in the coming years).

**Other Utilities**

Other utilities which serve the site include gas, water, electricity, telecoms and broadband.

All existing utilities generally follow the road network with Surrey Quays Road also containing deep sewers.

Broadband speed and capacity is a known issue in the local area and it is poor and suffers from low connection speeds.

Some diversions will be necessary to enable development and maintain services to adjoining landowners. As the Masterplan progresses, discussions will be held with Thames Water, Southern Gas Networks, UK Power Networks and British Telecom (+ BT Openreach) to understand supply requirements and any necessary reinforcement work.
### Energy Targets

Part L of the Building Regulations Approved Documents covers conservation of power and fuel in buildings. It specifies targets for CO2 emissions of the building services and its fabric and regulates against the effects of solar heat gain and overheating within a building.

Regulation 25b of the Building Regulations--‘nearly zero-energy requirements for all new buildings’--is anticipated to come into effect in 2019. The definition of ‘nearly zero-energy’ is not yet firmly established.

Whilst the government has cancelled the national ‘Zero-carbon homes 2016’ policy, the carbon reduction targets set out in the London Plan will still apply to developments in London. This includes a ‘Zero carbon’ homes requirement from October 2016. This allows for a minimum of 35% physical reduction of CO2 emissions on Building Regulations with up to 65% being achieved through monetary contributions to the local authority for use on energy reduction projects only.

### COMMENTARY

The focus of the design approach will be to limit building energy consumption and CO2 emissions through optimising the performance of the building envelope, together with energy efficiency measures. The result targeted is a building that surpasses the anticipated required performance for CO2 emissions of Building Regulations Part L.

A detailed energy assessment will demonstrate how the targets for CO2 emissions reduction are to be met within the framework of the mayor’s energy hierarchy. The energy assessment will include a calculation of the energy demand and CO2 emissions covered by the Building Regulations, the proposals to reduce CO2 emissions through energy efficient design, the proposals to further reduce CO2 emissions through the use of decentralised energy where feasible, such as district heating and cooling and CHP, and the proposals to further reduce CO2 emissions through the use of on-site renewable energy technologies. Overheating in buildings is also a key issue and measures will be addressed to minimise this.
Flood Risk and Drainage

The Thames tidal defences protect London and the local area from a 1 in 1,000 year severe weather event, or in other words an event with a 0.1% chance of happening in any year. Defence breach mapping from the Environment Agency (EA) shows that in the unlikely event of failure of the defences, only the extreme western and eastern edges of the site would be at risk of flooding (Zone 3). The rest of the site lies within Flood Zones 1 and 2, considered to be a low to medium risk of flooding in the event of a breach.

New development, however, can increase flood risk and must therefore be carefully modelled and site-wide strategies developed for mitigation. For example, the amount of soft landscaping and planted surfaces can dramatically reduce the risk of a flood by allowing water to be reabsorbed into the ground. Consideration must also be given to the design of ground floor uses, which may be at higher risk of flooding.

Surface water drainage must also be carefully considered so as not to overwhelm or contaminate local sewers during regular or extreme weather. Excess water discharge can be controlled by storage within attenuation tanks and then slow release into the sewer, or by directing it to local water courses. At present surface water from the site drains directly into the sewer system, Canada Water and Albion Channel. The water level in Canada Water is currently lower than desired, and it could be that the site water is drained into Canada Water Dock (in a controlled way) to assist in keeping the water levels topped up.

COMMENTARY

Based on current information, the vast majority of the site is not at risk of flooding from the River Thames, even in the unlikely event of a breach in the defences. We will give due consideration to the extreme western edge of the site with potential constraints on more vulnerable uses such as ground floor residential, bars, education and health uses. However, based on the breach mapping (which is currently considered by the EA to be the best available information) there would be little or no constraint to development due to flood risk from the River Thames. A full assessment of flood risk will be presented within the Environmental Impact Assessment (EIA). Any potential changes in the flood regime from tidal sources, groundwater, sewer surcharging and overland flow reported within a detailed flood risk assessment (FRA).

The management of surface water will be a key consideration throughout the design of the masterplan. Our hydrologists will work with the design team to ensure the most sustainably appropriate techniques are utilized to manage surface water and ensure localized flooding is a non-issue. What is initially apparent is that there is an obvious opportunity to discharge surface water from the masterplan into Canada Water dock. This would be a sustainable solution to surface water management, but would also offer the added benefit of raising the dock water level to its originally intended position. All options available will need to be carefully considered and the EIA will inform an appropriate strategy.

Water Targets

Surface water draining to sewers in an urban environment must be less than 50% of what it would be in a greenfield scenario.

Water efficiency regulations require that new buildings facilitate a maximum consumption of 125 litres per person, per day.
Indicative flood breach map (based upon Environment Agency mapping)

- Flood zone 2
- Flood zone 3
- Site boundary

**Context for Development**
Infrastructure, Services & Utilities

Flood zone 3

Indicative flood breach map (based upon Environment Agency mapping)
Viability & Deliverability
Development Viability

The Government’s National Planning Policy Framework (NPPF) (2012) states that the scale of obligations and policy burdens should not threaten the viability of potential development sites identified through plan-making. To support this, paragraph 173 of the NPPF states that:

“To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable”.

The Government’s Planning Practice Guidance (PPG) goes further in requiring decisions to be “underpinned by an understanding of viability, ensuring realistic decisions are made to support development and promote economic growth. Where the viability of a development is in question, local planning authorities should look to be flexible in applying policy requirements wherever possible”.

What is Viability?

The PPG provides a general definition of viability: “a site is viable if the value generated by its development exceeds the costs of developing it and also provides sufficient incentive for the land to come forward and the development to be undertaken”.

The key factors to consider when assessing the viability of a scheme include land value, gross development value, costs and a competitive return for the developer/landowner. There is no single approach to assessing viability and each site has different issues.

Development costs can include the following:

• Build costs.
• Land costs.
• Infrastructure costs (such as roads, sustainable drainage systems, connection to utilities and decentralised energy, provision of social and cultural infrastructure).
• Abnormal costs (for example, treatment of contaminated sites, dealing with heritage assets, costs associated with brownfield or phased development sites)
• Finance costs (such as those incurred through borrowing).
• Professional fees, project management, sales and legal costs.
• Planning Obligations (including S106 obligations and Community Infrastructure Levy (CIL) payments).
What is a Viability Assessment?

Viability Assessments are not always required for planning applications but where the deliverability of the development may be compromised by the scale of planning obligations and other costs, a viability assessment may be necessary. Where a Financial Viability Assessment is required to be submitted in support of a planning application, it will need to test the maximum reasonable level of affordable housing and additional financial obligations (including Community Infrastructure Levy (CIL) payments) which can be supported by the development without jeopardising the viability of the project or the prospect of its successful delivery.

What are Planning Obligations?

As set out in Section 3 of this report, planning obligations relate directly to the proposed development and are used to mitigate the impact of unacceptable development in order to make it acceptable in planning terms. Planning obligations can be financial contributions or an agreement to provide something physical that will mitigate the impacts of the development.

Section 106 Planning Obligations include site specific mitigation to make a development acceptable and any obligations necessary to ensure compliance with adopted Development Plan policy. The exact form of these obligations is negotiated between the Local Planning Authority and Applicant and included as part of a S106 Agreement attached to a planning permission. Paragraph 204 of the National Planning Policy Framework (NPPF) requires planning obligations to be necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind.

The Community Infrastructure Levy (CIL) is a levy on development, charged by both the GLA and Southwark Council. It is a flat rate per square metre of development floor space, based upon use and location. The purpose of CIL is to fund infrastructure projects such as transport, flood defences, schools, open spaces, medical or sporting and recreational facilities. Please refer to Section 3 of the document for further details on S106 obligations and CIL.

Planning obligations include the provision or funding of affordable housing. Affordable housing is defined by the NPPF as “social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market.” The NPPF defines each category of affordable housing. Social rented housing is owned by local authorities and private registered providers, for which guideline target rents are determined through the national rent regime. Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable). Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above.

The Housing White Paper entitled “Fixing our Broken Housing Market”, published on 7th February 2017 sets out the Government’s intention to amend the definition in the NPPF to refer to other forms of affordable housing including starter homes and affordable private rent housing. The Mayor of London’s Housing SPG (2016) also permits alternative approaches to Affordable Housing in Opportunity Areas.

The Mayor’s Housing SPG (March 2016) follows the approach to viability established by the NPPF and requires development appraisals to establish the maximum reasonable level of affordable housing for each site. The Mayor’s Draft Affordable Housing and Viability SPG “Homes for Londoners”, which was recently consulted upon, indicates that the Mayor’s approach to viability is likely to change in the future.
What is the expectation for Canada Water?

Development proposals are required to provide the maximum reasonable amount of affordable housing, subject to site-specific circumstances, including development viability. Southwark’s Core Strategy (2011) sets a minimum target of 875 affordable housing units in the Canada Water Action Area, which the masterplan is part of, between 2011 and 2026. Strategic Policy 6 requires a minimum of 35% of new units to be affordable, subject to scheme viability. The Canada Water Area Action Plan (CWAAP) (2015) requires development to provide a minimum of 1,000 affordable homes between 2011-2026 in the AAP area.

In line with planning policy at all levels, the Canada Water Masterplan will be required to deliver the maximum reasonable amount of affordable housing. The amount and type of provision which can be delivered on the site will be informed by a range of factors including but not limited to, development viability, the availability of public subsidy, the implications of a phased development, the local need (in terms of size and tenure) and planning policy requirements. In some cases, public subsidy is available to secure the provision of more affordable housing. Public subsidy can include grant funding (such as Housing Zone funding), public loans and public land provided at a reduced cost. The Canada Water Masterplan Team will explore all potential options to provide the maximum reasonable amount of affordable housing as part of the development.

To go ahead with development at Canada Water, the proposals must be ‘commercially viable’. This means that, assuming a realistic set of assumptions, the project must be:

- Materially more likely to make a profit than a loss; and
- Likely to offer our shareholders and other potential investors an appropriate rate of return that reflect the risks involved.

All businesses face two principal sorts of risk: those that they can control by good management and those beyond their control, for example changes in market conditions and prices of key commodities.

Property development is often seen as a high value and profitable sector but in reality, it is a hugely complex process operating in highly volatile markets. Risks that affect viability and deliverability need to be carefully managed throughout the lifetime of the project. This is particularly relevant for long term developments, such as Canada Water, which will be delivered in phases over a number of years. Whether for the masterplan as a whole or even for a single building, the process of delivering a great new urban centre poses numerous challenges. Failure in any one area will cause delays to others and increase costs. Only the most organised and motivated teams can complete projects on time and in budget. Major cost overruns are commonplace and their size/frequency tends to increase with the complexity of the building.

Property is always more accentuated/volatile than the economy as a whole. This applies particularly to commercial office and retail buildings. Successful commercial development depends on a market place and demand from occupiers. However the
development process takes time to deliver and therefore there is often a lag before the new ‘product’ comes onto the market, leading to a shortage in supply as the economy continues to grow. This shortage often leads to a rapid increase in sale prices, rents and capital values, encouraging developers to build even more. There comes a point, however, when strong demand drops off leading to falling rents, sales prices and capital values. The market forces and ability to deliver a viable development requires developers to carefully balance the risks they are taking. These risks include many of the parameters outlined in this document:

- Planning risks
- Engineering risks (e.g ground conditions and utilities)
- Construction risks (e.g changes in construction prices)
- Letting risks for commercial buildings (e.g lack of demand from occupiers.)
- Sales risk for residential development (e.g. demand from purchasers and the price they are willing to pay)
- Finance risks
- Political risks (e.g changes in the tax regime and Government policy)

Ensuring the masterplan creates a place and environment that those living and working around it - both now and in the future- use, enjoy, and value will form a key part of mitigating these risks, however no development is infallible. For all of these reasons, institutional investors tend to have only a limited exposure to property and only some are involved directly in funding speculative development.

Assuming a start date of 2019 and looking at the experience of other major developments like Canada Water, it is unlikely that we will reach the final stages of development before 2030. This means that we must develop a masterplan that provides options to phase development in different ways and/or adjust the balance of land uses over time, according to demand and other factors. We have learnt these lessons from experience. In terms of planning some flexibility is a ‘good thing’. Any planning permission should incorporate a range of scenarios for each land use type, within the parameters of a vibrant mixed-use scheme. It should also recognise the need to spread infrastructure and other costs across the development period; ‘front loading’ such costs could very well prejudice the economic delivery and viability of the scheme.

Overall, the combination of British Land with its balance sheet, control over 46 acres of land with vacant procession available, and where the regional and local planning policy environment is supportive of development makes Canada Water the most significant development opportunity in central/inner London. A flexible planning approach will be essential, therefore, to the successful delivery of the development and the associated wider regeneration.
WORKS REFERENCED

Works and sources referenced in the production of this document:

- 2001 Census; Office for National Statistics: 2001
- 2011 Census; Office for National Statistics: 2011
- Bakerloo line extension consultation documents (https://consultations.TfL.gov.uk/tube/bakerloo-extension)
- British Land 2020 Sustainability Strategy, 2015 (available on British Land website)
- British Land Sustainability Brief for Developments 2015 (available on British Land website)
- Canada Water Area Action Plan; Southwark Council: 2013
- Community Southwark website: www.communitysouthwark.org
- Core strategy; Southwark Council: 2013
- Growing London: defining the future form of the city; Mayor’s Design Advisory Group; 2016
- Housing for a compact city; Greater London Authority: 2003
- London Infrastructure Plan 2050; Mayor of London: 2014
- London Infrastructure Plan 2050, Update 2015; Mayor of London: 2015
- The London Strategic Housing Market Assessment 2013; Greater London Authority: January 2014
- New Southwark plan preferred option; Southwark Council: 2015
- NHS Choices website: www.nhs.uk
• NHS Choices & Southwark CCG websites
• NOMIS, official labour market statistics, 2015
• NPPF National Planning Policy Framework; 2012
• Primary and secondary school place planning strategy update; Southwark Council: July 2015
• Redefining Denisty, Making the best use of London’s land to build more and better homes; London First; Savills; 2015
• Regional Planning Policy – The London Plan (2016) and associated Supplementary Planning Guidance, e.g: Housing (2016)
• Redefining density, Savills and London First; 2015
• School Level Annual School Census 2014/15; Department for Education: 2015
• Silvertown Crossing consultation documents (https://TfL.gov.uk/corporate/publications-and-reports/silvertown-tunnel)
• Site layout planning for daylight and sunlight; BRE Trust: 2011
• Southwark’s Cycle Routes: http://www.2.southwark.gov.uk/downloads/download/181/cycle_routes
• TfL “Fit for the Future” (2014) (http://content.TfL.gov.uk/fit-for-the-future.pdf)
• The London Plan; Greater London Authority: March 2016
• The mayor’s vision for cycling in London, an Olympic legacy for all Londoners; Greater London Authority: 2013
• The vision and direction for London’s streets and roads; Roads Task Force and TfL: 2013
• The Mayor’s Vision for Cycling in London (2013)
• Up or out: a false choice, options for London’s growth; The London Planning Committee; 2016
• Valuation Office Agency
• WebCAT: https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat
WORKS REFERENCED

In addition, a number of surveys, reports and pieces of work carried out by various members of the design team have informed this document:

• AECOM
• Allies and Morrison
• Arup
• British Land
• Publica
• QUOD
• Soundings
• Waterman Group
More information

Thank you for taking the time to read this document. If you have any questions or would like clarification on its contents please don’t hesitate to contact the project team on:

    team@canadawatermasterplan.com

    020 7729 1705

You can also visit the website for more project information:

    www.canadawatermasterplan.com