

7.1 Appendix 1: The characteristics of the AAP area

People

- 7.1.1 The AAP area mainly comprises two wards, Rotherhithe and Surrey Docks and at the time of the 2001 census had a population of around 23,000 people. Around 20% of the population is less than 19 years old, which is a lower proportion than in Southwark as a whole (25%). 52% of the population is above the age of 30, which is close to the Southwark average of 55%. There is a much higher proportion of people aged 20-29 (27%) living in these two wards compared to the rest of Southwark (19%).
- 7.1.2 The two wards have significantly higher number of people of white ethnic origin (78%) compared to the rest of Southwark (63%) and it also has fewer people of ethnic minorities living there (22%) when compared to Southwark as a whole (37%).
- 7.1.3 The religious beliefs of the people in these wards varies slightly from Southwark as a whole. There is a higher proportion of Christians in Surrey Docks and Rotherhithe (65%) than in the rest of Southwark (61%). The total non Christian population is lower in the two wards (7%) than the rest of Southwark (10%). The number of people that stated they have no religious beliefs or did not state any belief is similar in these wards in comparison to Southwark as a whole.

History

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

Town centre and shopping

- 7.1.7 Built in 1988, the Surrey Quays shopping centre contains around 29,000sqm of shopping floorspace.

There is an additional 6000sqm of space in the Decathlon retail sheds. Most of the units in the shopping centre are occupied by multiples such as Evans, New Look, River Island and Burton Menswear. There are few retail and financial service units such as travel agents, dry cleaners, opticians, banks and building societies and property services. Food retailing is dominated by a large Tesco foodstore, with little other provision in the centre.

- 7.1.8 Between them, the shopping centre, Decathlon store and Leisure Park, contain around 2000 car parking spaces. Most visitors to the shopping centre live relatively locally and a high proportion visit by car. Physically, the area around the shopping centre feels like an out-of-centre destination, rather than a more traditional town centre.
- 7.1.9 The main shopping parades in the area are on Lower Road and Albion Street. These provide for some day-to-day convenience needs, but feel rather run-down. The eastern part of the Rotherhithe peninsula around Surrey Docks ward has relatively few shops. Most of the shops in this area are located around Rotherhithe Street and pre-date the 1980s and 1990s development.

Transport

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

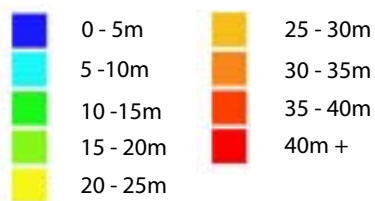
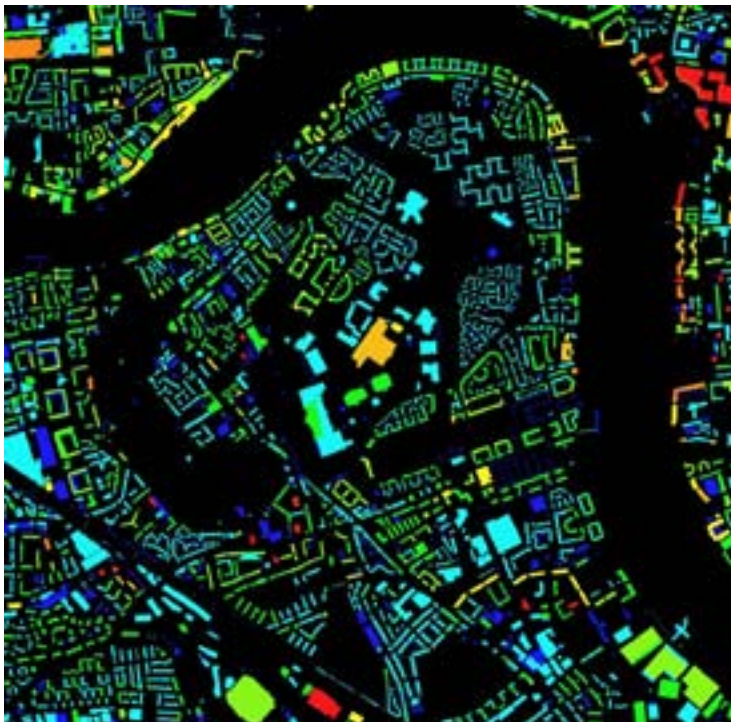
Arts, culture, tourism

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

Places

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

Figure 16: Existing building heights

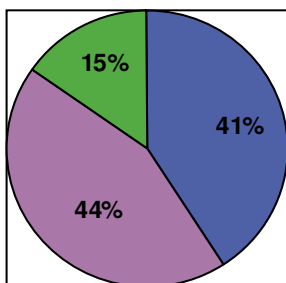


7.1.16 The area has several large open spaces, including Southwark Park, Russia Dock Woodlands and the docks. These have a variety of functions, including sport and recreation, play and nature conservation. Southwark Park is a historic park. These open spaces are linked by several green pedestrian and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

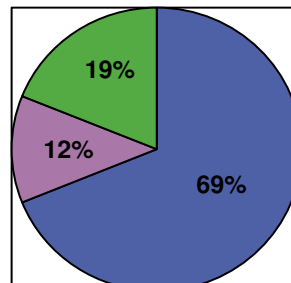
Homes

- 7.1.17 There are around 11,000 homes in the two wards which comprise the majority of the AAP. Surrey Docks ward has a more suburban character: around 32% of homes are houses and 67% have 3 or more bedrooms. In Rotherhithe ward, 21% of homes are houses and 68% have 3 or more bedrooms.
- 7.1.18 Both wards have a mix of housing tenures: Rotherhithe ward has a high proportion of affordable homes and 44% are owned by the council. In Surrey Docks ward, around 31% of homes are affordable.
- 7.1.19 Whilst there is a high amount of affordable housing located in the two wards within Canada Water, there continues to be an identified need for more affordable housing in Southwark.
- 7.1.20 In April 2009, the average price of a home in Surrey Docks and Rotherhithe wards was £316,000 and £306,000 respectively. This compares to the Southwark average of £321,199 and the London average of £299,613. Currently, the price of an average property is around 8 times the average earnings of someone working full-time in the Southwark (Annual Survey of Hours and Earning (National Statistics) and HM Land Registry).

Rotherhithe Ward



Surrey Docks Ward



Children and Young people

- 7.1.21 As is noted above, the proportion of young people in the AAP area is lower than in Southwark as a whole. The level of education, skills and training deprivation varies within the AAP area, there is more deprivation in Rotherhithe ward than Surrey Docks.
- 7.1.22 The percentage of pupils achieving 5 or more A*-C grades and GCSE level or equivalent in 2008 was 79.3% in Surrey Docks ward. This was considerably higher than the Southwark average of 56.2% and higher than the average across England which was 65.3%. This information is not yet available for Rotherhithe ward.
- 7.1.23 The percentage of pupils achieving level 4 or above at key stage 2 (age 11) was 77% for both English and maths in Surrey Docks ward and 75% for English and 73% for maths in Rotherhithe ward, which is fairly similar to the averages achieved across Southwark. Both wards are below the national averages in both English (80%) and maths (77%).
- 7.1.24 There are seven primary schools in AAP area, the majority of which have been rated either good or outstanding by Ofsted. Bacon's College is the only secondary school in Rotherhithe and the school performs well, achieving significantly higher than average GCSE results when compared to results for the borough and higher results than the UK average. There is a need to provide an additional secondary school in the area to meet the needs of the growing population.

Health

- 7.1.25 Health and disability deprivation varies across the AAP area. The least deprived areas are in Surrey Docks ward, nearest to the river, whereas the most deprived areas are in the Rotherhithe ward. People living in Rotherhithe report higher levels of long-term limiting illness and lower levels of self-reported 'good' health than those living in Surrey Docks ward and across Southwark as a whole.
- 7.1.26 Life expectancy for men living in Rotherhithe is almost five years shorter than that for England. Mortality from all causes is significantly higher in Rotherhithe compared with Surrey Docks and England as a whole (for all ages, as well as under 75 year olds) and Rotherhithe had significantly higher rates of cancers (all types) compared with Surrey Docks and England.
- 7.1.27 There are four GP surgeries in the study area these are the Surrey Docks Health Centre, Rotherhithe New Road, Park Medical Centre and Albion Street Health Centre. The nearest hospital is Guy's and St Thomas's in London Bridge.

Employment and enterprise

- 7.1.28 There are around 1,200 business based in the AAP area and these make up about 6% of the total number of businesses in Southwark. Around 97% of the businesses in the AAP area are small businesses and 70% employ less than 10 people. Approximately 50% of businesses in the AAP area are engaged business related activities such as real estate, advertising, architecture and IT.
- 7.1.29 With regard to employment, there are some differences between Rotherhithe and Surrey Docks wards. In Rotherhithe ward, around 40% of people in the AAP area are engaged in retail/wholesale work and 17% work in business related activities. By contrast in Surrey Docks ward business related activities are the largest employer.
- 7.1.30 The working age employment rate in Rotherhithe is higher than the average for Southwark and the UK. Of those people employed who live in the area, a higher proportion of people work in managerial and professional occupations in comparison with Southwark and the rest of the UK. (Census, 2001).
- 7.1.31 The number of people claiming benefits in the AAP area is lower than the average for Southwark although again there is a difference between the Surrey Docks and Rotherhithe wards. In Surrey Docks the number of benefit claimants is lower than the UK average whereas the total of benefits claimants in Rotherhithe ward is higher than the UK average. Of those claiming benefits, the highest proportion of claims are for job seekers allowance, incapacity and lone parents benefits. Both wards have a relatively high employment rate.

Faith premises

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

Drivers for change

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

7.2 Appendix 2: SWOT analysis of the AAP area

Strengths	Weaknesses
<p>The area's historic links with the docks and the River Thames help give it a strong sense of identity.</p> <p>The suburban character of much of the AAP area makes it an attractive area to live and is prized by local people.</p> <p>With two tube stations and a bus station, the town centre has good access to public transport facilities.</p> <p>The area has excellent parks and green spaces. The docks and parks provide a valuable ecological resource.</p> <p>The Thames Path, St Mary's conservation area and other tourism facilities provide valuable resources for local people and visitors.</p> <p>The cinema and bingo hall are popular and contribute to the mix of uses in the centre.</p> <p>The area has good primary schools and the secondary school, Bacon's College, also performs well.</p>	<p>The architecture in much of the town centre is bland and lifeless. The shopping centre and Leisure Park turn their backs on one another.</p> <p>The range of shops in the town centre is very limited. Most people in Southwark do not shop for things like clothes, shoes, music, books and electronic equipment in Southwark.</p> <p>There are few places to eat or drink out in the AAP area.</p> <p>Lower Road is currently very congested during the am and pm peaks. It also forms a barrier for pedestrians and cyclists.</p> <p>Much of the AAP area has been designed for car borne users. This means that currently people need to rely on their car to get around, go shopping, take children to school etc.</p> <p>There are some good pedestrian and cycle routes in the area, for example along the Albion Channel, Dock Hill Avenue and Albatross Way. Often however it is difficult to find your way around the peninsula as a pedestrian or a cyclist.</p> <p>There are several pockets in the AAP area, particularly in Rotherhithe ward in which health and education deprivation levels are higher than the Southwark and UK average.</p>

Opportunities	Threats
<p>The conversion of the east London line to the overground network will create better links between north and east London, Croydon and Clapham Junction. The implementation of Crossrail also has the potential to improve accessibility.</p> <p>Growth in neighbouring areas: Around 140,000 new jobs are planned for the Isle of Dogs and London bridge by 2026. Business growth in surrounding areas can stimulate growth in the local economy and small and medium sized enterprises the need for new retail and leisure space.</p> <p>The Olympics may generate demand for tourism facilities and hotel accommodation.</p> <p>Under the Southwark Schools for the Future initiative, Southwark will build a new secondary school in the area. Some local primary schools refurbished or rebuilt. This can help make the area more attractive for</p>	<p>Albion Street feels run down and a number of the shops are vacant. The job centre has already closed, Rotherhithe library will be moving to the town centre and the PCT have been considering leaving the health centre because of space constraints in the building. It is currently difficult to get to Albion Street from the town centre.</p> <p>The growth in retail space and homes could increase congestion, unless car parks are used more efficiently and improvements are made to Lower Road.</p> <p>Increasing levels of through traffic on Lower Road and the gyratory create a poor environment on Lower Road and around the Hawkstone Estate.</p> <p>Neighbouring centres including Stratford, Canary Wharf, Elephant and Castle and Lewisham are planning significant growth. Unless investment is made at Canada water,</p>

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

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

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

Canada Water Area Action Plan Preferred Options	London Plan policies	core strategy policies	Saved Southwark Plan policies
Vision	2A.6 Areas for intensification 5D.3 Areas for intensification in South East London	Canada Water (and Rotherhithe) Action Area	

Canada Water Area Action Plan Preferred Options	London Plan policies	core strategy policies	Saved Southwark Plan policies
Vision	2A.6 Areas for intensification 5D.3 Areas for intensification in South East London	Canada Water (and Rotherhithe) Action Area	
Policy 1: Shopping in the town centre	2A.8 Town centres 3D.1 Supporting town centres 3D.3 Maintaining and improving retail facilities	Strategic Policy 3 – Shopping, leisure and entertainment	Policy 1.7 Development within town and local centres Policy 1.8 Location of developments for retail and other town centre uses
Policy 2: Cafes and restaurants in the town centre	3D.1 Supporting town centres 3D.3 Maintaining and improving retail facilities	Strategic Policy 3 – Shopping, leisure and entertainment	Policy 1.7 Development within town and local centres Policy 1.8 Location of developments for retail and other town centre uses
Policy 3: Important shopping parades	3D.3 Maintaining and improving retail facilities	Strategic Policy 3 – Shopping, leisure and entertainment	Policy 1.9 Change of use within protected shopping frontages
Policy 4: Small scale shops, restaurants and cafes outside the town centre	3D.3 Maintaining and improving retail facilities	Strategic Policy 3 – Shopping, leisure and entertainment	Policy 1.10 Small scale shops and services outside the town and local centres and protected shopping frontages
Policy 5: Markets	3D.3 Maintaining and improving retail facilities	Strategic Policy 3 – Shopping, leisure and entertainment	
Policy 6: Walking and cycling	3C.21 Improving conditions for walking 3C.22 Improving conditions for cycling	Strategic Policy 2 – Sustainable transport	Policy 5.3 Walking and cycling
Policy 7: Public transport	3C.1 Integrating transport and development 3C.4 Land for transport 3C.14 Enhanced bus priority, tram and busway transit schemes Policy 3C.20 Improving conditions for buses	Strategic Policy 2 – Sustainable transport	Policy 5.4 Public transport improvements

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

Policy 8: Vehicular traffic	3C.2 Matching development to transport capacity	Strategic Policy 2 – Sustainable transport	Policy 5.2 Transport impacts
Policy 9: Parking for town centre uses	3C.23 Parking strategy 3C.24 Parking in town centres	Strategic Policy 2 – Sustainable transport	Policy 5.6 Car parking Policy 5.7 Parking standards for disabled people and the mobility impaired Policy 5.8 Other parking
Policy 10: Parking for residential development in the core area	3C.23 Parking strategy	Strategic Policy 2 – Sustainable transport	Policy 5.6 Car parking Policy 5.7 Parking standards for disabled people and the mobility impaired Policy 5.8 Other parking
Policy 11: Leisure and entertainment	3D.1 Supporting town centres	Strategic Policy 3 – Shopping, leisure and entertainment	Policy 2.1 Enhancement of community facilities Policy 2.2 Provision of new community facilities
Policy 12: Sports facilities	3D.6 The Olympic and Paralympic Games and sports facilities	Strategic Policy 4 – Places to learn and enjoy	Policy 2.1 Enhancement of community facilities Policy 2.2 Provision of new community facilities
Policy 13: Arts, culture and tourism	3D.4 Development and promotion of arts and culture 3D.7 Visitor accommodation and facilities 4C.17 Thames Policy Area	Strategic Policy 10 – Jobs and businesses	Policy 1.11 Arts, culture and tourism uses Policy 1.12 Hotels and Visitor accommodation Policy 3.29 development within the Thames Policy Area Policy 3.30 Protection of riverside facilities
Policy 14: Streets and public spaces	4B.1 Design principles for a compact city 4B.11 London’s built heritage 4B.12 heritage conservation	Strategic Policy 12 – Design and conservation	Policy 3.12 Quality in design Policy 3.13 Urban design Policy 3.14 Designing out crime Policy 3.15 Conservation of the historic environment Policy 3.16 Conservation areas Policy 3.17 Listed buildings Policy 3.18 Setting of listed buildings, conservation areas and world heritage sites Policy 3.19 Archaeology

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

Policy 15: Building blocks	4B.1 Design principles for a compact city 4B.11 London's built heritage 4B.12 heritage conservation	Strategic Policy 12 – Design and conservation	Policy 3.12 Quality in design Policy 3.13 Urban design Policy 3.14 Designing out crime Policy 3.15 Conservation of the historic environment Policy 3.16 Conservation areas Policy 3.17 Listed buildings Policy 3.18 Setting of listed buildings, conservation areas and world heritage sites Policy 3.19 Archaeology
Policy 16: Town centre development	3D.1 Supporting town centres 3D.2 Town centre development 3D.3 Maintaining and improving retail facilities	Strategic Policy 3 – Shopping, leisure and entertainment	Policy 1.7 Development within town and local centres Policy 1.8 Location of developments for retail and other town centre uses
Policy 17: Building heights in and adjacent to the core area	4B.9 Tall buildings – location 4B.10 Large-scale buildings – design and impact 4B.16 London View Management Framework	Strategic Policy 12 – Design and conservation	Policy 3.20 Tall buildings Policy 3.31 Strategic views
Policy 18: Open spaces and biodiversity	3D.10 Metropolitan open land 3D.11 Open space provision in DPDs 3D.11 Open space provision in DPDs 3D.14 Biodiversity and nature conservation	Strategic Policy 11 – Open spaces and wildlife	Policy 3.25 Metropolitan open land Policy 3.26 Borough open land Policy 3.27 Other open space Policy 3.28 Biodiversity
Policy 19: Children's play space			

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

<p>Policy 20: Energy</p>	<p>4A.1 Tackling climate change 4A.3 Sustainable design and construction 4A.4 Energy assessment 4A.5 Provision of heating and cooling networks 4A.6 Decentralised energy: Heating,</p>	<p>Strategic Policy 13 – High environmental standards</p>	<p>Policy 3.4 Energy efficiency Policy 3.9 Water</p>
	<p>energy 4A.16 Water supplies and resources</p>		
<p>Policy 21: New homes</p>	<p>2A.6 Areas for intensification 5D.3 Areas for intensification in South East London 3A.1 Increasing London’s supply of housing 3A.2 Borough housing targets 3A.3 Maximising the potential of sites</p>	<p>Strategic Policy 5 – Providing new homes Strategic Policy 6 – Homes for people on different incomes Strategic Policy 7 – Family homes Strategic Policy 8 – Student homes Strategic Policy 9 – Homes for gypsies and travellers</p>	<p>SP20 Development site uses Policy 3.11 Efficient use of land Policy 4.2 Quality of residential accommodation Policy 4.3 Mix of dwellings Policy 4.4 Affordable housing Policy 4.5 Wheelchair affordable housing Policy 4.6 Loss of residential accommodation Policy 4.7 Non-self contained housing for identified user groups</p>
<p>Policy 22: Affordable homes</p>	<p>3A.1 Increasing London’s supply of housing 3A.2 Borough housing targets</p>	<p>Strategic Policy 6 – Homes for people on different incomes</p>	<p>Policy 4.4 Affordable housing Policy 4.5 Wheelchair affordable housing</p>
<p>Policy 23: Family homes</p>	<p>3A.1 Increasing London’s supply of housing</p>	<p>Strategic Policy 7 – Family homes</p>	

Policy 24: Density of developments	2A.6 Areas for intensification 5D.3 Areas for intensification in South East London 3A.1 Increasing London's supply of housing 3A.2 Borough housing targets 3A.3 Maximising the potential of sites	Strategic Policy 5 – Providing new homes	
Policy 25: Jobs and business space	2A.6 Areas for intensification 5D.3 Areas for intensification in South East London 3B.2 Office demand and supply 3B.8 Creative industries 3B.11 Improving employment opportunities for Londoners	Strategic Policy 10 – Jobs and businesses	Policy 1.1 Access to employment opportunities Policy 1.4 Employment sites
Policy 26: Schools	3A.24 Education facilities 3A.25 High and further education	Strategic Policy 4 – Places to learn and enjoy	Policy 2.3 Enhancement of educational establishments Policy 2.4 Educational deficiency
Policy 27: Community facilities	3A.18 Protection and enhancement of social infrastructure and community facilities	Strategic Policy 4 – Places to learn and enjoy	Policy 2.1 Enhancement of community facilities Policy 2.2 Provision of new community facilities
Policy 28: Early years	3A.18 Protection and enhancement of social infrastructure and community facilities	Strategic Policy 4 – Places to learn and enjoy	Policy 2.1 Enhancement of community facilities Policy 2.2 Provision of new community facilities
Policy 29: Health facilities	3A.21 Locations for health care	Strategic Policy 4 – Places to learn and enjoy	Policy 2.2 Provision of new community facilities
Policy 30: Albion Street		Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy
Policy 31: Lower Road		Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy

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

Policy 32: Proposals sites			
CW AAP1	5D.3 Areas for Intensification in South East London	Canada Water (and Rotherhithe) Action Area	Replaces 6P
CW AAP2	5D.3 Areas for Intensification in South East London	Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy
CW AAP3	5D.3 Areas for Intensification in South East London	Canada Water (and Rotherhithe) Action Area	Replaces 7P
CW AAP4	5D.3 Areas for Intensification in South East London	Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy
CW AAP5	5D.3 Areas for Intensification in South East London	Canada Water (and Rotherhithe) Action Area	Replaces 27P
CW AAP6	5D.3 Areas for Intensification in South East London	Canada Water (and Rotherhithe) Action Area	Replaces 28P
CW AAP7	5D.3 Areas for Intensification in South East London	Canada Water (and Rotherhithe) Action Area	Replaces 35P, 36P, 37P
CW AAP8	5D.3 Areas for Intensification in South East London	Canada Water (and Rotherhithe) Action Area	Replaces 31P
CW AAP9	5D.3 Areas for Intensification in South East London	Canada Water (and Rotherhithe) Action Area	Replaces 32P
CW AAP10	5D.3 Areas for Intensification in South East London	Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy
CW AAP11	5D.3 Areas for Intensification in South East London	Canada Water (and Rotherhithe) Action Area	Replaces 34P
CW AAP12	5D.3 Areas for Intensification in South East London	Canada Water (and Rotherhithe) Action Area	Replaces 33P
CW AAP13	5D.3 Areas for Intensification in South East London	Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy
CW AAP14	5D.3 Areas for Intensification in South East London	Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy

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

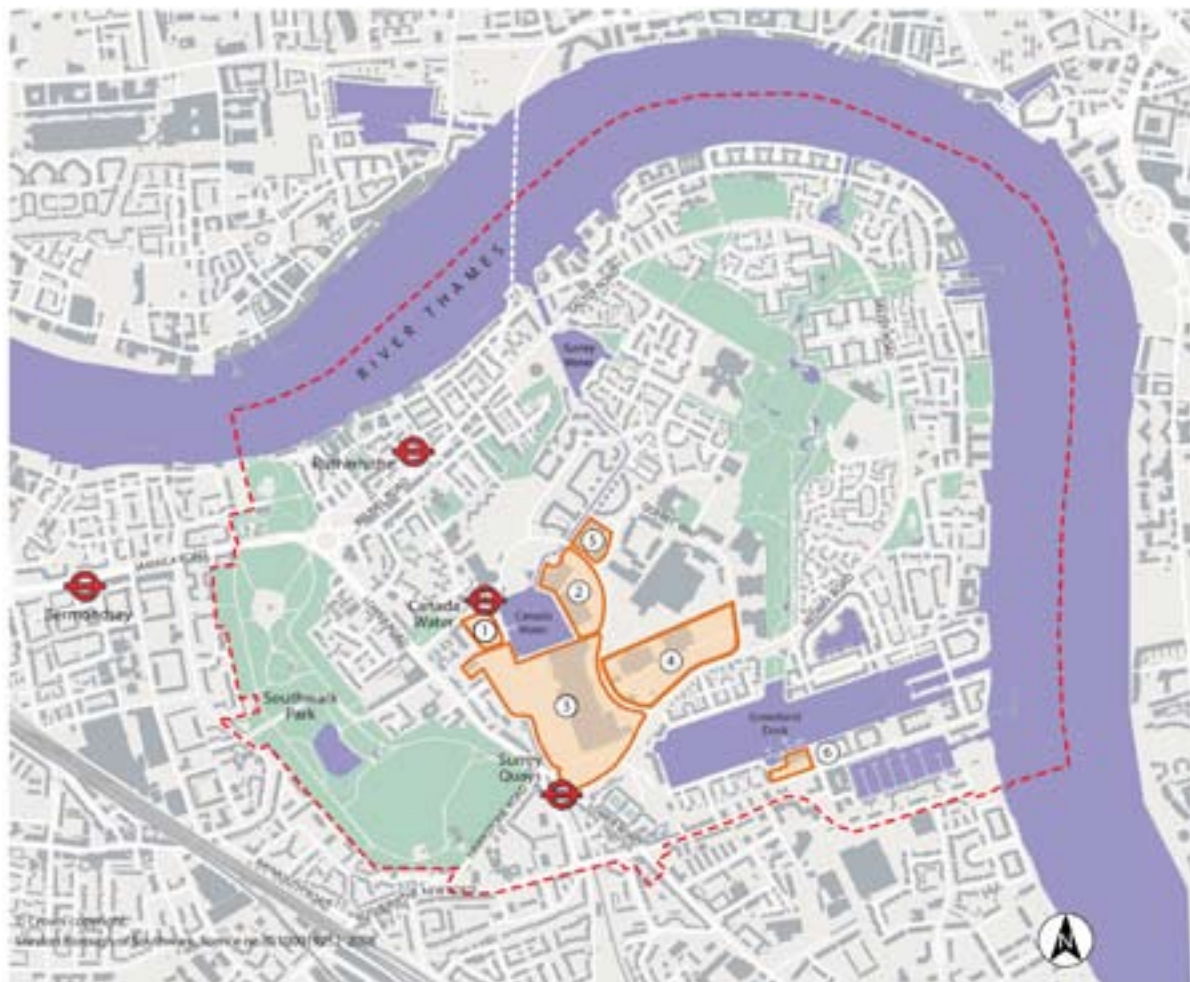
CW AAP15	5D.3 Areas for Intensification in South East London	Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy
CW AAP16	5D.3 Areas for Intensification in South East London	Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy
CW AAP17	5D.3 Areas for Intensification in South East London	Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy
CW AAP18	5D.3 Areas for Intensification in South East London	Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy
CW AAP19	5D.3 Areas for Intensification in South East London	Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy
CW AAP20	5D.3 Areas for Intensification in South East London	Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy
CW AAP21	5D.3 Areas for Intensification in South East London	Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy
CW AAP22	5D.3 Areas for Intensification in South East London	Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy
CW AAP23	5D.3 Areas for Intensification in South East London	Canada Water (and Rotherhithe) Action Area	Replaces 48P
Policy 33: Section 106 Planning Obligations	6A.4 Priorities in Planning obligations 6A.5 Planning obligations	Strategic Policy 14 – implementation and delivery	Policy 2.5 Planning Obligations

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

7.4 Appendix 4: Schedule of changes to the Proposals Map

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

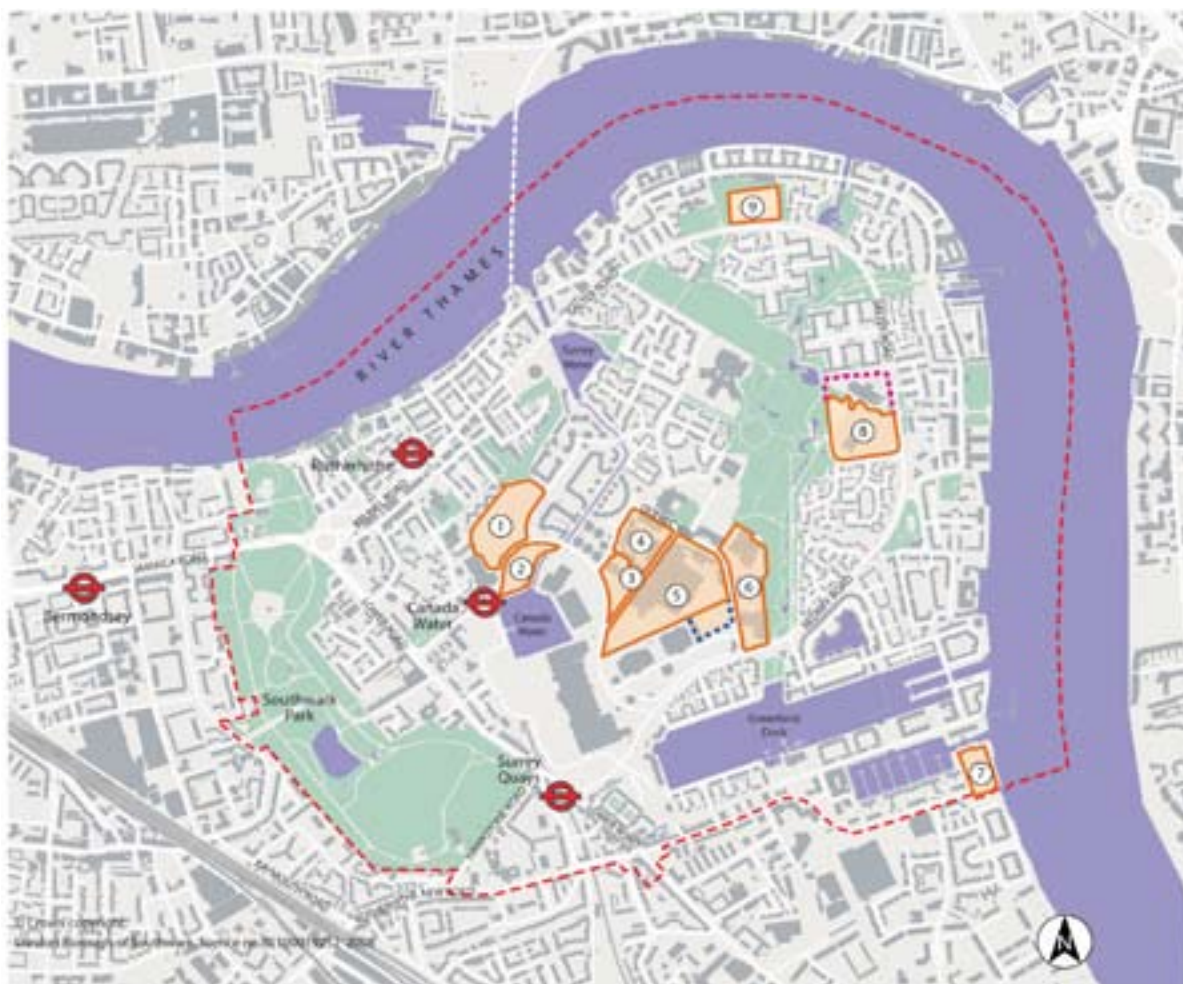
Figure 17: Southwark Plan proposals sites to be deleted



- Proposal Sites to be deleted
- Wider AAP area

1. Proposal Site 35P Overflow Car Park
2. Proposal Site 29P Site C
3. Proposal Site 36P Shopping Centre
4. Proposal Site 37P Surrey Quays Leisure Park
5. Proposal Site 30P Site D
6. Proposal Site 47P Watersports Centre

Figure 18: Southwark Plan proposals sites to be amended



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

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

Figure 19: New proposals sites





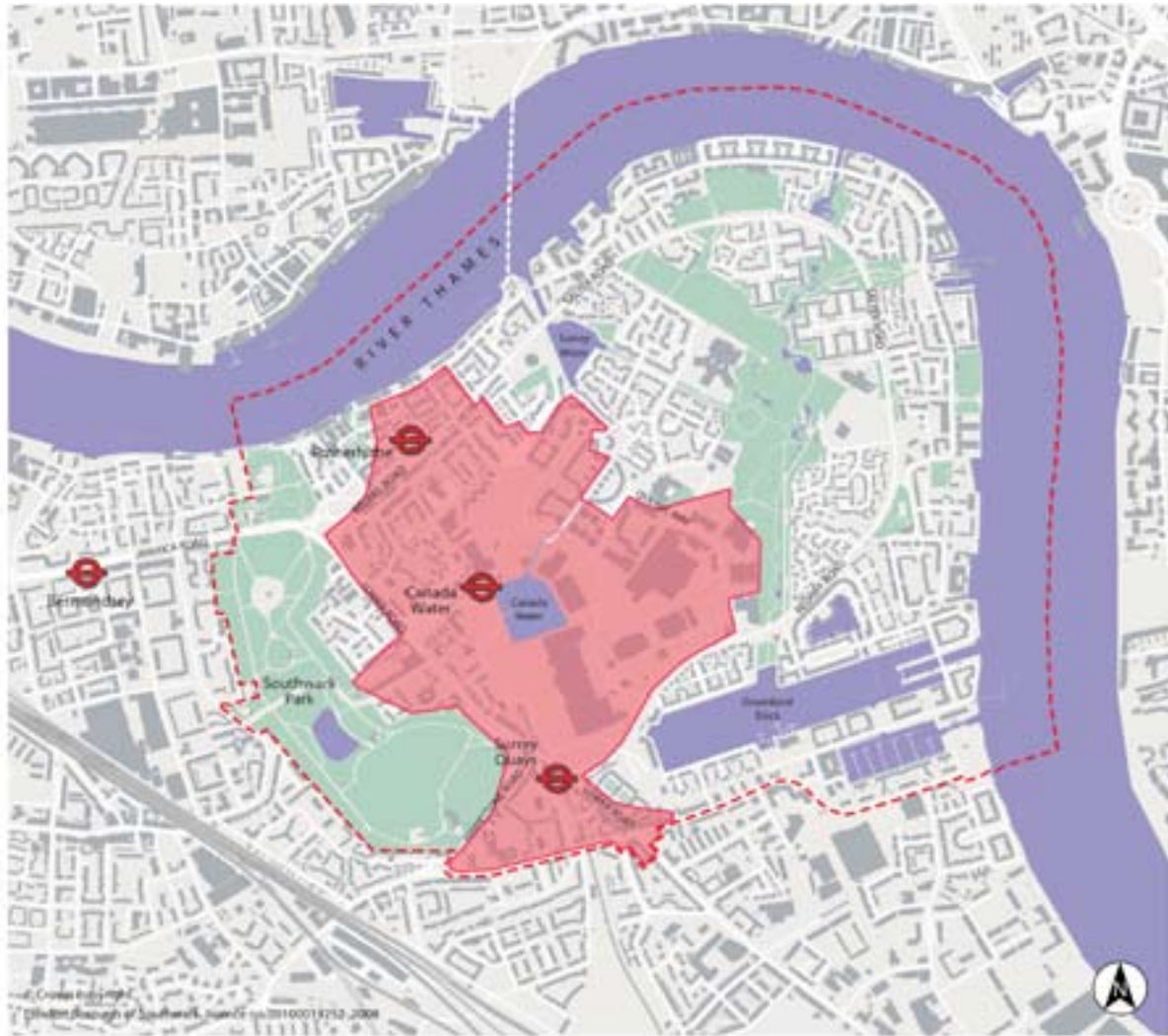
- | | | |
|---|--------------|---------------|
|  New Proposals Sites | 1. CW AAP 17 | 8. CW AAP 20 |
|  Wider AAP area | 2. CW AAP 15 | 9. CW AAP 2 |
| | 3. CW AAP 16 | 10. CW AAP 4 |
| | 4. CW AAP 18 | 11. CW AAP 13 |
| | 5. CW AAP 19 | 12. CW AAP 14 |
| | 6. CW AAP 21 | 13. CW AAP 7 |
| | 7. CW AAP 22 | 14. CW AAP 10 |

Figure 20: Energy



- Canada Water strategic district heating area
- Wider AAP area

7.5 Appendix 5: Monitoring Framework

Shopping: A genuine town centre and neighbourhood hubs

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

Transport: Improved connections

Strategic Objectives	Policy	Targets	Indicators
<p>T1: To use a range of measures, including public transport improvements, green travel plans, road improvements and a restriction on car parking to ease the impact of new development on the transport network and services.</p> <p>T2: To make the area more accessible, particularly by sustainable types of transport including walking, cycling and travelling by public transport.</p>	<p>Policy 6: Walking and Cycling</p> <p>Policy 7: Public Transport</p> <p>Policy 8: The Road Network</p> <p>Policy 9: Servicing and Transport Impacts</p> <p>Policy 10: Parking for Town Centre Uses</p> <p>Policy 11: Parking for Residential Development in the Core Area</p>	<p>Implement identified cycling and walking projects within AAP period</p> <p>Reintroduce two-way traffic on Lower Road in phase 2 of the AAP period</p> <p>All car parking for town centre uses to be provided as publically accessible parking</p> <p>Residential parking in the core area to provide no more than 0.3 spaces per home</p> <p>200% increase in cycling levels between 2000 and 2020</p> <p>Increasing the number of journeys made by foot by 15% between 2001 and 2015</p>	<p>Annual Monitoring Report Indicators:</p> <ul style="list-style-type: none"> • 56A: % development that has been complying with AAP car parking standards • 57: Amount of development in CPZ restricted from on street parking • 58: Amount of approved development subject to a travel plan • 60: The number of people killed or seriously injured in road traffic collisions (SDO 16.2) • 61: Proportion of personal travel made on each mode of transport (Public transport, walking, cycling) (SDO 16.3) • 62: Proportion of personal travel made on each mode of transport (All people, people who are disabled, people aged over 65, women travelling at night) <p>New indicators:</p> <ul style="list-style-type: none"> • Completion of improvements to walking and cycling routes • Completion of improvements to road network • % of parking for town centre uses which is publically accessible

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

Strategic Objectives	Policy	Targets	Indicators
<p>L: To make the area known for its excellent leisure and entertainment facilities.</p> <p>L2: To promote arts, culture and tourism in the area.</p>	<p>Policy 12: Leisure and Entertainment</p> <p>Policy 13: Sports Facilities</p> <p>Policy 14: Arts, Culture and Tourism</p>	<p>No net loss of leisure floorspace in the town centre and preferably increase provision</p> <p>No net loss of arts, tourism and cultural uses in the Strategic Cultural Area</p> <p>Provide new hotel in the core area in the first 2 phases of the AAP period</p> <p>Refurbish wetside facilities in Seven Islands Leisure Centre</p> <p>Complete rebuilding of Southwark Park sports centre by 2012</p>	<p>Annual Monitoring Report Indicators:</p> <ul style="list-style-type: none"> • 16A: Office, Retail, Institution, leisure completions in town centres (NI BD4i) • 16B: Office, Retail, Institution, leisure completions borough wide (sqm of floorspace) (NI BD4ii) • 18: Arts and Cultural uses completed • 19: Hotel and hostel bed spaces completed

Places: Better and safer streets, squares and parks

Strategic Objectives	Policy	Targets	Indicators
<p>P1: To ensure the design, scale and location of new buildings help create streets and neighbourhoods which have a varied character, with no gated communities and which enhance the area's green spaces and heritage, especially the River Thames, the docks and the parks to create a distinctive sense of place.</p> <p>P2: To create an attractive, safe, and secure public realm.</p> <p>P.3: To link the docks and parks in a network of open spaces which have a variety of functions, including informal recreation and children's play facilities, provision for sports and nature conservation. To make the River Thames and its river front more accessible.</p> <p>P4: To reduce the impact of development on the environment</p>	<p>Policy 15: Design Principles</p> <p>Policy 16: Building Heights on Sites in and Adjacent to the Core Area</p> <p>Policy 17: Open Space and Biodiversity</p> <p>Policy 19: Children's Play Space</p> <p>Policy 20: Energy</p>	<p>Complete improvements to strategic public realm areas</p> <p>Compliance with building heights policy</p> <p>Car parking in the town centre to be located in buildings, basements, or above development. Multi-storey car parks to be wrapped by other uses</p> <p>Fish Farm and St Pauls to be brought into active use</p> <p>All development to be on previously developed land; no loss of protected open spaces</p> <p>Improve quality of open spaces</p> <p>No loss or damage of SINC's</p> <p>Improvement in priority habitats</p> <p>All new development to be within 100m of a doorstep playable</p>	<p>National Indicator:</p> <ul style="list-style-type: none"> • E2: Change in areas of biodiversity importance <p>Sustainability Indicators:</p> <ul style="list-style-type: none"> • SDO 13.2 Resident satisfaction with open space • SDO 13.4 Change in the quality of open space (ha) • SDO 13.5 Open space deficiency • SDO 13.6 Deficiency in access to nature <p>Annual Monitoring Report Indicators:</p> <ul style="list-style-type: none"> • 6: Change in amount of publicly accessible open space (SDO 13.1) • 24: Amount of new development built on protected open space/ previously developed land (NI 170) • 32: Habitats in borough • 40: Change in area of development sites covered by vegetation

<p>and help tackle climate change, pollution and waste and flood risk.</p>		<p>space, 400m of a local playable space, 800m of a neighbourhood playable space, and 800m of a youth space</p> <p>All development in SDHA to be designed to connect to future district heating system</p>	<ul style="list-style-type: none"> • 41: Amount of sites of importance for nature conservation lost to new development (SDO 13.3) • 45: Change in priority habitats <p>New indicators:</p> <ul style="list-style-type: none"> • Completion of improvements to strategic public realm • Percentage of approvals that accord with the building heights target • Provision of playable space in new development • % of development in SDHA designed to connect to district heating
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Homes: High quality homes

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

Community: Enhanced social and economic opportunities

Objectives	Policy	Targets	Indicators
C1: To provide more local employment opportunities.	Policy 26: Jobs and Business Space	Provide 2000 additional jobs in the core area	National Indicator: <ul style="list-style-type: none"> Percentage of small businesses in an area showing employment growth (NI 172)
	Policy 27: Schools Policy 28: Young People Policy 29: Health Facilities Policy 30: Community Facilities	Provide approximately 12,000 sqm of business (B1) floorspace within the core area Provide flexible community space where there is a clear need and an identified management body Complete library to open by 2011 Build new secondary school to open by 2013 Provide around 110 new early years places in the first 2 AAP phases to meet population growth in the core area Provide new health facilities at Downtown	Sustainability Indicator: <ul style="list-style-type: none"> SDO 1.3 Number and percentage of jobs in AAP area by sector Annual Monitoring Indicators: <ul style="list-style-type: none"> 5: Education uses completed 14B: B Use classes completed (NI BD1) 16A: Office, Retail, Institution, leisure completions in town centres (NI BD4i) 16B: Office, Retail, Institution, leisure completions (sqm of floorspace) (NI BD4ii) 17: Completed small business units (less than 500 sqm) (SDO 1.4)
		in first phase of AAP period Provide new health facilities in the core area within phases 1 or 2 or the AAP period	<ul style="list-style-type: none"> 20: Business Growth (SDO 1.2) (NI 171) New indicator: Completed health facilities floorspace

Delivering the AAP

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

7.6 Appendix 6: Infrastructure projects

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

Table A6.1

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

Table A6.1

		National Lottery & s106): £50,000 Anticipated s106 funding: £1m	2011-15 2016-20 2021-26
Leisure: a great place to visit, relax and have fun			
Refurbishment of the Seven Islands Leisure Centre, to improve wet-side changing facilities and bringing the training pool back into use	LB Southwark	Project cost: £650,000 Committed funding: LBS £150,000 Anticipated funding: DCMS: £500,000	Decision on DCMS funding is due late 2009. 2011-15 2016-20 2021-26
Improvement to sports facilities in Southwark Park	LB Southwark London Marathon UEFA Sport England Football Foundation BERR Fusion Mayor Friends of Southwark Park	Project cost: £5.075m Committed funding: £3.2m from LBS, London Marathon, UEFA, Sport England, Football Foundation, BERR & Fusion Anticipated funding: £1.65m from LBS top up, s106 & Mayor's Legacy Fund Current funding gap: £200,000	Planning permission granted in 2009 and work to start in summer 2010. The build programme is expected to be approximately 18 months. 2011-15 2016-20 2021-26
New sports facilities in schools	Rotherhithe Primary School LB Southwark	Building Schools for the Future (BSF) and the Primary Capital Programme	The new school is expected to open in 2013. 2011-15 2016-20 2021-26
Places: better and safer streets, squares and parks			
Plaza	LB Southwark, British Land Canada Quays	Project cost: £2m Anticipated s106 funding: £2m	Completion is expected in 2011. 2011-15 2016-20 2021-26
Eastern side of Canada Water basin	LB Southwark Council, Conrad Phoenix (Canada Water)	Anticipated s106 funding: works with value of £1.07m provided in-kind	Implementation on development of Decathlon site. 2011-15 2016-20 2021-26
Southern and western sides of Canada Water basin, new high street and open space	LB Southwark, Tesco, Segro, or new owner	Anticipated s106 funding: works provided in-kind	Implementation on development of shopping centre site. 2011-15 2016-20 2021-26
Open space on Site A	LB Southwark, Barratt Homes, British Land Canada Quays	Anticipated s106 funding: works with value of £235,000 provided in-kind	Implementation on development of Site A. 2011-15 2016-20 2021-26
Create a new open space on the Fish Farm	LB Southwark	Project cost: £72,000 Committed funding: £72,000 from	Contractors have been appointed to clear the site. Work can start following bat surveys to be carried out in spring 2010.

Table A6.1

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

Table A6.1

		Programme.	
Short term improvements to Albion Primary School	Albion Primary School LB Southwark	The project would be funded by development values generated from the sale of new homes.	LB Southwark and Albion Primary School are currently undertaking a feasibility study to assess the potential for development. 2011-15 2016-20 2021-26
Expand Albion Primary School to 2 forms of entry	Albion Primary School LB Southwark	Project cost: tbc Anticipated s106 funding: £5.2m Other funding sources: tbc	We will monitor and review the need to expand Albion primary school 2011-15 2016-20 2021-26
New Health Centre and community space at Downtown	LB Southwark Southwark Primary Care Trust NHS Barratt Homes	Funding for the project has been committed	Implementation on development of Downtown site. 2011-15 2016-20 2021-26
New health facilities at Canada Water	LB Southwark Southwark Primary Care Trust NHS Landowners	Funding from Southwark PCT Anticipated s106 funding: £2.45m	Implementation of development of shopping centre site. 2011-15 2016-20 2021-26
Site A and Decathlon community uses	LB Southwark Barratt Homes Conrad Phoenix	Anticipated funding: s106. Spaces provided on-site by developers.	Implementation on development of Site A and Decathlon site. 2011-15 2016-20 2021-26

7.7 Appendix 7: s106 Planning obligations

- 7.7.1 The creation of a successful and sustainable town centre will depend not only on the provision of new homes, shops and offices, but also on the creation of shared infrastructure from which all future residents will benefit. We will use s106 planning obligations to help secure infrastructure improvements.
- 7.7.2 We will apply standard charges as set out in our s106 supplementary planning documents (or its successors) to developments in the AAP area. Where appropriate, charges for physical infrastructure will be tailored to ensure that all developments contribute to necessary costs. This includes
- Transport contributions to improve the local road network around Lower Road;
 - Improvements to walking and cycling facilities;
 - Implementation of an extension to the controlled parking zone at Canada Water;
 - Improvements to strategically significant areas of public realm
 - Upgrades to local open spaces;
 - Improvements to play facilities.

Improvements to the road network

- 7.7.3 We have costed improvements to the road network needed to accommodate growth. We will apply a standard charge based on net additional vehicular trip generation rates in the morning peak as a percentage of overall trip generation and the cost of the scheme. We will be making an Area Based Scheme bid to TfL to part fund the scheme. We currently estimate that the charge will be around £520 per home, £10,900 per 100sqm of retail floorspace and £518 per 100sqm of office floorspace. There would not be a charge where development results in a net reduction of trips. We will monitor development and adjust this figure if the amount of development or its phasing changes and when cost assumptions have been refined.
- 7.7.4 We currently have around £876,000 which would be available for road network improvements from developments with planning permission (although not all have yet been implemented) and anticipate that approximately £6m would become available on proposals sites which do not have planning permission.
- 7.7.5 We also need to extend the controlled parking zone at Canada Water to accommodate the first phase of growth in the AAP period. We will seek contributions towards the implementation of the CPZ from developments in the core area.

Public realm and cycling and walking facilities

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

- The new plaza
- South, east and west sides of the Canada Water basin
- New open space on the shopping centre
- Surrey Quays Road
- Greenland and South Docks
- Albion Street

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

7.7.8 In order to accommodate growth, our strategy also involves making improvements to key pedestrian and cycle routes in the area, as set in Figure 7. These improvements have been costed and are set out in Table A7.1

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

Project name	Cost	s106 funding from approved schemes	Projected s106 funding from future schemes	Other committed funding	Funding gap (positive figures indicate a funding gap)
Strategic public realm areas					
Plaza and north side of Canada Water basin	2,014,187	2,014,187			
Decathlon site public realm	910,000		910,000		
Site A public realm	2,200,000	2,200,000			
Albion channel footbridge	157,000		157,000		
Canada Water Basin south and west sides and new high street	In kind provision		In kind provision		
New open space on shopping centre	In kind provision		In kind provision		
Improvements to Surrey Quays Road	Tbc.		592,000		
Albion Street	97,614			9,499	
Greenland Dock	412,322				
South Dock	171,920				
Totals	5,963,043	4,214,187	1,659,000	9,499	80,357

Table A7.1 contd.

Cycling and walking improvements (priorities)					
Cycle station	50,000	50,000			
Mellish Fields Crossing (west)	117,201				
Mellish Fields Crossing (east)	58,410				
Stave Hill Ecology Park	69,782				
Entrance to Russia Dock Woodlands	137,094				
Russia Dock Woodlands (south)	138,498				
Swan Road/Albatross Way	In kind provision	In kind provision			
Canada Water to Southwark park	68,535				
Ship Inn	171,920				
	50,110				
Signage strategy and improvements on Thames Path	70,801			27,500	
Railway Avenue improvements	104,000			104,000	
Swan Road improvements	38,165			38,165	
s106 funding for public realm and walking/cycling improvements		545,575	969,675		
Totals (priorities)	1,074,516	595,575	969,675	169,665	-660,399
Totals (strategic public realm and walking and cycling priorities)	7,037,559	4,809,762	2,628,675	179,164	-580,042
Road network and highways					
Improvements to Lower Road gyratory and introduction of right turn into Surrey Quays Road	9,750,000			2,500,000	
Extrension of CPZ	240,000		240,000		
s106 funding for improvement to the road network		365,566	4,441,637		
s106 top-up LIP funding		510,747	1,541,446		
Totals	9,990,000	876,313	6,223,083	2,500,000	390,604

7.8 Appendix 8: Schedule of proposals sites

Index of proposals sites

CW AAP 1:	St Pauls Sports Ground	128
CW AAP 2:	Land adjacent to Surrey Docks Stadium	128
CW AAP 3:	Downtown	129
CW AAP 4:	Albion Primary School	130
CW AAP 5:	Site A (Land north of Surrey Quays Road and Needleman Street)	130
CW AAP 6:	Site B (Land bounded by Surrey Quays Road, the Canada Water basin and Albion Channel)	132
CW AAP 7:	Decathlon site, Surrey Quays Leisure Park, Surrey Quays Shopping Centre and overflow car park	134
CW AAP 8:	Site E (Land at the corner of Surrey Quays Road and Quebec Way)	138
CW AAP 9:	Mulberry Business Park	140
CW AAP 10:	24-28 Quebec Way	142
CW AAP 11:	Quebec Industrial Estate	144
CW AAP 12:	Harmsworth Quays	146
CW AAP 13:	Fish Farm	147
CW AAP 14:	Rotherhithe Police Station and Landale House	147
CW AAP 15:	23 Rotherhithe Old Road	148
CW AAP 16:	41-55 Rotherhithe Old Road	149
CW AAP 17:	Rotherhithe Primary School	149
CW AAP 18:	247-251 Lower Road	150
CW AAP 19:	Tavern Quay (East and West)	151
CW AAP 20:	Surrey Docks Farm	152
CW AAP 21:	Docklands Settlement	152
CW AAP 22:	Odessa Street Youth Club	153
CW AAP 23:	St George's Wharf	154

CW AAP 1: St Pauls Sports Ground

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

We are doing this because

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

CW AAP 2: Land adjacent to Surrey Docks Stadium

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

We are doing this because

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

CW AAP 3: Downtown

Required land uses	Residential use (Class C3); Community use (Class D) (Health facilities and flexible community space)			
Other acceptable land uses				
Estimated capacity (approximate)	212 residential homes; 1,500sqm health centre and flexible community space			
Phasing and implementation	<table border="1" style="margin-left: 20px;"> <tr> <td style="background-color: #ff0000; color: white;">2011-15</td> <td>2016-20</td> <td>2021-26</td> </tr> </table> <p>A planning application is currently being considered for the site. Development would be implemented by site owners, Barratt Homes.</p>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		
Site specific guidance				

We are doing this because

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

CW AAP 4: Albion Primary School

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

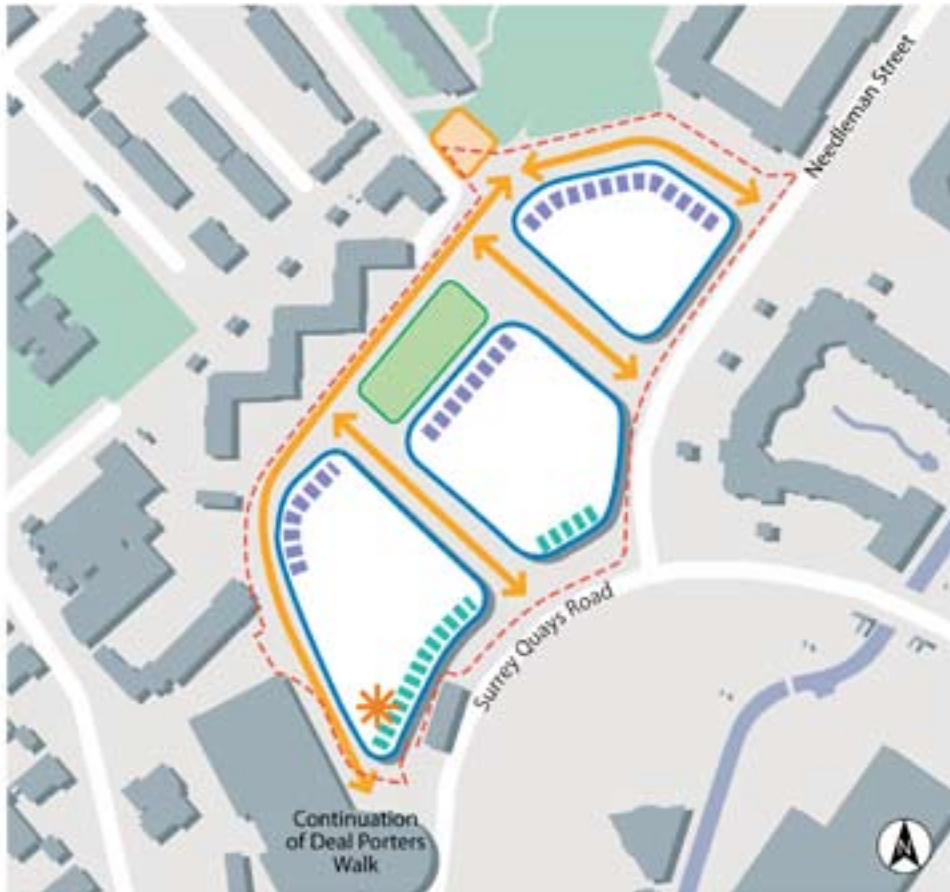
We are doing this because

7.8.4 We may need to expand primary school provision during the lifetime of the AAP. Albion primary school is close to the core area where growth will be greatest and occupies a very large site area relative to its size and in comparison to other schools in the area. It is currently single form of entry but has the capacity to expand to two forms of entry. In the short term, improvements are needed to staff and teaching facilities. Some residential development would be appropriate to fund improvements, provided development would not result in a net loss of play space.

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

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

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



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

We are making this designation because

- 7.8.5 Located close to the Canada Water tube and bus station, this site is suitable for a residential led-mixed use development. A landmark tower could be provided (see Figure 9) next to the tube station. Building heights should be towards the lower end of the range on the northern-western and north-eastern parts of the site to help ensure a transition to existing development on adjacent sites to the north.
- 7.8.6 The layout of blocks and routes should create connections into the surrounding street network. A pedestrian and cycle link which connects with Deal Porter's Walk should be provided through the site. Active uses should be provided at ground floor level fronting onto Surrey Quays Road to help animate Surrey Quays Road and its importance as a pedestrian route which feeds routes radiating out from the town centre.
- 7.8.7 In order to improve access for cyclists to the tube station, a cycle station should be provided on the site. A taxi drop off facility should be provided to serve the development.

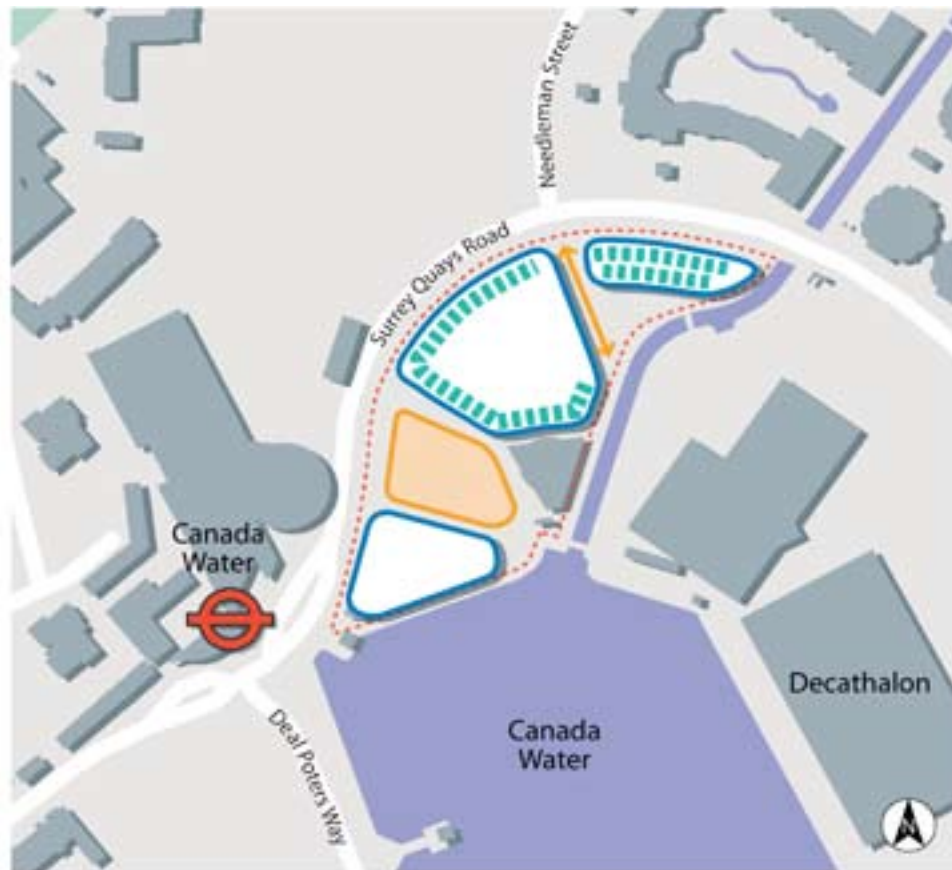
CW AAP 6: Site B (Land bounded by Surrey Quays Road, the Canada Water basin and Albion Channel)

Required land uses	Residential use (Class C3); retail uses (Classes A1/A3); business use (Class B1), community use (new library) (Class D1); public open space.			
Other acceptable land uses				
Estimated capacity (approximate)	241 residential homes; 2,000sqm of community use (library); 250sqm of business space; 1,150sqm of retail use.			
Phasing and implementation	<table border="1"> <tr> <td style="background-color: #ff0000;">2011-15</td> <td>2016-20</td> <td>2021-26</td> </tr> </table> <p>This site has detailed planning permission and the first phase of development (Site B1) was completed in summer 2009. Phase 2 (Site B2) is currently under construction. Construction of the new library started in June 2009. The library and adjacent plaza are due to be completed in 2011.</p>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		

We are making this designation because

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

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



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

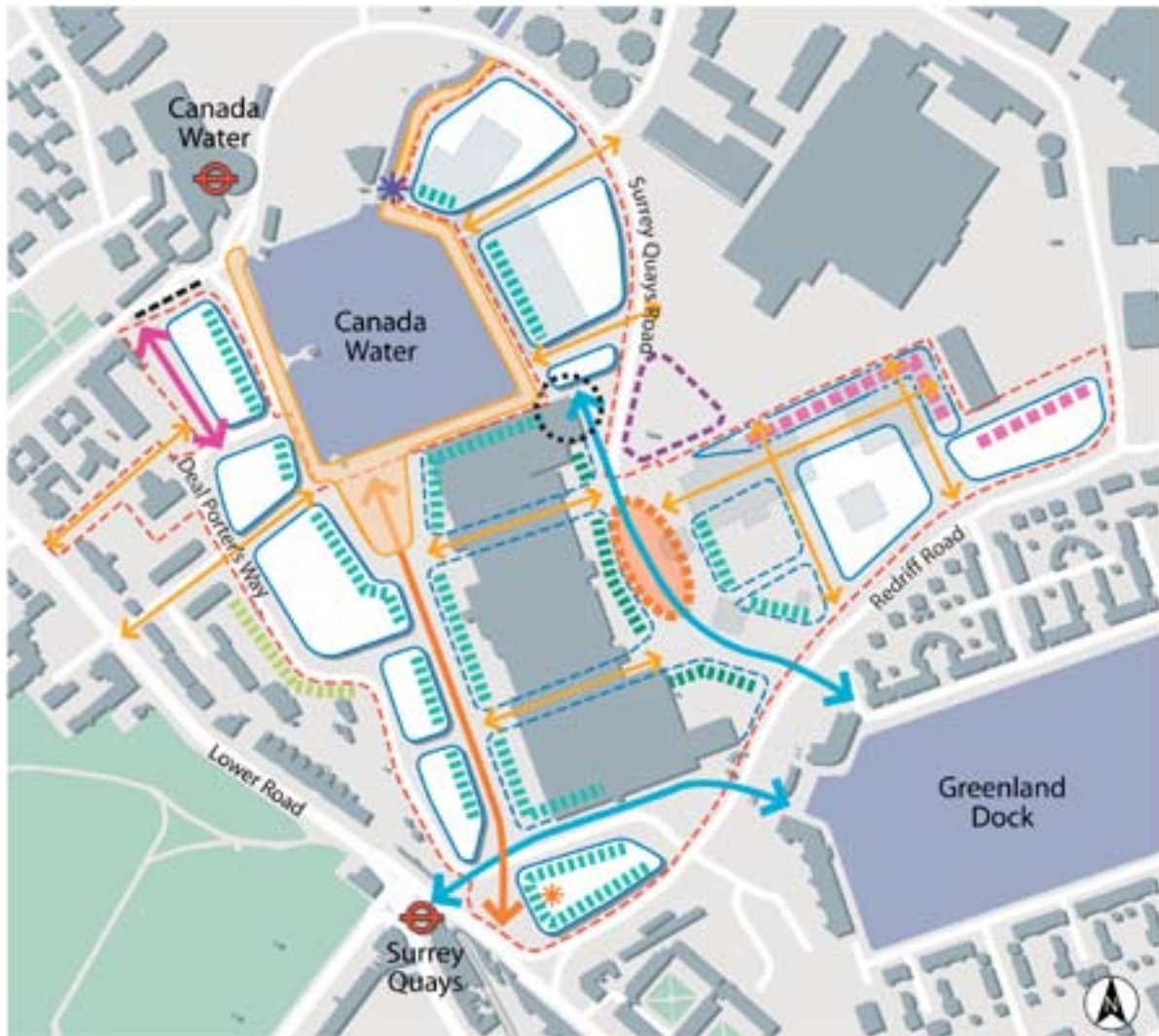
CW AAP 7: Decathlon site, Surrey Quays Leisure Park, Surrey Quays Shopping Centre and overflow car park

Required land uses	Up to 35,000sqm of retail uses (Classes A1, A2, A3, A4); a minimum of 5,000sqm of business use (Class B1); leisure uses (Class D2); residential use (Class C3); community use (Class D); hotel use (Class C1); public open space; town centre car parking.			
Other acceptable land uses	Student accommodation (sui generis use)			
Estimated capacity (approximate)	1,530 residential homes (600 units on the shopping centre and overflow car park, 500 units on the Leisure Park and 430 units on the Decathlon site); 35,000sqm of retail uses; 5,000sqm of business use; health facilities (which complement rather than replace existing facilities) and other community uses.			
Phasing and implementation	<table border="1"> <tr> <td>2011-15</td> <td>2016-20</td> <td>2021-26</td> </tr> </table> <p>Conrad Phoenix (Canada Water) and CGNU Life Assurance are preparing detailed planning applications for the Decathlon site and Surrey Quays Leisure Park respectively. The council is in discussion with Tesco/Segro about development on the shopping centre site.</p>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		

We are making this designation because

- 7.8.9 Our objective is to use development opportunities provided by these sites to create a genuine town centre at Canada Water. This site designation and accompanying plans show how the guidance set out in section 3 applies to these sites.
- 7.8.10 These sites comprise a large part of the town centre and have significant capacity for growth. A new high street should connect the Canada Water basin with Lower Road and this should form the focus for provision of new shopping space. This would help integrate retail on the shopping centre site with Lower Road and provide improved connections to the tube stations. It would also enable a more effective use of the existing car parks and help give the shopping centre site a town centre character.
- 7.8.11 The layout of development and distribution of uses on the Leisure Park site requires careful consideration, given the proximity of the neighbouring Harmsworth Quays print works and the noise generated by electrical plant and vehicular trips associated with the print works. Non-residential space should provide a buffer to Harmsworth Quays print works. Phasing will be critical to ensure that an effective barrier to noise is created prior to occupation of any residential dwellings. A noise assessment should be submitted as part of a planning application for noise sensitive development, such as residential.

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



- | | |
|--|---|
| <ul style="list-style-type: none"> Site boundary Opportunity to improve access for pedestrians and cyclists Create strong links between town centre and Greenland Dock Opportunity to relocate Deal Porters Way Create strong visual and physical connection between Canada Water basin and Lower Road Opportunity to provide active uses at rear of shopping centre ★ Opportunity for tall building Indicative development blocks Opportunity to cut back BHS superstore to create public space and open up views and an improved route through to the Leisure park and Greenland Dock ★ Enlarged footbridge over Albion Channel | <ul style="list-style-type: none"> Opportunity to reconfigure shopping centre and leisure park Existing buildings Non residential buffer to Harmsworth Quays Active uses Landscape buffer to Hothfield Place and residential properties Public realm improvements + Opportunity for public realm improvements and new bus and taxi stand on Surrey Quays Road Potential development site on Harmsworth Quays Taxi drop-off point |
|--|---|

- 7.8.12 A non-residential buffer can also help to meet the need to provide leisure or retail use or the demand for business space and enable the creation of a high quality residential environment.
- 7.8.13 Pedestrian and cycle links around the town centre are very poor. In particular routes from the town centre to Greenland Dock are indirect and unclear, while the shopping centre turns its back on the Leisure Park. The layout of the shopping centre and car parks also create a physical separation from Lower Road. Development should help create safe, direct and attractive routes through the centre for pedestrians and cyclists, to encourage more people to visit the centre on foot, by bike and on public transport. Development adjacent to Harmsworth Quays should enable future connections to the printworks site, while providing an effective barrier to noise.
- 7.8.14 A range of building heights should be provided across the sites to create visual interest, help ensure a transition to surrounding sites and help create an area which is easy to find your way around. General benchmark heights on the shopping centre site and around Surrey Quays Road should be between 5 and 8 storeys. Building heights should be towards the lower end of the range on the eastern side of the Leisure Park in order to provide a transition to lower density development in the suburban zone.
- 7.8.15 A taller building would be appropriate on the south-west corner of the shopping centre. This part of the shopping centre site is less sensitive as it falls outside the strategic viewing corridor between Greenwich Park and St Pauls. It could help mark the tube station and would form part of a cluster of tall buildings with the 16 storey towers on the Hawkstone Estate.
- 7.8.16 The amounts of development we set out have been informed by feasibility testing to ensure that development can be implemented in a manner which is consistent with the design principles and building heights we set out in part 4 of the AAP.
- 7.8.17 The principles set out here are core principles which should be applied to any development scheme prepared for these sites. They aim to ensure that key features, such as pedestrian and cycle links and a range of building heights within limits, are incorporated. In this way they provide some flexibility and could be implemented in several ways. As policy 16 states, a masterplan will be required to accompany a planning application for the first phase of development on the shopping centre and overflow car park to ensure that improvements to the site are considered comprehensively and in a manner which is consistent with AAP policy.
- 7.8.18 Implementation of development on the three sites is complicated by the fact that they are in different freehold ownerships, and in addition, that existing leaseholders - Decathlon, the Odeon Cinema and leisure operators and Surrey Quays Shopping Centres Ltd - have long leases. Conrad Phoenix and CGNU Life Assurance are preparing plans for the Decathlon and Leisure Park sites respectively. We are in discussion with Surrey Quays Shopping Centre Ltd about the future of the shopping centre site.

7.8.19 The proposals we set out here would allow the Decathlon site and Leisure Park site, for which planning applications are being prepared, to be developed independently of the shopping centre site. We envisage that development of the shopping centre site would take place within the second phase of AAP development. The development could be broken up into two or three distinct sub-phases, comprising redevelopment of the overflow car park, reconfiguration of the frontage of the shopping centre, together with redevelopment of the adjacent car park and reconfiguration of the BHS store and improvements around the service yard. We have carried out a financial appraisal of these proposals set out here and are confident that they would be financially viable.

7.8.20 In preparing the AAP we have also looked at alternative implementation scenarios which could bring benefits to urban structure of the town centre. These options include shifting the alignment of Surrey Quays Road to the east to create more space to activate the rear of the shopping centre, as well as a more significant change of straightening Surrey Quays Road, rerouting traffic to the east of the current alignment. These options would be more complicated to deliver as they would involve several landowners and would require careful phasing to ensure continuity for existing businesses. However, they would potentially bring benefits by:

- Providing more retail and leisure uses on the western side of the Leisure Park site would create the critical mass to generate more footfall on Surrey Quays Road and unlock the opportunity to make a substantial reconfiguration or phased redevelopment of the shopping centre which would be closer to our objective of creating a town centre;
- There would be an opportunity to change the character of Surrey Quays Road, drawing it into the town centre and possibly creating a semi-pedestrianised environment with a bus/taxi drop off area.
- It would create a development site on the western corner of Harmsworth Quays.
- Enabling a reconfiguration or phased demolition of the shopping centre would allow mixed use blocks to be built which would make the area feel more lively at all times of day and safer.
- Much stronger links to Greenland Dock could be achieved.
- Sharing of car parks would be easier. New town centre car parks could be provided for all retail and leisure operators and facilitate a much more efficient use of parking spaces.

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

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

We are making this designation because

- 7.8.21 Located on the edge of the centre this site is suitable for a residential led-mixed use development. The layout of development on the site and distribution of uses requires careful consideration, given the proximity of the neighbouring Harmsworth Quays print works and the noise generated by electrical plant and vehicular trips associated with the print works. Phasing will be critical to ensure that an effective barrier to noise is created prior to occupation of any residential dwellings. A noise assessment should be submitted as part of a planning application for noise sensitive development, such as residential.
- 7.8.22 New business space should be provided to create a non-residential buffer to Harmsworth Quays print works to both help meet demand for business space and enable the creation of a high quality residential environment.
- 7.8.23 New pedestrian and cycle links through the site should be provided to help make the area easier to move around. The landscaping on the north western boundary of the site were planned by the LDDC as part of the landscape strategy for the docklands area. This boundary should be softened in new development to help retain a sense of greenness which is a key part of the character of the area.

Figure 25: Land at the corner of Surrey Quays Road and Quebec Way



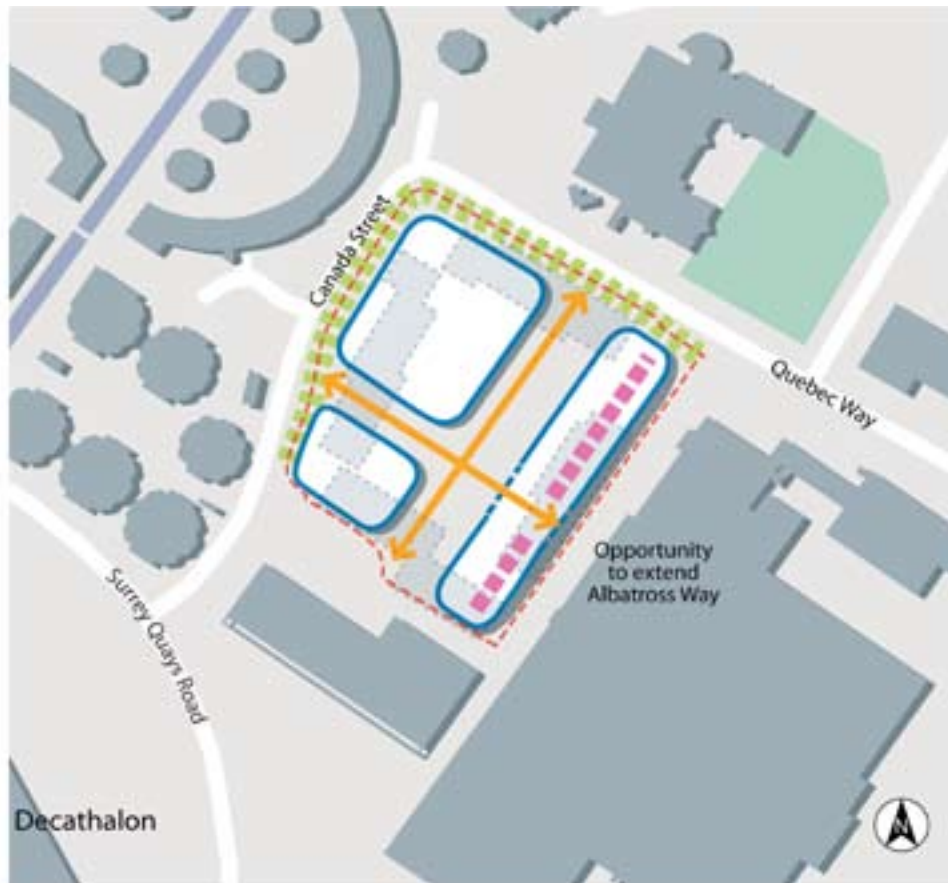
CW AAP 9: Mulberry Business Park

Required land uses	Residential use (Class C3), a minimum of 3,000sqm of business use (Class B1).			
Other acceptable land uses	Community use (Class D).			
Estimated capacity (approximate)	250 residential homes; 3,000sqm of business use.			
Phasing and implementation	<table border="1" data-bbox="395 958 772 987"> <tr> <td style="background-color: red;">2011-15</td> <td>2016-20</td> <td>2021-26</td> </tr> </table> <p>The buildings on this site have recently been demolished. The site is available for development and has detailed planning permission.</p>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		

We are making this designation because

- 7.8.24 This site is now cleared and is suitable for a residential led-mixed use development. The layout of development on the site and distribution of uses requires careful consideration, given the proximity of the neighbouring Harmsworth Quays print works and the noise generated by electrical plant and vehicular trips associated with the print works. New business space should be provided to create a non-residential buffer to Harmsworth Quays print works to both help meet demand for business space and enable the creation of a high quality residential environment. Phasing will be critical to ensure that an effective barrier to noise is created prior to occupation of any residential dwellings. A noise assessment should be submitted as part of a planning application for noise sensitive development, such as residential.
- 7.8.25 Building heights should be towards the lower end of the range on the eastern side of the site in order to provide a transition to lower density development in the suburban zone.
- 7.8.26 New pedestrian and cycle links through the site should be provided to help make the area easier to move around. The landscaping on the north western and north eastern boundaries of the site was planned by the LDDC as part of the landscape strategy for the docklands area. These boundaries should be softened in new development to help retain a sense of greenness which is a key part of the character of the area.

Figure 26: Mulberry Business Park



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

CW AAP 10: 24-28 Quebec Way

Required land uses	Residential use (Class 3C); a minimum of 500sqm of business use (Class B1) and/or community use (Class D).			
Other acceptable land uses	Hotel use (Class C1).			
Estimated capacity (approximate)	50 homes; 500 sqm of business use or community use.			
Phasing and implementation	<table border="1"> <tr> <td>2011-15</td> <td>2016-20</td> <td>2021-26</td> </tr> </table> <p>Although no planning applications have been received for the site, it would be available for development, subject to satisfactorily relocating existing occupiers.</p>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		

We are making this designation because

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

Figure 27: 24-28 Quebec Way



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

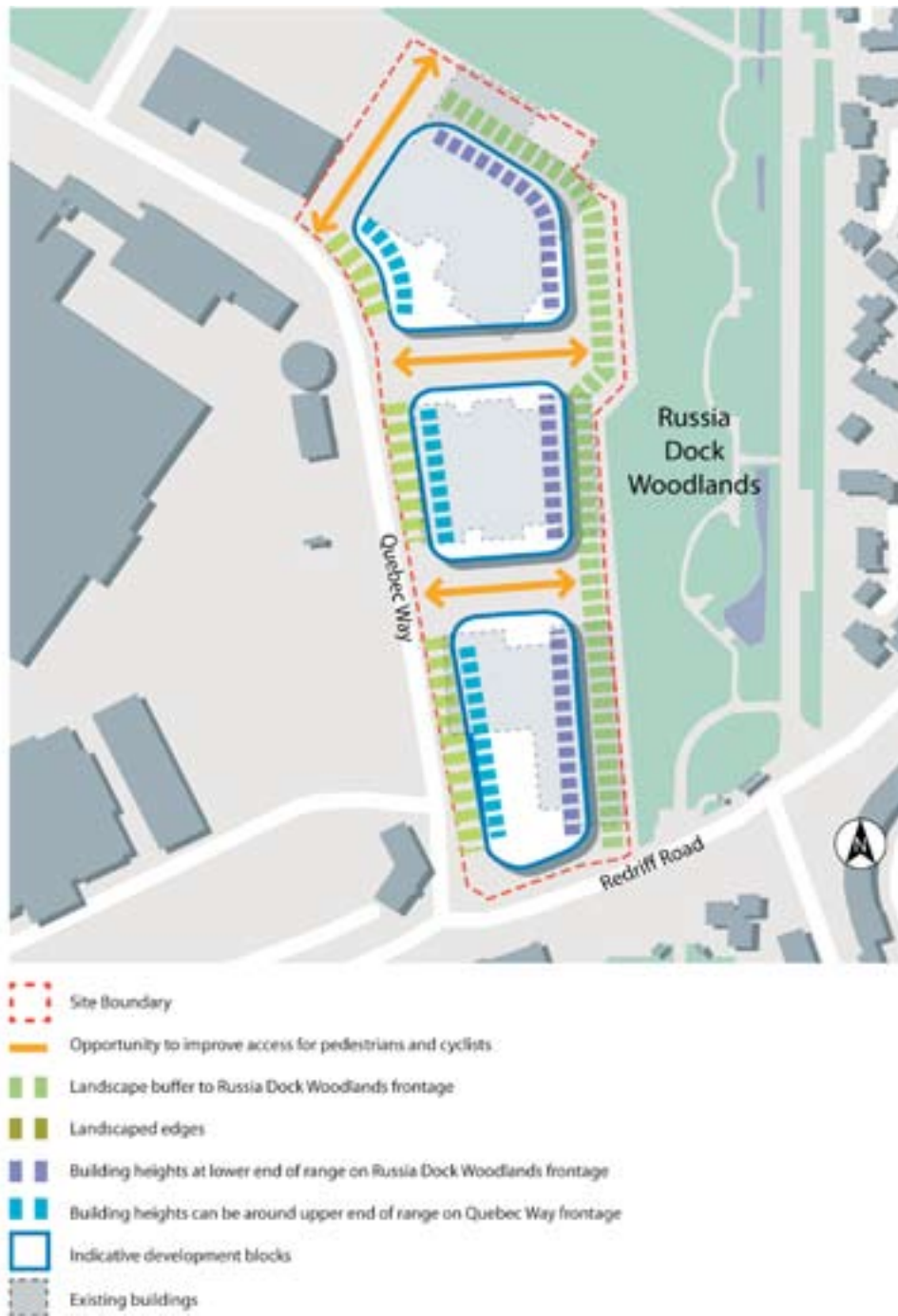
CW AAP 11: Quebec Industrial Estate

Required land uses	Residential use (Class C3); a minimum of 1,000sqm of business use (Class B1) and or community use (Class D1) (providing that community space has an identified user)			
Other acceptable land uses	Hotel use (Class C1); up to retail uses (Class A1, A2, A3, A4).			
Estimated capacity (approximate)	250 residential homes; 1000sqm of non-residential use.			
Phasing and implementation	<table border="1" data-bbox="403 907 778 936"> <tr> <td>2011-15</td> <td style="background-color: red;">2016-20</td> <td>2021-26</td> </tr> </table> <p>Although no planning applications have been received for the site, it would be available for development, subject to satisfactorily relocating existing occupiers.</p>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		

We are making this designation because

- 7.8.31 This site is suitable for a residential led-mixed use development. Non-residential use could include either business use or some community facilities such as pre-school facilities. Our evidence base suggests that there will be a need for additional pre-school facilities to be provided in the area. Lower density development would enable the provision of some outdoor space for any pre-school facility, which is necessary for children above the age of 3. Proposals should identify how a community facility would be managed or used.
- 7.8.32 This site has a medium public transport accessibility level (PTAL 3). Located to the east side of Quebec Way and adjacent to Russia Dock Woodland, development on this site should have a more suburban character. On the Russia Dock Woodlands frontage buildings should be at the lower end of the height range and a landscape buffer provided between buildings and the boundary in order to protect the sense of openness in Russia Dock Woodland and its nature conservation value.
- 7.8.33 The Quebec Way boundary should be softened in new development to help retain a sense of greenness which is a key part of the character of the area.
- 7.8.34 New pedestrian and cycle links through the site should be provided to help make the area easier to move around. As Russia Dock Woodland is a site of importance for nature conservation, new paths into it should be subject to an ecological assessment.
- 7.8.35 In view of the proximity of the site to Harmsworth Quays print works, a noise assessment should be submitted as part of a planning application, to demonstrate that a good quality residential environment can be provided.

Figure 28: Quebec Industrial Estate



CW AAP 12: Harmsworth Quays

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

We are doing this because

7.8.36 The print works are in operation and any comprehensive redevelopment would depend on their relocation. Because of this, the site, redevelopment is unlikely to take place in the timeframe of the AAP. In the medium term however, there may be an opportunity to redevelop the western corner of the site. In addition to creating a usable site which provides an active frontage to Surrey Quays Road, this could also unlock an opportunity to reroute traffic to the east of the current Surrey Quays Road alignment and integrate the leisure uses more effectively into the town centre (see CW AAP7). This option would be subject to maintaining security arrangements and vehicular access to print works and protecting the amenities of future residential occupiers on the Leisure Park site.

CW AAP 13: Fish Farm

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

We are doing this because

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

CW AAP 14: Rotherhithe Police Station and Landale House

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

We are doing this because

7.8.38 The police have advised that they wish to provide a new Safer Neighbourhood Team base and front counter services at Canada Water, necessary to deliver a more effective locally based police service. This would make the existing police station surplus to requirements. The MPA are currently negotiating with Conrad Phoenix to occupy new space on the Decathlon site. Subject to relocating police facilities elsewhere at Canada Water, the site would be appropriate for residential or mixed use development.

CW AAP 15: 23 Rotherhithe Old Road

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

We are doing this because

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

CW AAP 16: 41-55 Rotherhithe Old Road

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

We are doing this because

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

CW AAP 17: Rotherhithe Primary School

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

We are doing this because

- 7.8.41 We are aiming to transform teaching and learning by investing in education through the borough-wide Southwark schools for the future (SSF) initiative. This includes building a new secondary school in Rotherhithe to meet the growing population in the north of Southwark. This is to take account of the increasing number of children as the area becomes home to greater numbers of families with children.
- 7.8.42 Our site selection study has demonstrated that Rotherhithe primary school would be the most appropriate site. Our preferred site for the new secondary school is the Rotherhithe Primary School site. It is a site which meets minimum size requirements, has good transport links, has good access to other amenities such as open space and leisure facilities and is in council ownership.

CW AAP 18: 247-251 Lower Road

Required land uses	Residential use (Class C3); retail uses (Class A1/A2/A3) or Community use (Class D1); safeguarded land for road widening.			
Other acceptable land uses				
Estimated capacity (approximate)	15 residential homes; 300sqm of non-residential use.			
Phasing and implementation	<table border="1"> <tr> <td>2011-15</td> <td>2016-20</td> <td>2021-26</td> </tr> </table> <p>The site is vacant and has planning permission for a mixed use development. Southwark will seek to purchase a strip of land on the northern return frontage to widen Plough Way.</p>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		
Site specific guidance	A strip of land 3.5m in width should be safeguarded for road widening.			

We are doing this because

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

CW AAP 19: Tavern Quay (East and West)

Required land uses	Residential use (Class C3); business use (Class B1).			
Other acceptable land uses	Retail use (Classes A1/A3).			
Estimated capacity (approximate)	112 residential homes; 1300sqm business use; 100sqm of retail use.			
Phasing and implementation	<table border="1"> <tr> <td style="background-color: #ff0000; color: white;">2011-15</td> <td>2016-20</td> <td>2021-26</td> </tr> </table> <p>These two adjacent sites are in single (private) ownership. Planning permission has been granted for mixed use developments. Development on the west site has been implemented and partially constructed</p>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		
Site specific guidance	The residential capacity is based on the planning approvals for both the east and west sides of the site. Any joint application for the site which results in additional homes should also provide additional non-residential space.			

We are doing this because

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

CW AAP 20: Surrey Docks Farm

Required land uses	Community use (Class D); retail use (Class A1/A3); open space and uses allowed within BOL designation.			
Other acceptable land uses	Ancillary residential use (caretakers flat); business use (Class B)			
Estimated capacity (approximate)	The amount of space to be provided should be determined through a planning when impact on BOL can be adequately assessed.			
Phasing and implementation	<table border="1"> <tr> <td>2011-15</td> <td>2016-20</td> <td>2021-26</td> </tr> </table> <p>Surrey Docks Farm are preparing a planning application for the site and raising funds to implement development.</p>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		
Site specific guidance	Use of the site should not compromise its designation as Borough Open Land. The Thames Path should be permanently reinstated if the site is redeveloped.			

We are doing this because

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

CW AAP 21: Docklands Settlement

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

We are doing this because

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

CW AAP 22: Odessa Street Youth Club

Required land uses	Residential use (Class C3); retail use (Class A1/A3).			
Other acceptable land uses	Community use (Class D1).			
Estimated capacity (approximate)	25 residential homes; 300sqm of retail use			
Phasing and implementation	<table border="1"> <tr> <td style="background-color: red;">2011-15</td> <td>2016-20</td> <td>2021-26</td> </tr> </table> <p>The site is in council ownership. Docklands Settlement are preparing a scheme to re-house the youth club on that site.</p>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		
Site specific guidance	Development of this site is subject to appropriate replacement youth facilities being secured elsewhere to meet local needs.			

We are doing this because

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

CW AAP 23: St George's Wharf

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

We are doing this because

- 7.8.48 St George's Wharf is a working boatyard and car park which is adjacent to South Dock Marina, London's largest marina. Our aspiration is that development on St George's Wharf could be used to help generate more activity around South Dock. It would also provide funding to improve the docks and facilities, including the toilet and shower block. Consultation with local people has shown that there is a desire for more amenities in this area, including convenience shops, and cafes or restaurants.
- 7.8.49 Boatyards are protected in the London Plan and any development on the site should not compromise the operation on the boatyard. There is scope however for sensitive development on the adjacent car-park site. The mix of uses proposed for the site should complement the marina, and provide a service for visiting boats and tourists. A cafe or restaurant and some convenience shopping would benefit local people as well as visitors. Upper floors could be used for residential use or possibly a hotel. Promoting marina related tourism activities in this area would work well with river transport links into the centre of London.
- 7.8.50 New facilities would need to be planned carefully to ensure that they are not too noisy or disruptive for local residents.

