5 TALL BUILDINGS
5.1 Introduction

This section provides specific information on the location, design and justification for Tall Buildings as part of the Masterplan. The content includes the following:

- An overview of relevant planning policy and design guidance
- Consideration of the Tall Buildings within a wider London context
- A description of how proposed Tall Buildings form part of a comprehensive heights, massing and townscape strategy for Canada Water including consideration of strategic and local views
- An assessment of and justification for the Tall Building against planning policy, criteria and guidance

Whilst this chapter addresses issues specifically relating to Tall Buildings, these are elements of a wider Masterplan designed to deliver the planning policy vision to create a thriving town centre at Canada Water.

It should be noted that, as an outline application, the specific design details of the Tall Buildings that form part of the Masterplan will be brought forward as part of Reserved Matters Applications.

The assessment against planning policy will therefore need to be based on the Parameter Plans and Design Guidelines, both of which have been submitted for approval as explained in Chapter 1. This document should therefore be read in conjunction with other submitted application documents including:

- Parameter Plans
- Design Guidelines
- Development Specification
- Environmental Statement (chapters relevant to Tall Buildings are and microclimate (daylight/sunlight and wind) assessments.

Tall Buildings are defined by the Southwark Plan as buildings “significantly taller than the predominant height of surrounding development.” Following this definition, for the purposes of the Masterplan Tall Buildings are defined as buildings higher than the predominant maximum height prescribed for mid-rise, shoulder and podium buildings across the site. Tall Buildings are permitted in the Proposed Maximum Heights Parameter Plan in parts of Development Zones B, C, D, F and G (as well as Zone A which is submitted as a Detailed Proposal).

Tall Buildings in context
Masterplan Summary

The Masterplan is composed of an interconnected and hierarchical network of well-defined streets and spaces that provides a clear and flexible structure for development. The Tall Buildings are key elements within the wider Masterplan, helping to define its structure and contributing to delivering the planning policy vision to create a thriving town centre at Canada Water. The key design principles for Tall Buildings underpinning their role in and contribution to the Masterplan are summarised here.

1 Character areas
The Tall Buildings help define three Character Areas: the Town Centre, the Central Cluster, and the Park Neighbourhood. In the Town Centre they help create the commercial heart. In the Central Cluster they add to existing and consented buildings to help define a cluster and a transition to the Park Neighbourhood. By their absence they help define the Park Neighbourhood, which relates to the lower rise neighbouring context.

2 Key routes
The Masterplan creates a new London High Street. The Tall Buildings help mark routes and connections improving legibility to and from the new High Street, between transport hubs and between open spaces. They contribute towards creating a coherent hierarchy of spaces and streets and help ensure the legibility of the Town Centre, contributing to its permeability and that of the wider area, particularly for pedestrians and cyclists.

3 Public spaces
In order to help with way finding and orientation, and to create a sense of arrival, Tall Buildings are related to main areas of Public Realm: 1. Canada Water, 2. Town Square and 3. The Park. Whilst heights around main Public Realm spaces are generally consistent and relate to their specific scale, the series of taller buildings which have been strategically located, contribute with wayfinding and orientation.

4 Scale
The location and maximum height of Tall Buildings, as well as the relationships and hierarchies between them have been carefully considered. The Tall Buildings are part of a controlled approach to appropriate scale and opportunity with careful consideration towards neighbouring context and strategic views. In order to establish a relationship with the immediate context, massing is generally lower towards the edges of the site.

5 Clusters
A Masterplan of this scale provides the unique opportunity to design a cluster of Tall Buildings. The proposed Tall Buildings are organised in three clusters, complementing existing or consented Tall Buildings around the Site. The largest and tallest cluster sits at the centre of the Site, with a good relationship with the neighbouring consented scheme. Two lower clusters are located towards the edge of the Site and next to transport hubs, where they respond to existing Tall Building clusters.
The Masterplan

Peninsula wide routes and connections

Three Character Areas

Key routes within the Masterplan

Town Centre

Major public spaces

Central Cluster

Scale and Public Realm

Park Neighbourhood

Tall Buildings addressing major spaces

Three clusters

Tall Buildings marking routes and spaces

Transition in height reduces from consented Tall Building to existing low rise

Cluster complement existing/consented Tall Buildings

Defining the Town Centre Character Area

Three clusters
5.2 Planning policy and guidance

This section identifies the policies of the Development Plan relevant in the consideration of Tall Buildings. It also provides an overview of specific planning policies and design guidance pertaining to Tall Buildings.

The key relevant policy and guidance is provided within:

- London Plan 2016 – Policy 7.7 Location and Design of Tall and Large Buildings; Policy 7.11 London view management framework; Policy 7.12
- London Plan Draft for Public Consultation December 2017 – Policy D8 Tall Buildings; Policy HC4 London View Management Framework
- Southwark Core Strategy 2011 – Strategic Policy 12 Design and conservation
- Southwark Plan 2007 Saved Policy 3.20
- Southwark’s Canada Water Area Action Plan (CWAAP) 2015 – Policy 17
- Historic England Advice Note 4 2015

It is recognised within our planning system that well-designed Tall Buildings in the right place can make a positive contribution to urban life. Planning policy and guidance for the design and location of ‘Tall Buildings’ is provided within a number of statutory plans, including the London Plan, and within Southwark planning policy documents (Core Strategy, Canada Water Area Action Plan and the New Southwark Plan). Historic England has also in 2015 updated guidance prepared jointly by CABE (now the Design Council) and English Heritage in 2007.

The government’s objectives for new development are set out in the National Planning Policy Framework (NPPF 2012). It does not provide guidance on Tall Buildings but does include the core planning principle that planning should always, amongst other things, seek to: secure high quality design; take account of the different roles and character of different areas; and conserve heritage assets for this and future generations (paragraph 17). The NPPF makes it clear that new development should be plan-led, with an emphasis upon the Local Plan having clear policies on what will or will not be permitted, in order to provide clarity for the determination of development proposals (paragraph 154). The NPPF also makes it clear that the Government attaches ‘great importance’ to the design of the built environment (paragraph 56).
Regional Planning Policy

London Plan 2016

Policy 7.7 Location and Design of Tall and Large Buildings

The strategic policy (Part A) states that tall and large buildings should be part of a plan-led approach to changing or developing an area by the identification of appropriate, sensitive and inappropriate locations. Tall and large buildings should not have an unacceptably harmful impact on their surroundings. The policy basis for determining planning decisions (Part B) is that applications should include an urban design analysis that demonstrates the proposal for a Tall Building is part of a strategy that will meet specified criteria (Part C and D). Part E of the policy states that the impact of Tall Buildings proposed in sensitive locations such as conservation areas, listed buildings and their settings and World Heritage Sites, should be given particular consideration. Criteria for Tall Buildings is set out.

The policy criteria for Tall Buildings are included in the assessment at the end of this section.
Policies 7.11 and 7.12 of the London Plan establish the London View Management Framework, which seeks to designate, protect and manage twenty seven views of London and some of its major landmarks. The Mayor has prepared supplementary planning guidance on the management of the designated views, the London View Management Framework (LVMF SPG). The Development would be potentially visible in London Panoramas from Greenwich Park (5A.2) as the Site lies within, and either side of, the Protected Vista. The Development would also be potentially visible in the Blackheath Point vista (6A.1), and in the backdrop of Primrose Hill looking towards St Paul’s Cathedral (4A.1).

The Draft New London Plan was published for consultation in December 2017 and is expected to go through Examination in Public (EiP) in autumn 2018. As the draft New London Plan document has not yet been subject to public consultation or examination in public, it has not yet been independently examined or adopted and so only limited weight is attributable to these emerging policies.
Local Planning Policy

Southwark Core Strategy 2011
Strategic Policy 12 – Design and conservation

The policy focus is on achieving the highest possible standards of design for buildings and public spaces to help create attractive and distinctive places that are safe, easy to get around and a pleasure to be in. It seeks to ensure that the height and design of development conserves and enhances strategic views; is appropriate to its context, the historic environment and important local views; and requires Tall Buildings to have an exemplary standard of design and make a positive contribution to regenerating areas and creating unique places. Canada Water is identified as an area where Tall Buildings are possible. The policy defines Tall Buildings as follows:

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

Southwark Plan 2007 (Saved Policies 2013)
Policy 3.20 – Tall Buildings

The policy states: “Planning permission may be granted for buildings that are significantly taller than their surroundings or have a significant impact on the skyline on sites, which have excellent accessibility to public transport facilities and are located in the central activities zone (particularly in opportunity areas) outside landmark viewing corridors. Proposals for Tall Buildings should ensure that there are excellent links between the building(s) and public transport services.”

The policy criteria for Tall Buildings are included in the assessment at the end of this section.

The supporting text to the policy states that Tall Buildings, if designed thoughtfully, can be an important component in raising population density around transport nodes, avoiding urban sprawl and contributing to an area’s regeneration.
New Southwark Plan (Submission Version Oct 2017)
Policy P14: Tall Buildings

The New Southwark Plan is expected to go through Examination in Public (EiP) in February 2018. The emerging policy has limited weight. It states that the highest Tall Buildings will be located in areas that benefit from the highest levels of public transport access and where there is the greatest opportunity for regeneration. Typically this will be in our major town centres, Opportunity Areas and the Central Activities Zone. The policy criteria for Tall Buildings are included in the assessment at the end of this section.

Canada Water Area Action Plan (CWAAP) 2015
Policy 17: Building Heights in the core area

The CWAAP vision is to regenerate the area around Canada Water with the aim to create a new destination around the Canada Water Dock which combines shopping, civic, education, and leisure, business and residential uses to create a new town centre for Rotherhithe. Policy provision is made for Tall Buildings in the core area where this helps stimulate regeneration and creates a distinctive place.
Policy 17: Building heights in the core area indicates where Tall Buildings of 20-25 storeys will be appropriate.

Tall Buildings will be appropriate in important locations in the town centre, where they reinforce the character and function of the centre and help make the centre easy to understand and move around. In particular, they will help to define the importance of the Canada Water basin and surrounding public spaces as the focal point within the town centre. The policy states that buildings which are significantly higher than 25 storeys must demonstrate that they contribute positively to London’s skyline when viewed locally and in more distant views and that they make exceptional contributions to the regeneration of the area.

The policy recognises the potential for ‘special buildings’ to contribute to the vision for Canada Water.

A ‘special’ building is a building with a unique design and could be a landmark building or special community use. A ‘special’ building must be built to a high standard of design, and will be located at gateways, key vistas and around important spaces. They will help achieve the AAP vision by reinforcing legibility, identity and urban activity.

Historic England Advice Note 4 2015
In November 2015, Historic England published a new ‘Tall Buildings’ advice note. This sets out their detailed, practical advice on how to implement national planning policy and guidance in relation to Tall Buildings in the Local Plan and development management process. The guidance notes that in the right place well-designed Tall Buildings can make a positive contribution to urban life and in plan-making the advice supports the identification of opportunities where Tall Buildings might enhance the overall townscape.

The criteria for Tall Buildings are included in the assessment at the end of this section.
5.3 Tall Buildings in London

Tall Buildings are an integral part of London’s character and help define its skyline. Tall Buildings at Canada Water signal the eastward shift in London’s centre of gravity and support its status in becoming a Major Town Centre.

When compared with other world cities such as New York, Tokyo, or even Paris, London is a relatively low rise city. In this country the first experiments with high-rises began post-World War Two, with simple high-rise buildings aimed to solve massive housing shortages.

These towers were often not highly regarded in terms of their aesthetics. They were difficult to live in, and conflicted with traditional street networks. Good early examples do however exist. The Barbican, an established strategic cultural quarter for London, combines large arts and conferences venues and bespoke areas of Public Realm with three 42-storey residential towers in a sensitive and historic part of London. Following an architectural competition, which was won by Chamberlin, Powell and Bon in 1959, the complex was finally opened by HM The Queen in 1982. In 2001 the complex of buildings was awarded Grade II Listed Building status.

The next wave of Tall Buildings can be associated with the commercial success of Canary Wharf in the late 1990’s and the popularity of 30 St Mary Axe. The Shard at London Bridge, is the tallest of the current crop of London skyscrapers.

Today Tall Buildings exist across London and are part and parcel of its character. Many are iconic and have helped define London’s skyline over many decades. Many of these buildings mark major centres and significant places of culture and commerce – the Barbican, the Nat West tower, 1 Canary Wharf.

Tall Buildings at Canada Water can play an equally important role in making a Major Town Centre and defining place.
Tall Buildings defining places

The City (©John Sturrock)

Canary Wharf (©John Sturrock)

London Bridge (©John Sturrock)

Isle of Dogs (©John Sturrock)

Barbican Centre
London’s centre of gravity is moving east

London’s growth is moving east. Major developments are already taking place in the designated Opportunity Areas, which have been identified as London’s major source of brownfield land with significant capacity for new housing, commercial space and other development. More recently we have seen clusters of Tall Buildings emerge in east London at Stratford and the Isle of Dogs.

Canada Water sits at the crux of London’s fastest-growing areas to the east and southeast. Located in the centre of the Rotherhithe and Surrey Docks area, the site is midway between London Bridge and Canary Wharf. The emerging cluster of Tall Buildings at Canada Water can be seen in the context of London’s growth and development.
London’s Town Centre Hierarchy
The London Plan promotes the growth and development of London’s town centres. The classification of International, Metropolitan and Major town centres are set out in and can only be changed through the London Plan. Potential future changes to the strategic town centre network includes the upgrading of Canada Water from District to Major Centre.
The proposals will add to the existing Tall Buildings at Canada Water to create a distinctive cluster. Their location, scale and relationships with each other derive from a Masterplan designed to transform Canada Water and protect important strategic views.

Tall Buildings in the Masterplan will help to deliver on the aims and objectives of London and Southwark planning policy, which define Canada Water as an Opportunity Area with the potential for significant growth in new homes, employment and lifestyle activities. Tall Buildings support the growth of Canada Water from a Local Town Centre to a Major Town Centre within the London hierarchy.

There are a number of Tall Buildings that already exist or are consented in Canada Water. New Tall Buildings are part of a controlled approach to the scale of development proposed, with careful consideration for both the immediate context and distant views. Tall Buildings are sited in important locations in the Town Centre to establish and reinforce the character and function of the centre and help make the centre easy to understand and move around. They will help to define the importance of Canada Water and surrounding public spaces as the focal point within the Town Centre. The proposals therefore meet the policy requirements set out in the Canada Water Area Action Plan by stimulating regeneration and creating a distinctive place.

A Masterplan of the scale of Canada Water provides the unique opportunity to look beyond individual buildings and design a cluster. Thus, the location and maximum height of the Tall Buildings, as well as the relationships and hierarchies between them have been carefully considered and controlled through parameters and guidelines. In addition, the Masterplan aims to be a considerate neighbour. In order to establish a good dialogue with the immediate context, massing is generally lower towards the edges of the site.

- Design Guidelines TB 1.1 to 1.7
Existing Tall Buildings in Canada Water

Columbia Point, Regina Point (1) and Ontario Point (2)

John Kennedy House (3)
1 A distinct cluster in London

- The strategy is to create a Tall Building cluster for Canada Water distinct from the clusters in the City and Canary Wharf. This will create an identity for Canada Water visible from a distance.
- Married with the location of Tall Buildings, the maximum heights set by the Parameter Plans help control the shape of the cluster(s) as seen from different locations.


- Design Guidelines TB 1.5 to TB 1.7

2 Adding to the existing clusters

- The Canada Water Tall Building cluster has been organised into three smaller clusters weaving in newly proposed Tall Buildings with consented and existing Tall Buildings.
- The main cluster sits at the centre of the Site in the area for Tall Buildings set by the Area Action Plan, next to and of similar height to the neighbouring consented scheme.
- Two lower clusters are located towards the edge of the site, and respond to existing Tall Buildings around Canada Water and Surrey Quays stations.

3 Height and internal hierarchy

- Tall Building heights are conceived to produce an internal hierarchy of differing heights, avoiding the plateau effect for a better skyline.
- The maximum height for the tallest building in the cluster will be 162 metres (m) above ordnance datum (AOD).
- The maximum height for the two shorter towers will be 15m and 30m lower than the tallest tower.

Parameter Plan CWM-AAM-MP-ZZ-DR-A-07012’ Proposed Maximum Heights’

Design Guidelines TB 1.7

4 Mitigate coalescing effect

- The location and design strategies are conceived to produce silhouettes that reduce the coalescing effect between Tall Buildings, particularly on controlled view corridors.
- While full gaps between Tall Buildings will not be apparent in all views, the differential heights of Tall Buildings and strategies to break down massing will allow views of the sky and a variegated skyline that will mitigate against a coalescing effect.

Parameter Plan CWM-AAM-MP-ZZ-DR-A-07012’ Proposed Maximum Heights’
5 Defining places and public spaces

- The Tall Buildings are conceived to contribute towards creating a coherent hierarchy of streets and spaces in the area individually as well as in clusters, helping to ensure legibility and permeability.
- As well as defining the high street and marking transport interchanges, Tall Buildings are related to main areas of Public Realm:
  - The Park (1)
  - Canada Water Dock (2)
  - Surrey Quays Place (3)
  - Park Walk (4)

These factors are further elaborated later in this chapter.

Parameter Plan CWM-AAM-MP-ZZ-DR-A-07012
‘Proposed Maximum Heights’

Design Guidelines TB 1.9

6 Protect and enhance views

- The composition of Tall Building clusters has been thoroughly assessed in relation to local and distant views around the site. Married with the location of Tall Buildings, the maximum heights set by the Parameter Plans help control the shape of the cluster(s) as seen from different locations.
- Minimum heights have not been stipulated. Instead, a series of relationships between Tall Buildings seek to capitalise upon the opportunity of defining the London skyline beyond individual contribution.

The assessment of the Tall Buildings on strategic and local views is further elaborated later in this chapter.
Tall Buildings and strategic view corridor
5.5 Strategic views

The Development would be potentially visible in the London View Management Framework (LVMF) London Panorama from Greenwich Park (5A.2) as the Site lies within and either side of the Protected Vista. The Development would also be potentially visible in the Blackheath Point vista (6A.1), and in the backdrop of the view from Primrose Hill looking towards St Paul’s Cathedral (4A.1). The LVMF has been a key consideration in the evolution of the Masterplan and the Tall Buildings proposed are located and designed to avoid any adverse impact on the protected strategic views.
The design process included iterative siting and height studies including testing impact on views.

The Planning Application is supported by a Townscape Built Heritage and Visual Assessment (TBHVA), prepared by Robert Tavernor Consultants, which demonstrates that the Tall Buildings do not harm, and make a positive contribution to the characteristics and composition of the strategic views by strengthening the cluster of developments either side of and thereby better framing the views.

Siting and height studies summary

- **Location test 1**: Illustrative scheme
- **Location test 2**: Eastern limit test
- **Location test 3**: Western limit test
- **Location test 4**: A1/D2 no overlap (Preferred)

- **Height Test 1**: Match existing consent
- **Height Test 2**: Sellar’s max, even steps
- **Height Test 3**: Plot D max, even steps
- **Height Test 4**: Plot D max, graded steps
- **Height Test 5**: Plot D max, paired steps
5.6 Creating a Major Town Centre

The Tall Buildings are integral to the Masterplan and to delivering the planning policy vision to transform Canada Water into a Major Town Centre, a distinctive place that will be a new destination around Canada Water and a new heart for the Rotherhithe and Surrey Docks area. The Tall Buildings are important in creating the Town Centre, to establish its character and function, mark important streets and spaces and help to make the centre easy to understand and move around.

1 Defining the High Street

Vital to the creation of a commercial heart at Canada Water, the Masterplan undertakes the challenge of creating a new London High Street. The Tall Buildings, particularly Plot A1 marking the northern extremity of Deal Porters Way (High Street) and those in Zones B and C marking the southern end are critical to defining the High Street and signalling this primary route.
2 Marking the public square

The Tall Buildings in Development Zones B and C also mark the Town Square located at the southern end of Deal Porters Way and Surrey Quays Station. Similarly, the Tall Buildings at the northeastern end of Zones F and G emphasise the location of The Park.

3 Connecting important places

The Tall Buildings perform an important function in marking and helping to connect public transport hubs. The Tall Building at Plot A1 marks Canada Water Station and the Tall Buildings at Zones B and C mark Surrey Quays Station. The High Street route between is clearly defined.

Each Tall Building relates to a public space. Blocks B, C and G mark the route between major public parks. The Tall Buildings therefore contribute towards creating a coherent hierarchy of spaces and streets in the area. Individually as well as in clusters they help ensure the legibility of the Town Centre, contributing to its permeability and that of the wider area, particularly for pedestrians and cyclists.

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Illustrative view of the Town Square looking northeast

Connecting transport hubs, parks and public spaces
It is an important policy objective that Tall Buildings avoid unacceptable harm to the significance of designated heritage assets or their settings. The consideration of impact on heritage assets has informed the design process and design evolution. The impact of the proposed Tall Buildings on heritage and on existing townscape character has been assessed in consultation with Historic England and the GLA.

Valuing heritage assets
The Townscape Built Heritage and Visual Assessment (TBHVA) undertaken includes an assessment of the significance of local heritage assets, as listed below. The assessment has informed the design evolution and impact of the proposals on the assets. The TBHVA demonstrates that the Tall Buildings do not harm the listed bridge or the locally listed dock offices. There are two conservation areas some distance away from the site and Tall Buildings will be seen in certain views of these, but the TBHVA concludes that the qualitative characteristics of the conservation areas are not adversely impacted by the Tall Buildings.
Views and townscape character

In addition to the consideration of the effect on any strategic views, the TBHVA undertaken also considered the effect of the proposed Tall Buildings on local townscape character through the assessment of a range of local views. The assessment concludes that the Tall Buildings do not adversely impact on local townscape character and that while the buildings will be clearly visible they contribute positively to defining the character of Canada Water.
5.8 Design quality

The Hybrid Planning Application strategy embodies a robust process to ensure outstanding architecture will be delivered across the Masterplan. The strategy is supported by a comprehensive Illustrative Masterplan and parallel Detailed Proposal for Plot A1, which demonstrates the architectural quality aspiration for the Tall Buildings.

The Development Control Documents for the Outline Proposals include Parameter Plans and Guidelines, which define the envelope and the design principles for Tall Buildings. For Tall Buildings approved in outline only, Reserved Matters will come forward in accordance with the requirements of those documents and will be required to satisfy the planning policy requirements in relation to high/exemplary architectural quality prior to approval for them being granted.

Introduction

Given the significance of the Masterplan, the Outline Proposals are supported by an Illustrative Masterplan. This Design and Access Statement and the accompanying Design Guidelines are used to demonstrate how the Outline Proposals have evolved, how they have responded to technical issues and constraints, and how they have responded to a comprehensive process of community and stakeholder engagement. The Masterplan has had the benefit of Design Review by the Design Council and extensive pre-application engagement with Southwark Council, Historic England and the GLA.

Southwark Council can be confident that if approving the Development the architecture will be outstanding and will incorporate high quality materials, finishes and details, and that this can be secured within the context of normal planning controls, be they Reserved Matters Applications, planning conditions or planning obligations.

▶ Design Guidelines TB 1.4
Plots A1 and A2 Detailed Proposals
Planning Application strategy

The Hybrid Planning Application comprises Outline Proposals for which all matters are reserved. The detailed design of Tall Buildings within the Outline Proposals is to be approved via the submission of Reserved Matters, which are required to comply with the parameters for the Outline Proposals provided in the Development Control Documents. The Tall Buildings’ design for Reserved Matters Approval will have to adhere to the Parameters Plans and take account of the Design Guidelines. Plot A1 has been designed in detail and submitted in parallel as a Detailed Proposal. This sets the design quality intent of the Masterplan.

The main elements of the strategy aimed at achieving design quality can be summarised as follows:

Masterplan – design context for Tall Buildings
The Masterplan defines:

• Locations for Tall Buildings
• Cluster composition
• Public Realm strategy
• Massing reduced at edges
• Permeability and grain

Parameter Plans – set limits
The Parameter Plans specify development limits and limits of deviation:

• Height parameters
• Cluster parameters
• Scale / massing parameters
• Refined siting / location parameters

Design Guidelines – informs design quality
The Design Guidelines are provided to achieve design quality overall and have specific relevance to Tall Buildings:

• Refine the Parameter Plans
• Control cluster composition: Tall Building locations in the Masterplan have been placed as part of clusters, to establish local nodes and create an identity in the larger cityscape of London. Designs coming forward must demonstrate how they relate to other existing and proposed Tall Buildings, and how they meet the cluster Design Guidelines.
• Contribute to architectural approach: The Design Guidelines will deliver specific design advice on improving design quality on matters not addressed in higher level policy and guidance documents, both to express best-practice and to establish character in Canada Water.

Development Specification
The Development Specification describes the development and the Planning Application components, in particular it:

• Specifies the permitted uses and quantum of floorspace
• Identifies the Control Documents

Reserved Matters Applications
Detailed design for Tall Buildings, which will be submitted at Reserved Matters Application (RMA) stage, will need to adhere to the Parameter Plans and Design Guidelines. The design quality will be controlled through this statutory process. The Planning Application is also committed to design review as part of this process.
Diagram showing Reserved Matters Application process
Tall Buildings will play a significant role in the transformation of Canada Water into a new urban centre and strengthen its emerging identity.

The appearance of each Tall Building in the Masterplan has the key to help strengthen the hierarchy of streets and spaces of the Masterplan. They also have the potential to support and contribute to the character of the Masterplan, as well as each of the Character Areas.

This section shows images of Plot A1 as an exemplar Tall Building that demonstrates all the appearance principles that are desired in the Masterplan.

**Contribution to the hierarchy of streets and spaces**

Tall Buildings in Canada Water help mark routes and connections improving legibility to and from the new High Street, between transport hubs and between open spaces.

To further help with wayfinding and orientation, and to create a sense of arrival, Tall Buildings are related to main areas of Public Realm: Canada Water, the Town Square and the Park.

*Design Guidelines TB 1.9*
Contribution of the appearance to character

Tall Buildings have a very prominent presence in the Masterplan and therefore they have a very strong impact in the creation of the Canada Water character. It is important that these buildings in particular contribute to the overall character of the Masterplan, as well as of the Character Areas.

Internally, Tall Buildings in the Town Centre help create the commercial heart. In The Central Cluster they add to existing and consented buildings to help define a cluster and a transition to The Park Neighbourhood. By their absence they help define The Park Neighbourhood, which relates to the lower rise neighbouring context.

Externally, these high-quality buildings will broadcast the Canada Water character across the peninsula and wider London.

► Design Guidelines TB 1.8 to 1.17
Specific considerations

Composition of Tall Building façades
Tall Buildings are very prominent buildings in the Masterplan and visible from all direction due to their height above the surrounding development.

For this reason, they have the responsibility to be well-considered and exemplary designs, with the highest quality of architectural standards for all building façades. The composition of the building should integrate all building elements, such as balconies, canopies, screens and pipework.

Façades may or may not have a distinct expression of the top, middle and base. However, there are some considerations to be made regarding the bases and the tops.

Base of Tall Buildings
How Tall Buildings meet the ground is crucial to ensure their integration within the human-scaled streetscape of the Masterplan.

These buildings have the duty to contribute positively to the Public Realm by meeting the ground in a well-considered manner, and maximising the provision of active uses and frontages. The primary entrances to these buildings will support the activity at ground level by addressing a well-defined space or street adjacent to the building, creating a sense of address for the building and its users.

Design Guidelines TB 1.8

Design Guidelines TB 1.9 to TB 1.11

Plot A1 facade composition

Plot A1 street-level facade treatment
Tops of Tall Buildings

How Tall Buildings meet the sky is also essential to ensure that they form an attractive silhouette individually and as a cluster.

Tops can be designed in a number of different ways and they should integrate all rooftop elements into the design, including amenity space and building maintenance units.

▶ Design Guidelines TB 1.12 to TB 1.14
The Tall Buildings proposals will deliver much needed growth and help create a vibrant town centre in the heart of the Rotherhithe and Surrey Docks area. They represent plan led development meeting strategic and local planning policy objectives for the transformation of Canada Water. A raft of design and technical studies demonstrate the credibility and quality of the design and the scheme acceptability in terms of environmental impact. The proposals represent soundly based sustainable development.

**5.10 Tall Buildings assessment**

Appropriate to the strategically important location

Canada Water is an Opportunity Area with enormous potential to meet London’s need to accommodate its growing population within sustainable communities. The Canada Water AAP vision is to transform Canada Water into a Town Centre, envisaged within the London Plan as a Major Town Centre, with the aim to make best use of the great opportunity to create a new destination around the Canada Water Dock which combines shopping, civic, education, leisure, business and residential uses to create a new heart for the Rotherhithe and Surrey Docks area.

The CW AAP makes provision for Tall Buildings as part of the regeneration and provides an indicative ‘core area’ where Tall Buildings of 20-25 storeys will be appropriate. Significantly higher buildings must demonstrate that they contribute positively to London’s skyline and that they make exceptional contributions to the regeneration of the area.

The Tall Buildings are intrinsic elements of the Masterplan strategy to create a distinctive place and are critically important contributors to local regeneration and in this respect fully accord with the policy provision made for Tall Buildings in the core area.

The Tall Buildings within plots B and C do fall outside the indicative core area. The particular distinction between this location (plots B and C) and the indicative core area is in relation to potential impact on the LVMF protected strategic views. The views assessment demonstrates that these Tall Buildings have no adverse impact on the strategic views and provide a positive contribution to the views by strengthening the cluster of developments either side of the view corridor and thereby better framing the views.
Plots B and C are located within the Town Centre and Opportunity Area and are integral to the Masterplan and its Tall Buildings strategy. It can therefore be concluded that the Tall Buildings are appropriate in this strategically important location.

**Contributes positively to London’s skyline**
The location and maximum height of the Tall Buildings, as well as the relationships and hierarchies between them (controlled through parameters and guidelines) establishes the Canada Water cluster’s characteristics. Also, massing is generally lower towards the edges of the site. The Tall Buildings will read as individual vertical elements and contribute to the cluster of existing Tall Buildings creating a distinctive skyline at Canada Water. The cluster contributes positively to London’s skyline as evidenced by the views assessment.

**Integral to place making**
The Tall Buildings sit within a Masterplan for a large site which is designed to create a new town centre. The siting of the taller elements has taken into account neighbours and adjacent heights, the designated heritage assets, listed building and conservation areas and the local listed building.

The Tall Buildings emphasise the location of the Town Centre and mark routes and connections improving legibility to and from the new High Street, between public transport interchanges and between open spaces, parks and waterside. The Tall Buildings therefore contribute towards creating a coherent hierarchy of spaces and streets in the area individually as well as in clusters; ensuring the legibility of the town centre; and contributing to its permeability and that of the wider area, particularly for pedestrians and cyclists. The Tall Buildings are important to establishing the Town Centre’s character and function, marking important streets and spaces and helping to make the centre easy to understand and move around. They are integral to the quality and character of place and thus contribute positively to the wider area.

**Achieves highest design quality**
The Masterplan represents the highest design quality as demonstrated through this Design and Access Statement and supporting Planning Application documents. The design and application strategy embodies a robust process to ensure outstanding architecture will be delivered across the Canada Water Masterplan. The strategy is supported by a comprehensive Illustrative Masterplan and parallel Detailed Application for Plot A1, which demonstrate the architectural quality aspiration. The Planning Application design controls include parameters and design guidance, which can be relied on as effective framework for detailed design development and tools in assessing the design detail at Reserved Matters Application stage.

**Soundly based**
The Tall Buildings proposals as elements within the Masterplan are supported by a raft of design and technical studies that demonstrate that they are soundly based in terms of design credibility, environmental assessment and impact on the local area and that they represent sustainable development that will deliver strategic and local planning objectives for Canada Water.
**PLANNING POLICY AND GUIDANCE**

**CRITERIA FOR TALL BUILDINGS**

**ASSESSMENT MATRIX**

<table>
<thead>
<tr>
<th>CRITERIA</th>
<th>ASSESSMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Within a strategically important location</td>
<td></td>
</tr>
<tr>
<td>London Plan Policy 7.7 Location and Design of Tall Buildings</td>
<td></td>
</tr>
<tr>
<td>C a. opportunity areas, areas of intensification or town centres that have good access to public transport</td>
<td></td>
</tr>
<tr>
<td>Draft New London Plan Policy D8 Tall Buildings</td>
<td></td>
</tr>
<tr>
<td>B. Tall Buildings should be part of a plan-led approach to changing or developing an area.</td>
<td></td>
</tr>
<tr>
<td>Southwark Plan (Saved Policies 2013) Policy 3.20 Tall Buildings</td>
<td></td>
</tr>
<tr>
<td>ii. Is located at a point of landmark significance;</td>
<td></td>
</tr>
<tr>
<td>Southwark New Local Plan Policy P14: Tall Buildings</td>
<td></td>
</tr>
<tr>
<td>i. Be located at a point of townscape significance and have a height that is proportionate to the significance of the proposed location and the size of the site;</td>
<td>✓</td>
</tr>
<tr>
<td>Contributes to the skyline</td>
<td></td>
</tr>
<tr>
<td>London Plan Policy 7.7 Location and Design of Tall Buildings</td>
<td></td>
</tr>
<tr>
<td>C d. individually or as a group, improve the legibility of an area, by emphasising a point of civic or visual significance where appropriate, and enhance the skyline and image of London</td>
<td></td>
</tr>
<tr>
<td>Draft New London Plan Policy D8 Tall Buildings</td>
<td></td>
</tr>
<tr>
<td>C 1. The impacts of a Tall Building can be visual, functional or environmental. All three elements should be considered within plan-making and in deciding development proposals</td>
<td></td>
</tr>
<tr>
<td>Canada Water Area Action Plan 2015 Policy 17: Building Heights in the core area</td>
<td></td>
</tr>
<tr>
<td>7. Demonstrate a considered relationship with other Tall Buildings and building heights in the immediate context in views, including views along the River Thames and in the background of views of Tower Bridge. The location, orientation and massing of Tall Buildings should be articulated to ensure that cumulatively, Tall Buildings remain distinguishable as individual elements on the skyline.</td>
<td></td>
</tr>
<tr>
<td>8. Have a strong vertical emphasis; the tops of buildings should be well articulated and add interest to the skyline.</td>
<td></td>
</tr>
<tr>
<td>13. Demonstrate that they contribute positively to London’s skyline when viewed locally and in more distant views.</td>
<td></td>
</tr>
<tr>
<td>Southwark Plan (Saved Policies 2013) Policy 3.20 Tall Buildings</td>
<td></td>
</tr>
<tr>
<td>v. Contributes positively to the London skyline as a whole, consolidating a cluster within that skyline or providing key focus within views.</td>
<td></td>
</tr>
<tr>
<td>Southwark New Local Plan Policy P14: Tall Buildings</td>
<td></td>
</tr>
<tr>
<td>iv. Make a positive contribution to the London skyline and landscape, taking into account the cumulative effect of existing Tall Buildings and emerging proposals for Tall Buildings</td>
<td></td>
</tr>
</tbody>
</table>
## CRITERIA

<table>
<thead>
<tr>
<th>CRITERIA</th>
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</thead>
<tbody>
<tr>
<td><strong>Does not adversely impact strategic views</strong></td>
<td></td>
</tr>
<tr>
<td><strong>London Plan Policy 7.7 Location and Design of Tall Buildings</strong></td>
<td>D b. should not impact on local or strategic views adversely</td>
</tr>
<tr>
<td><strong>Draft New London Plan Policy D8 Tall Buildings</strong></td>
<td>C 1 Visual Impacts, a. The views of buildings from different distances need to be considered, including: Long-range views – these require attention to be paid to the design of the top of the building. It should make a positive contribution to the existing and emerging skyline and not adversely affect local or strategic views</td>
</tr>
<tr>
<td><strong>Canada Water Area Action Plan 2015 Policy 17: Building Heights in the core area</strong></td>
<td>5. Have due regard to the London View Management Framework (LVMF), including the strategic views of St Paul’s Cathedral from Greenwich and Blackheath and river prospect views from London Bridge.</td>
</tr>
<tr>
<td><strong>Southwark Plan, Strategic Policy 12 – Design and conservation</strong></td>
<td>3. Making sure that the height and design of development conserves and enhances strategic views and is appropriate to its context, the historic environment and important local views.</td>
</tr>
<tr>
<td><strong>Southwark New Local Plan Policy P14: Tall Buildings</strong></td>
<td>v. Not cause a harmful impact on strategic views, as set out in the London View Management Framework, or to our Borough Views; and</td>
</tr>
<tr>
<td><strong>Appropriate to the local context</strong></td>
<td></td>
</tr>
<tr>
<td><strong>London Plan Policy 7.7 Location and Design of Tall Buildings</strong></td>
<td>C b. only be considered in areas whose character would not be affected adversely by the scale, mass or bulk of a tall or large building</td>
</tr>
<tr>
<td></td>
<td>C c. relate well to the form, proportion, composition, scale and character of surrounding buildings, urban grain and Public Realm (including landscape features), particularly at street level;</td>
</tr>
<tr>
<td></td>
<td>C i. make a significant contribution to local regeneration.</td>
</tr>
<tr>
<td></td>
<td>E. The impact of Tall Buildings proposed in sensitive locations such as conservation areas, listed buildings and their settings and World Heritage Sites, should be given particular consideration.</td>
</tr>
<tr>
<td><strong>Draft New London Plan Policy D8 Tall Buildings</strong></td>
<td>C 1 d. Proposals should take account of, and avoid harm to, the significance of London’s heritage assets and their settings. ...... The buildings should positively contribute to the character of the area</td>
</tr>
<tr>
<td><strong>Canada Water Area Action Plan 2015 Policy 17: Building Heights in the core area</strong></td>
<td>4. Contribute towards creating or reinforcing a coherent hierarchy of spaces and streets in the area.</td>
</tr>
<tr>
<td></td>
<td>6. In accordance with the NPPF, take into account the desirability of sustaining and enhancing the significance of heritage assets and their settings, including Southwark Park, which is a historic registered park, St Mary’s conservation area and King Edward III’s conservation area.</td>
</tr>
<tr>
<td><strong>Southwark Plan [Saved Policies 2013] Policy 3.20 Tall Buildings</strong></td>
<td>i. Makes a positive contribution to the landscape;</td>
</tr>
<tr>
<td><strong>Southwark New Local Plan Policy P14: Tall Buildings</strong></td>
<td>ii. Respond positively to local character and townscape; and</td>
</tr>
<tr>
<td></td>
<td>vi. Avoid unacceptable harm to the significance of designated heritage assets or their settings;</td>
</tr>
</tbody>
</table>
### CRITERIA

#### Contributes to legibility and street activation

<table>
<thead>
<tr>
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<th>ASSESSMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>London Plan Policy 7.7 Location and Design of Tall Buildings</strong></td>
<td><strong>The Tall Buildings emphasise the location of the Town Centre and mark routes and connections improving legibility to and from the new High Street, between public transport interchanges and between open spaces, parks and waterside.</strong></td>
</tr>
<tr>
<td>C d. individually or as a group, improve the legibility of an area, by emphasising a point of civic or visual significance where appropriate, and enhance the skyline and image of London</td>
<td></td>
</tr>
<tr>
<td>C f. have ground floor activities that provide a positive relationship to the surrounding streets</td>
<td></td>
</tr>
<tr>
<td>C g. contribute to improving the permeability of the site and wider area, where possible</td>
<td></td>
</tr>
<tr>
<td><strong>Canada Water Area Action Plan 2015 Policy 17: Building Heights in the core area</strong></td>
<td><strong>The parameters and guidelines will secure design objectives including ground floor uses and contribution to the street.</strong></td>
</tr>
<tr>
<td>2. Contribute to an environment which is easy to move around for pedestrians and cyclists.</td>
<td></td>
</tr>
<tr>
<td>3. Provide town centre uses at ground or lower floors that reinforce the function of the town centre and help animate the space around the building</td>
<td></td>
</tr>
<tr>
<td><strong>Southwark Plan (Saved Policies 2013) Policy 3.20 Tall Buildings</strong></td>
<td></td>
</tr>
<tr>
<td>iv. Relates well to its surroundings, particularly at street level;</td>
<td></td>
</tr>
<tr>
<td><strong>Southwark New Local Plan Policy P14: Tall Buildings</strong></td>
<td></td>
</tr>
<tr>
<td>ix. Have a positive relationship with the Public Realm, provide opportunities for new street trees, and design lower floors to successfully relate to and create a positive pedestrian experience; and</td>
<td></td>
</tr>
<tr>
<td>x. Provide a new, functional public space that is commensurate to the height and size of the proposed building when above a height of 30m, or 25m in the Thames Policy Area, and widened footways and routes to accommodate increased footfall;</td>
<td></td>
</tr>
<tr>
<td><strong>Provides public space and publicly accessible and communal facilities</strong></td>
<td></td>
</tr>
<tr>
<td><strong>London Plan Policy 7.7 Location and Design of Tall Buildings</strong></td>
<td><strong>The provision of open space and amenity space is set within the Masterplan and all Tall Buildings are located adjacent to significant open spaces (and or water bodies).</strong></td>
</tr>
<tr>
<td>C h. incorporate publicly accessible areas on the upper floors, where appropriate</td>
<td></td>
</tr>
<tr>
<td><strong>Draft New London Plan Policy D8 Tall Buildings</strong></td>
<td><strong>Specific provision of facilities and accessible areas with Tall Buildings will be for reserved matters consideration.</strong></td>
</tr>
<tr>
<td>Public access D Publicly-accessible areas should be incorporated into Tall Buildings where appropriate, particularly more prominent Tall Buildings</td>
<td></td>
</tr>
<tr>
<td><strong>Canada Water Area Action Plan 2015 Policy 17: Building Heights in the core area</strong></td>
<td></td>
</tr>
<tr>
<td>1. Provide public space at ground level. Public space should be proportionate to the height of the building and the importance of the location in the town centre.</td>
<td></td>
</tr>
<tr>
<td>12. Incorporate communal facilities for residents of the development.</td>
<td></td>
</tr>
<tr>
<td>14. Include a publicly accessible area on upper floors where feasible</td>
<td></td>
</tr>
<tr>
<td><strong>Southwark New Local Plan Policy P14: Tall Buildings</strong></td>
<td></td>
</tr>
<tr>
<td>xi. Provide a new publicly accessible space at or near to the top of the building and communal facilities for users and residents when above a height of 60m</td>
<td></td>
</tr>
<tr>
<td><strong>Historic England Advice Note 4 2015</strong></td>
<td></td>
</tr>
<tr>
<td>Contribution to public space and facilities</td>
<td></td>
</tr>
</tbody>
</table>
## CRITERIA

<table>
<thead>
<tr>
<th>Achieves highest design quality</th>
<th>ASSESSMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>London Plan Policy 7.7 Location and Design of Tall Buildings</strong>&lt;br&gt; C e. incorporate the highest standards of architecture and materials, including sustainable design and construction practices</td>
<td>The Masterplan represents the highest design. The application strategy will ensure outstanding design quality. The design controls include parameters and design guidance, which can be relied on as an effective framework for detailed design development and tools in assessing the design detail at Reserved Matters Application stage.</td>
</tr>
<tr>
<td><strong>Southwark Plan (Saved Policies 2013) Policy 3.20 Tall Buildings</strong>&lt;br&gt; iii. Is of the highest architectural standard;</td>
<td>✓ subject to RMA</td>
</tr>
<tr>
<td><strong>Draft New London Plan Policy D8 Tall Buildings</strong>&lt;br&gt; C 1 c. Architectural quality and materials should be of an exemplary standard to ensure the appearance and architectural integrity of the building is maintained through its lifespan</td>
<td></td>
</tr>
<tr>
<td><strong>Canada Water Area Action Plan 2015 Policy 17: Building Heights in the core area</strong>&lt;br&gt; 11. Demonstrate an exemplary standard of design, provide high quality accommodation which significantly exceeds minimum space standards and promote housing choice by providing a mix of unit types.</td>
<td></td>
</tr>
<tr>
<td><strong>Southwark Plan, Strategic Policy 12 – Design and conservation</strong>&lt;br&gt; 4. Requiring Tall Buildings to have an exemplary standard of design and make a positive contribution to regenerating areas and creating unique places. Locations where Tall Buildings could go are in London Bridge, the northern end of Blackfriars Road, Elephant and Castle and action area cores. These are shown on the Key diagram.</td>
<td></td>
</tr>
<tr>
<td><strong>Southwark New Local Plan Policy P14: Tall Buildings</strong>&lt;br&gt; iii. Be of exemplary architectural design and residential quality;</td>
<td></td>
</tr>
<tr>
<td><strong>Historic England Advice Note 4 2015</strong>&lt;br&gt; • Architectural quality&lt;br&gt; • Credibility of the design&lt;br&gt; • Provision of a well-designed inclusive environment</td>
<td></td>
</tr>
<tr>
<td>Does not impact adversely on environment nor on local amenity</td>
<td></td>
</tr>
<tr>
<td><strong>London Plan Policy 7.7 Location and Design of Tall Buildings</strong>&lt;br&gt; D a. should not affect their surroundings adversely in terms of microclimate, wind turbulence, overshadowing, noise, reflected glare, aviation, navigation and telecommunication interference</td>
<td>The application is supported by an Environmental Assessment which demonstrates that the Tall Buildings do not cause adverse effects.</td>
</tr>
<tr>
<td><strong>Draft New London Plan Policy D8 Tall Buildings</strong>&lt;br&gt; C The impacts of a Tall Building can be visual, functional or environmental. All three elements should be considered within plan-making and in deciding development proposals.</td>
<td>✓ subject to RMA</td>
</tr>
<tr>
<td><strong>Canada Water Area Action Plan 2015 Policy 17: Building Heights in the core area</strong>&lt;br&gt; 9. Allow adequate sunlight and daylight into streets, public spaces and courtyards.&lt;br&gt; 10. Avoid harmful microclimate and shadowing effects or adverse affects on local amenity.</td>
<td></td>
</tr>
<tr>
<td><strong>Southwark New Local Plan Policy P14: Tall Buildings</strong>&lt;br&gt; vii. Avoid harmful and uncomfortable environmental impacts including wind shear, overshadowing and solar glare. Detailed modelling and analysis will be required to assess these impacts; and&lt;br&gt; viii. Maximise energy efficiency and prioritise the use of sustainable materials;</td>
<td></td>
</tr>
<tr>
<td><strong>Historic England Advice Note 4 2015</strong>&lt;br&gt; • Sustainable design and construction&lt;br&gt; • Consideration of the impact on the local environment (and particularly at ground level)</td>
<td></td>
</tr>
</tbody>
</table>
6 ACCESS STATEMENT
6.1 Introduction

This Masterplan Access Statement has been prepared in support of a hybrid Planning Application.

It will provide a framework to which the different architectural teams can work and ensure the delivery of a consistent standard of access.

This Statement sets out how the scheme will be progressed with consideration of the principles of inclusive design. The proposed development will be designed to be as inclusive as possible including:

- Residents of the development;
- Visitors to the development;
- People working in and visiting the commercial spaces; and
- The wider community beyond the application site boundary.

The meaning of ‘disabled’ in this Code is the definition stated in the Equality Act.

Character areas

The Masterplan is divided into three main Character Areas:

- The Town Centre as the commercial heart of the development including the Town Square, Deal Porters Way (the High Street), the Cuts (outdoor retail area), and Canada Water.
- The Park Neighbourhood – where the residential areas will be located around main public spaces and along quiet Neighbourhood Streets, as well as the potential for commercial, educational and cultural uses in the Printworks.
- The Central Cluster will accommodate residential buildings, commercial or educational uses, and the relocated superstore.
Method of review
The Masterplan Inclusive Design Guideline sets out requirements for the access provisions in the Development using a journey sequence through the Development as follows:

- Arrival at the Site;
- Connectivity to the surrounding environment;
- Circulation around the Site;
- Access to external facilities on Site;
- Approaches to all buildings;
- Building design (where appropriate for the Detailed Proposals); and
- Emergency evacuation strategy.

The access provisions are reviewed against the access regulations and standards that apply. The Guideline considers the requirements of all users, including:

- People with mobility impairments;
- People with visual impairments;
- Deaf and people with hearing loss;
- Older people; and
- Children.

Precedent examples of step-free external and internal routes, lifts, stairs, WCs and other access features are highlighted throughout the Code where necessary.

The standards
The main access standards and regulations referred to in the Inclusive Design Code are:

National Planning Policy
- ‘National Planning Policy Framework (NPPF)’, Department for Communities and Local Government, 2012

London Planning Policy
- Draft New London Plan 2018

For the Public Realm
- ‘Shared Space: Local Transport Note 1/11’, Department for Transport, 2011
6 Access Statement

• 'Inclusive urban design: Streets for life', Architectural Press, 2006
• 'Inclusive urban design: a guide to creating accessible public spaces', David Bonnett Associates / BSI, 2014
• 'Developing Accessible Play Space – A good Practice guide', Stationery Office 2003
• London Cycling Design Standards, TfL, 2015

Local standards
• Southwark’s Interim Planning Policy Guidance: Technical Housing Standards, October 2015.

For buildings and their approaches
• The Building Regulations 2010, Approved Document M: Volume 1 Access to and use of dwellings, HMSO 2015 (from 1 October 2015);
• The Building Regulations 2010, Approved Document M: Volume 2: Buildings other than Dwellings, HMSO 2015 (from 1 October 2015);

Interpretation of the standards
The Building Regulations and BS 8300:2009 +A1:2010 provide general access advice, but they both refer to other standards and regulations about specific aspects of buildings and their surroundings and offer less guidance on the design of the Public Realm. Therefore, several separately authored documents are referred to, including good practice guidance, such as:


The nature of changing standards can result in anomalies and contradictions. Therefore it is important that access and inclusivity are considered and refined throughout the design process so that the Development is as accessible as possible. The design of the scheme will seek to interpret these standards to provide the best possible level of inclusive design.

The Equality Act cannot override any other piece of legislation. If the impact of access improvements on the building is deemed unacceptable, a managed approach or alternative provision may be adopted and will need to be recorded in the access statements and a development’s post-completion Access Management Plan.

Access aims
The Development will be designed to achieve the highest access standards possible.

The Development will be designed to incorporate the access principles as set out by Design Council CABE’s 2006 publication ‘The Principles of Inclusive Design – They Include You’, as follows:

1. Places people at the heart of the design process.
2. Acknowledges diversity and difference.
3. Offers choice where a single design solution cannot accommodate all users.
4. Provides for flexibility in use.
5. Provides buildings and environments that are convenient and enjoyable to use for everyone.

**Summary of access provisions**

- **Legibility and wayfinding:** Well-defined, legible, safe and pedestrian friendly routes with consistent layout of Public Realm features to facilitate wayfinding for people who are blind or partially sighted.
- **Permeable pedestrian network with good connections to local bus stops and stations.**
- **Accessible transport connections:** Well connected to existing bus, train and underground network and surrounding neighbourhoods.
- **Accessible car-parking spaces (Blue Badge) will be provided in accordance with the Southwark Council and GLA requirements.**
- **Mobility scooter parking and charging points will be provided in residential developments.**
- **Cycle network will be safe and convenient to encourage cycling by a range of people including older and disabled people.**
- **Accessible cycle parking and routes will be to London Cycling Design Standards.**
- **New bus routes created to improve bus services within the Masterplan.**
- **Bus stops will have seating, shelter and accessible information.**
- **Drop-off/pick-up points for taxis, Dial-a-Ride and community transport minibuses will be located at key points on the Site within 50m of all public building entrances and key public facilities;**
- **Hierarchy of streets will ensure primary vehicular streets are on the outside of the Development, with internal streets with lower traffic flows and neighbourhoods restricted to local traffic only.**
- **Low trafficked streets will have low kerbs or suitable tactile paving to delineate vehicular and pedestrian areas.**
- **Suitable crossing points will be provided with signals or informal arrangements depending on level of traffic to be negotiated.**
- **The Development will provide new public spaces with pocket urban squares as gathering points for recreation, resting and wayfinding.**
- **Planting and landscape features will include seats and resting places at a minimum of every 50m;**
- **Safe pedestrian zones, without traffic and with step-free, level or gently-sloping circulation routes.**
- **Level differences across the Site will be managed by gentle slopes mainly around 1:40 gradient, but not over 1:20 gradient.**
- **Residential standards:** Residential developments will be designed to meet the Approved Document Part M, Volume 1 and London Plan requirements for 90% Category 2 Accessible and adaptable dwellings and 10% Category 3 Wheelchair user dwellings.
- **Wheelchair user dwellings will comply with the retained SELHP WHDG standards as outlined in Southwark’s Interim Planning Policy Guidance: Technical Housing Standards, October 2015.**
- **Commercial and public buildings:** These will be designed to the appropriate Building Regulation Standards including Approved Documents Part M Volume 2 and Part K.
- **Active frontages to developments will provide animation, interest and also safety for older and disabled pedestrians.**
6.2 Public Realm access strategy

Focus on health and well-being
This will be a central consideration for the Masterplan vision and design:

- Focus on minimising car use while making provision for disabled people, and increased walking and cycling for all.
- Creating environments where older and disabled people feel safe and comfortable outdoors.
- Quiet, sheltered spaces with seating and resting opportunities at frequent intervals.
- Spaces to incorporate sensory design, including colour, texture, scents and sound.
- Streets that are safe and comfortable to travel along and easy to cross.

Legibility and clarity of public spaces
There will be a triangular configuration of three main public spaces around which the movement network and areas will be organised:

- Canada Water Dock will provide a pedestrianised leisure space.
- The Town Square will provide a multi-functional space with public seating.
- The Park will provide planting and leisure space including play space for different ages.

There will also be a series of smaller scale spaces that provide variety to the Public Realm network.

All Public Realm areas will be designed to remove unnecessary obstructions to pedestrian movement including high kerbs, rationalising and sensitive location of traffic signs, road markings and other street furniture.

Vehicular areas will be clearly delineated from pedestrian areas using tactile paving, visual contrast and kerbs as appropriate.

Reference will be made to the DfT Local Transport Note 1/11.

Levels and planning constraints
The Site has considerable challenges in terms of changes of level as the whole Site sits on a plateau 5.5m above ordnance datum (AOD) with substantial drops in land levels at its western and southern boundary edge:

- The western edge has a 4m drop;
- The southern boundary has a 2.5m drop near the existing Tesco (with an 86m long ramp)
- To the east the terrain levels out.

As a result, any links to the east over the railway line will require step-free solutions.

Pedestrian friendly Masterplan
Newly proposed traffic controlled routes will provide servicing access to all parts of the Masterplan while restricting through vehicle flow. The new routes include the realigned Deal Porters Way, which will be the new High Street, and New Brunswick Street.

A continuous network of safe and convenient pedestrian routes will be provided that will benefit older and disabled people. These will include Park Walk, Dock Edge Walk, The Cuts and the Neighbourhood Streets.

Route hierarchy and organisation will seek to avoid conflict with cycle and vehicular routes.

Pedestrian comfort considerations will include:

- Connectivity to the wider neighbourhood.
- Good pedestrian permeability within the Masterplan.
• Signal controlled crossing points for pedestrians across main vehicular routes.
• Low trafficked streets will have low kerbs or suitable tactile paving to delineate vehicular and pedestrian areas.

**Pedestrian network – hierarchy of routes**

Pedestrian Access Routes (PARs) are defined as the most direct and convenient pedestrian routes linking key parts of the Development.

Design of the urban environment will aim to put people before traffic by creating a network of accessible, step-free pedestrian routes and public spaces throughout the Site even where there are significant changes of level due to topography. Approaches to buildings will link to and be part of this network.

Accessible routes may include step-free vertical circulation (lifts, ramps) as well as horizontal circulation. There may also be other routes, which include steps or steep gradients, which will not be accessible to everybody, but may be the preferred route for some. The aim is to provide a choice of routes and clearly differentiate between the two.

The Inclusive Design Guideline defines the quality required of each route type depending on the nature of its usage and location:

• Primary routes: to transport links, building entrances and facilities set within the landscape. These will be designed, in principle, to Approved Document Part M, or BS8300:2009 if not directly approaching a building entrance;
• Non-primary routes: such as for maintenance only or rough terrain surfaces that are supplementary to primary routes and are unlikely to be used by the general public. A more flexible approach will be adopted in these areas depending on their location and health and safety requirements;
• Approaches to public buildings: these will be treated as primary routes;
• Approaches to residential dwellings: these will be treated as primary routes and comply with accessible housing standards.

**Gradients**

Where the topography allows, accessible routes will have gentle gradients that do not exceed 1:40. Where gradients are steeper than this, level resting places or landings will be provided at intervals. Gradients of 1:20, or steeper, are designated as ramps and will be designed accordingly. Note that the AD Part M Volume 2 requires level rest points at every 500 mm change in level. Only gradients over 1:60 are considered ‘flat’.

Wherever possible, changes in levels will be designed with gradients less steep than 1:20, so that it is not necessary to use ramps on PARs. Any rise greater than 2m either to a building entrance or key facility will require an alternative to a ramp such as a lift.

The length of slope that wheelchair users or ambulant disabled people can manage comfortably depends on a range of factors. Where space allows, a longer shallow ramp is usually preferred by wheelchair users, whereas for people with walking difficulties, these may be more tiring than shorter, steeper slopes or steps. Where there are extended sloping routes, there should be a choice of alternative shorter routes with suitably designed steps. These routes, notably shortcuts, might not be step-free, and therefore not be fully accessible for everyone. However, providing a choice of routes is important to maximise accessibility.
**Road crossing design**

The method for assessing the provision of crossings and types is set out in Local Transport Note 1/95.

Defined, identifiable crossings will be provided so anyone can move from a segregated pedestrian route onto a vehicular route fully aware that they are doing so.

Crossings will be marked by a change in surface/colour, zebra crossings or crossings controlled with traffic lights, operated in different ways.

In kerbed areas it is preferable that crossings are on raised tables.

**Bridge / underpass design**

The Site is linked to the south with an underpass due to the level differences. This will be designed to take into account inclusive design principles.

**Cycle routes and parking**

Provisions for cycling will include the following considerations:

- The network will be safe and comfortable to encourage cycling by a range of people, including older and disabled people.
- Potential conflicts between cyclists and pedestrians will be minimised by suitable and sensitive design.
- Accessible cycle parking will be provided for adapted cycles for disabled people including handcycles, tricycles, recumbents etc.
- Cycle stands will not obstruct pedestrian routes and, in the case of footways, will not intrude into the required circulation width where they can cause an obstruction. Cycle stands will be detailed with a textural and tonal contrast in flooring.

**Vertical circulation**

Vertical circulation, or moving between different levels, can present a significant barrier or be a hazard. Ideally, a range of options should be available so that people can choose the type of vertical circulation they prefer to use, depending on their particular requirements.

**Lifts**

Lifts are vulnerable in the external environment due to exposure to weather and risk of vandalism. Ideally, the landscape should be designed to mitigate the need for lifts by offering extended gentle gradients. Where this is not possible it is preferable that they are included as part of a building and under cover where they can be privately managed and monitored.

**Ramps**

Ramps are only suitable for level changes less than 2 metres, because of the considerable effort required to climb such a height.

**Escalators**

Escalators are not suitable for wheelchairs, prams, pushchairs or people with assistance dogs, unless the dog can be carried. They will therefore always be provided with an alternative, accessible mean of vertical access, preferably a lift or ramp.

**Steps**

In all cases where there are steps/stairs, there will be an alternative step-free route, usually a ramp or lift, in close proximity.

On site, steps may also be used as an aesthetic enhancement or may have a secondary use, such as informal seating. In these cases, there should be a balance between design and function, and meeting the specified guidance to the letter.
may not be appropriate, provided that there is an obvious alternative or adjoining accessible route.

As a general rule, steps in the landscape will be designed to BS8300 or, where on the direct approach to a building entrance, AD Part M Volume 2 for public buildings and Volume 1 for dwellings, depending on the type of unit design within.

Feathered or ‘tapered’ steps where the ground plane changes front to back and left to right do not meet AD Part M or BS8300 for approaches to buildings, which requires regularly sized risers on the primary route, and can be a trip hazard for blind and partially sighted people.

Consideration needs to be given instead how to ‘bookend’ the steps or limit the tapers. Where tapered steps are used, they will be supplemented by a flight of Part M compliant steps.

**Materials and surface finishes**
Surface materials will be smooth, even and slip-resistant, suitable and safe for both walking and for wheeled carriers such as wheelchairs, walkers and pushchairs. Footway surfaces will be firm, will remain firm during use. Surfaces will not be slippery either in dry or wet conditions.

Surface materials will be selected for durability, ultraviolet resistance and potential for sensory ‘information’ (tactile, sound qualities, texture, colour).

**Water features**
Water features such as fountains, ponds and lakes can be important features in the urban environment, providing aesthetic and sustainability benefits. They can also act as wayfinding aids through their distinctive appearance, novelty or sound.

Water features will be located off main access routes, where they, and people gathering around them, cannot cause an obstruction to the circulation of vehicles or pedestrians. Particular care will be taken in pedestrian areas that water from fountains cannot be blown over pedestrian routes, making them slippery and potentially unsafe.

With the exception of operational dockside edges, water features will have some degree of protection or warning device for blind and partially sighted people, e.g. barriers, walls, planting or have tactile surfaces so that people cannot inadvertently walk/fall into them.

**Lighting**
Lighting will be planned as an integral part of street and footpath layouts. Lighting will be
continuous, at least along PARs, at entrances and at information and meeting points.

The position of lighting and its supports will not obstruct pedestrian routes. Light fittings will be positioned so that they do not cause glare by being in the direct line of vision. They will not cause reflections or deep shadows that could be confusing or mask hazards. Uplighters at ground level will not be used because they can cause glare and can be distracting.

**WC provision**
Consideration will be given to free publicly accessible WCs in the Public Realm that do not require the purchase of food and drink. They will be open during the hours of operation of the facilities that they serve, including outdoor and evening events and festivals.

Public WCs are normally unsupervised. Accessible WCs and Changing Places are often locked to prevent abuse, and may either be accessible by a RADAR key or by a key from a reception point nearby.

Other options are possible, including a clear agreement with cafés that their WC facilities can be used without first having to make a purchase. Such agreements will be written into a lease.

Accessible WCs and Changing Places are usually separate unisex facilities, and will not be combined with baby changing facilities.

Baby changing facilities will be provided in both male and female WC facilities as well as in the accessible facilities.

There will also be WC cubicles designed for ambulant disabled people in these facilities, and lower urinals in the public male facilities for shorter adults and for children.

Consideration will be given to pleasant parent rooms for breast and bottle feeding.

**Wayfinding and signage**
Information and signs will be considered early in the design process and not as a retro-fit or post-completion.

Information will be provided at points where people need to make a decision where to go or what to do next, for example, on arrival or at a route intersection.

Signage will also reaffirm directions on a route that continues over a long distance and outside site e.g. train station.

Directional signs will specifically identify routes that are accessible and step-free, where appropriate with distance indicators.

Routes to, and the location of, key-accessible facilities such as parking, transport hubs, information centres, WCs, lifts, and exits will also be clearly indicated as part of the overall signage strategy. This is critical for everyone but especially for people with limited walking capability.

Information and signage will be provided in accordance with the recommendations of the RNIB Sign Design Guide and BS 8300: 2009.
6.3 Transport connections

Accessible transport facilities are key elements of urban developments, which should be well served by a choice of connections. This is particularly relevant for people who cannot walk long distances and tire easily.

While some disabled people will always be reliant on cars, accessible transport systems are fundamental to any new urban development of this type.

**Buses and community vehicles**

The aim is to improve quality and reliability of bus services as follows:

- Existing bus corridors are maintained and new ones created.
- High Street corridor improves access to bus services within Masterplan.
- Bus routes on Surrey Quays Road and Lower Road are maintained.
- There will be level access on and off buses, either provided by a raised kerb section or ramped platform or by a mechanical ramp within the bus, which will still require a raised kerb edge.
- Bus shelters with seating will be provided where possible, particularly at major stops. They will not cause an obstruction to pedestrian or vehicular routes.
- Shelters will be designed with reference to their local context and integrated with the wider designed environment.
- Real-time information about bus routes and departures will be provided in both visible and audible formats.

**Drop-off points**

Some users of the Site may rely on community transport, taxis or minicabs. These vehicles will need to have access to some parts of the Site where pedestrians will have priority, especially access to residential entrances. The route for vehicles in these situations will need to be clearly demarcated and separated with a pedestrian ‘safe-zone’.

Set-down/pick-up points are designated places, off the main vehicle carriageway, where taxis, coaches and other vehicles can stop for a short time to allow their passengers to get into or out of the vehicle and unload mobility equipment safely.
Generally, set-down/pick-up points will be located to optimise accessibility and minimise onward pedestrian travel distances to entrances. The landscape and street pattern will allow for drop-off points next to all key residential and public entrances. Drop-off points should preferably be within 10–20m of entrances to key facilities, and no more than 50m.

Pavements will be detailed to provide raised kerbed areas to accommodate taxi wheelchair ramps in kerb-free zones.

**Car parking strategy**

Minimising the use and impact of private motor vehicles is a long-term goal for the Canada Water Masterplan. Accessible car-parking spaces (Blue Badge) will be provided in accordance with Southwark planning policy and GLA requirements. While many of the Plots will be car-free, providing only cycle and mobility scooter parking, a degree of car parking for Town Centre and residential uses will be provided on site.

Four Blue Badge parking spaces are proposed on the High Street outside the Leisure Centre (A2). Car parking will generally be provided off street within Development Plots at basement level, and within the multi-storey car park. At least 10% of these will be Blue Badge parking spaces.

**Parking bay geometry**

Accessible car parking spaces will meet dimensional and other specifications as set out in Approved Document Part M or BS8300:2009.

**Cycles, motorcycles and mobility scooters**

Cycle parking will be provided to London Cycling Design Standards, which recommends 5% of provision for spaces for adapted cycles, eg, hand cycles or recumbents and tricycles. A secure area should be provided for residential recharge and parking points for electric mobility scooters near lift cores at basement level for residents.

**Shopmobility**

The National Federation of Shopmobility is a registered Charity that offers wheelchair and powered scooter loan services for people with mobility problems. These are usually placed in town and shopping centres. Consideration will be given to allocating a retail unit for Shopmobility usage.

**Access provisions for entrances**

All entrance doors will be maintained and available for people to use at all times without requiring assistance. Each principal entrance will be designed to meet the Building Regulations Part M (Volume 2) standards and include:

- Covered or automated entrance, doors – step-free.
- Accessible doors allowing for a clear opening width of 1000mm. Where entrances are proposed to have revolving doors they will either be the sliding drum system or have an automated side hung door.
- Manifestations to glazed screens and doors, dependent on their detailed design.
- Intercoms located to suit all users (including wheelchair users) and have a speech reinforcement system.
- Transitional lighting between the exterior and interior of the building.
- A large mat (or similar) to remove water from shoes and wheels of wheelchairs and buggies.
- Highly reflective internal finishes will not be specified.
6.4 Design principles

Public buildings
Fit-out
Public buildings may be subject to tenant fit-out and in all respects will be required to comply with Building regulations including Approved Document Part M Volume 2 and Part K.

The proposed Leisure Centre will aim to adopt Sport England standards.

Emergency evacuation: Strategy and emergency procedures
The Fire Strategy for the buildings will take precedence. Nevertheless the following measures for the evacuation of disabled staff, customers and visitors to the Development will be considered.

The strategy will include best practice procedures for the evacuation of disabled people from all parts of the buildings, including BS 9999:2008 and Regulatory Reform (Fire Safety) Order Supplementary Guidance.

Management procedures will include the training and provision of staff to assist with the evacuation of disabled people from the retail and leisure parts of the Development.

The use of suitable warning systems, such as vibrating pagers will be considered for individual members of staff, following a Personal Emergency Evacuation Plan (PEEP) assessment.

Residential buildings common areas
The London Plan 2016, sets out housing standards with a requirement for 90% Category 2 Accessible and adaptable dwellings, and 10% Category 3 Wheelchair user dwellings.

Wheelchair user dwellings will comply with the retained SELHP WHDG standards as outlined in Southwark’s Interim Planning Policy Guidance: Technical Housing Standards, October 2015.

All of the residential units provided on the site, including the approaches to the buildings and the common parts, will be designed to meet AD Part M Volume 1, Categories 2 and 3. It is assumed that most entrances and common areas will be providing access to a wheelchair accessible / adaptable unit and therefore will need to meet Category 3 guidance.

These homes will be distributed across all blocks, sizes, aspects and tenures, subject to local planning policy, and throughout the Site to ensure that:

- Households that need wheelchair accessible apartments are not clustered together; and
- Wheelchair users have as much choice about the location, aspect and level of their apartment as anybody else, as far as possible.

Entrances
All entrances will be covered and the thresholds will be level.

Further details will be subject to detail design and it is expected to comply with Part M (Volume 1) standards, including entry systems such as video or audio entry systems, pass card systems and similar will be designed and located to be used by
visitors and residents. Building users will be able to activate such a system with a closed fist and with minimal force.

Where individual dwellings are accessed directly from outside, the entrances will be sheltered by a fixed canopy and the thresholds will be nominally level, with a maximum upstand of 15mm.

Reception areas
If provided, reception and concierge areas will be designed meet the Building Regulations Part M Volume 2: Buildings other than Dwellings as a minimum with multi-height counters and communication aids.

This will also include standard and/or accessible unisex WC facilities for staff.

Horizontal circulation
All of the dwellings in the Development will have common residential corridors that can accommodate 1500mm x 1500mm turning space outside each Category 3 wheelchair user dwelling as a minimum.

Internal common corridors between lifts, stairs and apartment entrances, will be short to minimise the number of required fire doors across corridors.

Ramps
Internal ramps in common parts of residential buildings will be avoided wherever possible.

If ramps or slopes are required they will be designed to meet the Building Regulations Part K as a minimum [internally].

Lifts
Standards 15 and 16 of London Plan Housing SPG (March 2016) require that all dwellings entered at the seventh floor (eighth storey) and above should be served by at least two lifts; and it is desirable that every wheelchair user dwelling is served by more than one lift.

Part M Category 2 and 3 require step-free access to all dwellings.

Where dwellings have access to just one lift a rapid repair and maintenance contract will be implemented to keep single lifts in service.

All car lifts will be for eight or more people, with a minimum internal car size of 1100 mm x 1400 mm (the minimum dimensions for AD Part M).

All lift doorways will provide a minimum clear opening width of 800 mm and there will be a clear landing of at least 1500 x 1500 mm in front of all lift entrances.

Car controls and further details will be designed in later stage according to AD Part M and the guidance of BS 8300 where relevant.

Stairs
All common stairs will be designed to meet AD Part K ’general use’ having dimensions that suit ambulant disabled people and tonal contrast to aid people with impaired sight.

Handrails will be at 900mm above nosings, and will extend 300mm beyond the top and bottom step.
Duplex internal stairs will be designed to AD Part M Volume 1, category 2 standards.

**Resident’s communal open space**

In principle access to these spaces from any dwelling will be step-free and be treated as an approach route. This will also include the requirement to have a 200mm clear space to the side of the push side of doors so that access in communal parts of the building is consistent with access within wheelchair accessible / adaptable dwellings, and more convenient for all users.

Local and London Plan Policy require accessible play space for both child and parent access. Details are yet to be developed but consideration will be given to access across green space and to equipment.

Play areas will be designed with reference to accessible play guidance, such as Developing Accessible Play Space: A Good Practice Guide, published by the Department for Communities and Local Government.

Consideration will be given to wayfinding and orientation throughout the open space and sensory planting that can be appreciated by people with visual impairments during detailed design of the Development.

Maintenance of the open space will ensure that surfaces, structures and plants do not become a hazard.

**Leisure facilities**

Any resident use gymnasium, pool and health spa facilities will take inclusive access into account for residents and adopt Sport England standards for accessible pool, sauna and ancillary facilities.

Dry and wet areas will have a unisex accessible shower / WC / change facility.

**Refuse stores**

The horizontal distance between any dwelling and its refuse collection point will be less than thirty metres to ensure compliance with Part H of the Building Regulations.

All communal waste and storage rooms will comply with spatial and circulation standards in Part M Volume 1.

**Emergency escape**

Normal provisions for residential buildings will apply to the Development whereby only the residents of an affected unit will evacuate. Others are protected as the dwellings themselves function as safe refuges.
Residential unit layouts
This section of the Inclusive Design Guideline outlines the approach to inclusive design for the residential units and how they will be designed to meet the relevant standards and regulations.

AD Part M Volume 1 Category 2 dwellings
In accordance with the London Plan 90% of the dwellings will be designed to AD Part M Volume 1 Category 2 Accessible and adaptable dwelling standards.

AD Part M Volume 1 Category 3 Wheelchair user dwellings
10% of the total units will be designed to Category 3, Wheelchair user dwelling standards.

The provision made to meet Building Regulation requirement M4(3) can be two types:

- (2)(a): To allow a simple adaptation of the dwelling to meet the needs of occupants who use wheelchairs. Dwellings will be defined as a Wheelchair adaptable.
- (2)(b): To meet the needs of occupants who use wheelchairs. Dwellings will be defined as a Wheelchair accessible.

Wheelchair adaptable dwellings are intended to be capable of becoming wheelchair accessible through easy adaptations that do not require structural or service modifications, or moving walls. They have greater flexibility in their internal layout, such as bathroom or kitchen layouts.

Wheelchair accessible dwellings are intended to be readily usable by wheelchair users at the point of completion.

Wheelchair user dwellings will be designed as a wheelchair accessible only where the local authority is responsible for allocating or nominating a person to live in that dwelling.

These dwellings will be distributed throughout the Development and represent most sizes, tenures and types of unit in the Proposed Development as far as possible and located across the site with as wide a variety of views, aspects and heights as possible.

The quantities of units fitted out as accessible or adaptable will be agreed with Southwark Council depending on tenure.

Where plots are split into more than one building, e.g. Plot 2, then it will be expected to spread the 10% ratio across the two buildings unless there is good reason not to, such as restricted parking under one plot.

Internal provisions Category M4(2)
The following features are the minimum access provisions for AD-M, category 2 units:

- All entrance doors to have a minimum clear opening width of 850mm, with a clear approach space to the door of 300 mm on the leading edge of the door maintained for a minimum distance of 1200 mm beyond it;
- All internal corridors and clear opening widths of doors conform to the requirements of Approved Document M, Section 2;
- Adequate circulation space for wheelchair users is provided in all habitable rooms, including space in bedrooms, space to access windows, and space in front of all kitchen units;
- All dwellings are single-storey and have a...
bathroom which is designed according the provisions of Approved Document M, including a provision for a level access shower;

- Bathroom walls will be capable of supporting grab rails, seats and other adaptations;
- Switches and sockets will meet Approved Document M with regard to location, height and contrast, subject to detailed design.

Internal provisions – Category M4(3)
The following features are the minimum access provisions required by AD-M, category 3 units:

- All entrance doors to have a minimum clear opening width of 850mm, with a clear approach space to the door of 300 mm on the leading edge of the door maintained for a minimum distance of 1800 mm beyond it, and a clear approach of 200 mm on the following edge of the door maintained for a minimum distance of 1500 mm beyond it.
- All dwellings have a provision of a space of 1100 mm deep by 1700 mm wide close to the private entrance, to store and charge a wheelchair.
- All internal corridors and clear opening widths of doors conform to the requirements of Approved Document M, Section 3;
- Adequate circulation space for wheelchair users is provided in all habitable rooms, including space in bedrooms, space to access windows, and space in front of all kitchen units;
- All dwellings are single-storey and have a bathroom which is designed according the provisions of Approved Document M, including an installed level access shower;
- Dwellings of four or more bedspaces will have a separate WC/cloakroom that will meet the provisions of Approved Document M;

- Doors to the accessible bathrooms will open outwards;
- Ceiling and bathroom walls will be capable of supporting grab rails, seats and other adaptations;
- Switches and sockets will meet Approved Document M with regard to location, height and contrast, subject to detailed design.
6.5 Appendix 1: References for inclusive design

6.5.1 LEGISLATION

Equality Act 2010
The Equality Act 2010 (‘the Act’) combines and supersedes previous separate discrimination legislation (including the Disability Discrimination Act 1995 as amended (‘the DDA’) and the disability discrimination provisions of SENDA 2001 for England, Wales and Scotland. People are protected from discrimination and harassment based on ‘protected characteristics’; victimising anyone as a result of action taken in connection with the Act is also unlawful. There are nine different protected characteristics under the Act which have different levels of protection depending on the context (such as employment, provision of goods and services or the provision of education). This Access Statement focuses on the protected characteristic of disability; the definition of disability is essentially the same as under the DDA.

The types of discrimination that can arise in relation to disability are:

- Direct disability discrimination;
- Indirect disability discrimination;
- Treating disabled people unfavourably because of something arising in consequence of their disability without justification; and
- A failure to make reasonable adjustments for disabled people (‘the RA duty’). The RA duty works in different ways depending on who requests the reasonable adjustments to be made, for example an employee or a member of the public.

The Act also provides protection for people who are treated less favourably because of their relationship with a disabled person [such as a carer] or for people treated less favourably because they are mistakenly believed to be disabled. A disabled person can always be treated more favourably than a non-disabled person.

If an employer is a listed public authority [such as a local authority] they will be subject to the public sector equality duty. If the employer is not a public authority but carries out a public function as part of its work, it will be covered by the general part of the equality duty in relation to the exercise of that function.

The public sector equality duty seeks to promote equality from within an organisation and the general duty requires the organisation to have due regard to the need to:

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic and those who do not; and
- Foster good relations between persons who share a protected characteristic and those who do not.

Due regard must be given to these three aims when undertaking procurement and to comply with procurement law, consideration must be given to the extent to which equality considerations are relevant and proportionate to the subject matter of the contract.

Most of the listed public authorities are also subject to the specific duty (which operates slightly differently in England and Wales). This involves reporting requirements to demonstrate compliance with the three aims of the general duty. The public sector equality duties are relevant both to the design and the management of the built environment.
The Reasonable Adjustment Duty and specific building provisions

The Equality Act does not contain any specific requirements for the built environment and therefore has no relevance to ‘compliance’ in respect of physical building standards.

Statutory Consents

When considering a reasonable adjustment to a physical feature, the Act does not override the need to obtain consents such as planning permission, building regulations approval, listed building consent, scheduled monument consent and fire regulations. If the consent is not given, there is still a duty to consider a reasonable means of avoiding the feature.

• Regulatory Reform (Fire Safety) Order, 2005.
6.5.2 REGULATIONS AND STANDARDS

Building Regulations 2010


The Regulations make clear that designs other than those shown in the document can be approved if they are justified as being equally or more effective. Approval confers acceptance that the building meets the regulations in respect of physical access for disabled people.

National Planning Policy


The NPPF states that all developments should be designed to be inclusive and that this should be addressed by local policies.


London Planning Policy


The London Plan (2016) comprises the development plan at the regional level.

This London Plan SPG outlines an approach for delivering and implementing inclusive access. It includes principles, policies and processes for achieving inclusive design in London.
6.5.3 REFERENCES

British Standards


International Standards


Access statements

- Guidance on Information Requirements and Validation, Department for Communities and Local Government, 2010.

Sanitary accommodation


Urban design / external environment / landscape / transport

- Improving Walkability: Good Practice Guidance on Improving Pedestrian Conditions as Part of

• Guidance on the Use of Tactile Paving Surfaces, Department for Transport 2007.


• Shared Space: Local Transport Note 1/11, Department for Transport, 2011.


Office And commercial


Arts, culture and sport


Signage, lighting and wayfinding


Buildings


• Building Sight: a Handbook of Building and Interior Design Solutions to Include the Needs of Visually Impaired People, Barker, Barrick and Wilson, RNIB/HMSO, 1995.
6.6 Appendix 2:  
Glossary of terminology

Inclusive road network
The inclusive road network comprises a hierarchy of vehicular roads from primary roads with a high level of traffic, to tertiary roads, quieter streets with limited traffic, as follows:

- Primary roads have vehicular traffic, including buses;
- Secondary roads have lower levels of vehicular traffic and have no bus routes; and
- Tertiary roads are designed to give greater priority to pedestrians. They are designed as shared spaces and the vehicular traffic is expected to be limited.

Setting-down points
Setting-down points are designated places, off the main carriageway, where taxis and other vehicles can stop for a short time to allow their passengers to get into or out of the vehicle.

They will have both a kerb to facilitate a ramp stored in a vehicle such as a black cab and a dropped level to provide access to the pavement from other vehicles.

Accessible routes
Accessible routes are pedestrian routes that are inclusive and designed to be accessible by everyone. These are categorised into two types: primary accessible routes and secondary accessible routes, as follows:

- Primary accessible routes are defined as the most direct and convenient accessible pedestrian routes linking transport, buildings, public open spaces and other key facilities such as including accessible vertical circulation points, crossings; and
- Secondary accessible routes generally have similar features to Primary accessible routes but are less prominent and will be used by smaller numbers of people.

Slopes
Slopes are usually longer and flatter than ramps with a gradient of 1:21 maximum and rest landings for changes of level of 500mm or more.

Sanitary facilities for public use
Sanitary facilities for public use include public WCs, accessible WCs, baby changing and Changing Places.

Blue Badge parking bays
An accessible parking bay designated for use by Blue Badge holders only. Blue Badges are issued by the local authority and are subject to varying regulations.

Accessible car parking bays
An Accessible car parking bay is a bay designed with a width, length and transfer zone as defined in Approved Document M.
7 CONCLUSION
Canada Water is an Opportunity Area with enormous potential to meet London’s need to accommodate its growing population within sustainable communities. The Masterplan described in this Design and Access Statement seeks to provide a development framework to realise this potential. It has evolved from consideration of the best of what has gone before, combined with Allies and Morrison’s own informed masterplanning experience, British Land’s commitment and the wider consultant team’s response to the exciting challenges of this well-connected, historic and currently underused piece of city within the Rotherhithe and Surrey Docks area.

The role of the Masterplan

The Masterplan has grown and developed over a period of years within a framework of consultation and planning policy. An Illustrative Masterplan has been developed throughout the pre-planning application process and has served as a vehicle for comment and building consensus between all stakeholders. The potential form of the Development based on all of the design principles and concepts that underpin the Development Specification, Parameter Plans and Design Guidelines are represented in the Illustrative Masterplan.
Responding to context

The parameters and principles which informed the Illustrative Masterplan have evolved from an understanding of the site context to promote the creation of a specific urban character while preserving the open-ended and dynamic possibilities required to sustain the future health of this new piece of city.
Providing high quality Public Realm

We know as masterplanners that the Public Realm is a critical attribute to city living. It is the glue that holds everything together. We have seen how a clear network of routes and integrated infrastructure, with appropriately scaled buildings carefully positioned around high quality open spaces can provide a place with inherent longevity suitable for many different user groups. It is with these strategic aspects that the Masterplan is concerned, and it is with such an ingrained longevity that the ensuing choices of following architects and designers can be appropriately managed and incorporated, ensuring that a positive, durable future will be sustained.

Creating new routes and places

The Masterplan comprises a diverse, interconnected and hierarchical network of well-defined spaces to provide a clear and flexible structure for development. This new movement and open space network also provides well-defined, legible, safe, and pedestrian-friendly routes that tie together significant areas of existing Public Realm such as Southwark Park, Russia Dock Woodland, Greenland Dock, and Canada Water Dock.
Public spaces, streets, and the buildings that help define them will be delivered over many years. The relationships between them will need to accommodate change. Thus, the layout of the Development needs to be able to adjust without losing its essential features. Furthermore, a flexible layout offers opportunities for a wide range of building typologies, thereby providing inherent robustness that will secure the long-term viability of the Masterplan.

To create a robust and adaptable framework the Outline Proposal is formed by a series of parameters and guidelines controlling the course of the Development whilst also providing long-term flexibility.
Conclusion

Contributing to London’s skyline

The Masterplan has sought to maximise the potential of its Opportunity Area setting and includes Tall Buildings. These emphasise the location of the Town Centre and contribute towards creating a coherent hierarchy of spaces and streets in the area, ensuring the legibility of the Town Centre and contributing to its permeability and that of the wider area, particularly for pedestrians and cyclists. The Tall Buildings are integral to the

An enduring place

The Masterplan is not conceived as a single thing – as one big idea – but is instead a tapestry of different Character Areas, built on the unique qualities and history of Canada Water. And within these Character Areas, streets and spaces define and shape a series of Development Zones. It is conceived of as a part of London, enduring and adaptable.
quality and character of place and thus contribute positively to the wider area. The Masterplan looks beyond individual buildings and seeks to design a cluster of Tall Buildings, whose location and heights, as well as the relationships and hierarchies between them have been carefully considered and controlled through parameters and guidelines, to contribute positively to London’s skyline and to be unique and memorable.
Architectural quality

The Masterplan has been endorsed through high level external design review and represents the highest design quality. The design and application strategy embodies a robust process to ensure outstanding architecture will be delivered across Canada Water. The strategy is supported by a comprehensive Illustrative Masterplan and parallel Detailed Application for Plots A1, A2 and K1, which demonstrate the architectural quality aspiration. British Land has a long-term commitment to delivering that quality. The planning application design controls include Parameter Plans and Design Guidelines, which can be relied on as an effective framework for detailed design development and tools in assessing the design detail at Reserved Matters Application stage.
A new Town Centre in the heart of the Rotherhithe and Surrey Docks area

The Canada Water Masterplan will be transformative. It will create a vibrant new urban centre with a diverse mix of uses, spaces and buildings offering a wide range of different environments for people of all ages and backgrounds to live, work, learn and play. It will be a healthy and sustainable place that adds to the already rich network of green spaces and routes across the Rotherhithe and Surrey Docks area. And importantly, it will create a place that is stitched into the existing community it will serve. It will be a thriving Town Centre, a unique place within Southwark which has a fundamental part to play in the next stage of the history of Rotherhithe and London.
For further information please contact

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