

## Appendix 8 - Table of Representations made on the Canada Water Issues and Options Report and the Council's response

Comment ID	Respondent Name	Respondent Organisation	Topic/ document part	User's response: Free-Text	Officer comment
1	A Squires	Elephant Lane Residents Association	Homes	(OPTION B) Hawkstone estate should be a priority	Our preferred approach for the Hawkstone Estate is to refurbish John Kennedy House and the low rise blocks. Refurbishing the low-rise accommodation and John Kennedy House is a more financially viable option. We have decided not to build a new road through the estate, but will concentrate instead on improving the existing road network.
2	A Squires	Elephant Lane Residents Association	Leisure	(OPTION B) 4.2 undertake a process with 7 islands. If the new pool etc is not built it is essential that funds are found to refurbish 7 islands.	The Preferred Option, Option A, will ensure the refurbishment of the Seven Islands Leisure Centre including the swimming pool as well as a gym and sports hall. It will be retained on the current site.

3	A Squires	Elephant Lane Residents Association	Places - Network of open spaces	(OPTION B) 5.4.3 & option B & fig 8 show "new links" the improved link between Southwark park and kings gardens is essential. The current road crossing is a death trap - cars do not stop even when pedestrians are crossing	Noted. TfL are currently considering improvements to Jamaica Road which includes an improved crossing point between King Stairs Garden and Southwark Park.
4	A Squires	Elephant Lane Residents Association	Transport	(OPTION B) 5.2.1 Notes congestion at tunnel, there is no mention of proactive work with TfL to resolve this.	Noted. We are working with TfL to explore ways to reduce congestion around the tunnel. This includes signalling the roundabout at the entrance to the tunnel.
5	A Squires	Elephant Lane Residents Association	Transport - Walking and Cycling	(OPTION B) 5.2.3 Notes reopening of pedestrian entrance to tunnel - Excellent. Also need to consider removing the small bus through the tunnel	Noted. The council will discuss the opening of the pedestrian route into the tunnel with TfL.
6	Aide Sanchez		any other comments	Good initiatives. building a secondary school is of great importance	Comments noted. We recognise that it is important that social and community infrastructure such as schools are put in place in the area to benefit local people and support the growing population.

7	Akiyo Sawada		Homes - Bedroom Mix	(BEDROOM MIX OPTION A) Regina & Columbia Points are needed to be at least re-painted. The appearance is very ugly..... Too neglected	We are preparing a strategy for our estates which will consider issues such as the existing condition of homes, internally and externally and also the capacity to increase the number of homes on the site. Further information will be available at the next stage of consultation.
8	Akiyo Sawada		The vision and objectives	There are too many unpreoccupied space. eg. car parking space. That kind of space should be used for shops, cafes, restaurants etc. I don't get a reasonable sense by seeing that council estates seem to be locked on a very small space. The impression is certainly given by the wall that starts from the Canada Water station towards Lower Road, instead of making a "Council `estates' ghetto" I think it's really producible and better if you can make all areas in to a big one without boundaries/walls. Likewise, I don't like the very tiny park - St Georges Field- it's locked in every evening. The field is really tiny. I think it's almost ridiculous to be over ? about the security of the extremely tiny "field"	Comments regarding parking spaces noted. Our preferred approach is to promote new retail space on the surrey quays shopping centre and overflow car park. We are also aiming to provide town centre car parking that is publicly accessible to balance demand for parking more effectively so that car parking is not underused during off peak times. Comments regarding pedestrian routes and accessibility noted. Our preferred approach is for development proposals to provide routes that are safe, direct and convenient for pedestrians and cyclists. Further details and illustrations of proposed links are provided in the transport section of the preferred options report.
9	Alan Chadborn		any other comments	In the business/retail centre, provide for small-scale manufacture and repair to provide employment and training while we have a more competitive exchange rate for the £.  Since the foot/cycle bridge plan to Isle of dogs has been refused, to open up one or more quays for cross-river ferries.	Our preferred approach is to promote a business cluster primarily focused around Harmsworth Quays print works. This could accommodate a range of occupiers including light industrial businesses. We will work with Transport for London to improve the frequency, quality and reliability of public transport, including river transport in the area.

				Provide quaysides for loading/unloading of heavy goods and building materials so the supplies and removal of soil etc. for the huge building plan envisaged may travel by water rather than on the congested roads.	
10	Alan Chadborn		Community - Faith Premises	(FAITH PREMISES OPTION A) Enhance the use of both Odessa St. and Docklands Settlement. Provide youth workers to maximise use of these facilities.	Our preferred approach is to designate Odessa Street Youth Club for residential led mixed use development subject to appropriate replacement youth facilities being provided elsewhere to meet local needs.
11	Alan Chadborn		Leisure - Tourism	<p>(TOURISM OPTION A) Encourage more use of the repair facility at South Dock to develop it as a facility for training in boat-building and repair and to encourage more employment.</p> <p>Encourage more use this reach of the River Thames for leisure and work. In my childhood it was much busier. It is a 'site' waiting for development by reopening quays, moorings, and boat-related businesses.</p> <p>Relocating residential boats to Greenland Dock would reduce the area of dock available for sail-training, yet there is a plan to improve the Water-sport Centre.</p>	The preferred option supports the use of the docks for water related leisure and tourism activities which do not affect their openness or the natural habitats/ wildlife in the area. A boatyard will be retained at South Dock Marina which would also provide space for shopping facilities, such as a convenience store or chandlers, a cafe/restaurant and possibly a small hotel or residential accommodation

12	Alan Chadborn		Places - Energy and water	(ENERGY AND WATER OPTION B)Encourage the adoption of green roofs by all builders, and the provision of balconies, so that residents have the option of growing food locally.	<p>Comments on balconies are noted. The council has recently adopted a supplementary planning document setting out residential design standards. This makes a requirement that all homes with 3 or more bedrooms should have private amenity space and encourages private space for smaller homes. When this document is reviewed in the future, a requirement for all homes to have a balcony, garden or roof terrace could be reviewed.</p> <p>The London Plan requires provision of living roofs/walls in all large development. This policy applies to developments in Rotherhithe.</p>
13	Alan Chadborn		Transport - Walking and Cycling	(WALKING AND CYCLING OPTION B)Protect Russia Dock Woodland from more paths which would disturb the wildlife.	Noted. Improvements within Russia Dock Woodlands must take account of the need to protect wildlife.

14	Alan Chadborn		what are the boundaries of the AAP?	Include Surrey Docks Farm in the Downtown Cluster as an active community site, not just for tourism	Our preferred approach for community uses is to locate local facilities together so that the services required by the community including, housing services, health centres, community space and facilities for the police are provided in accessible locations in a way in which different facilities can complement and support each other. We will only seek the provision of such facilities where there is a clear requirement and an identified body who will manage them on a viable basis.
15	Ampurius Nu Homes Investments Ltd	Ampurius Nu Homes Investments Ltd	Community - Childrens Services	(Childrens services - agree with option A) - however identify issues with regard to land ownership over Quebec way industrial estate. Prohibit use as a secondary school and give lowest priority and or remove from possible site allocation on the basis of land ownership and CPO issues.	Comments noted. Our preferred approach is to work with partners and school governors to provide a new education campus on the site of Rotherhithe Primary school.
16	Ampurius Nu Homes Investments Ltd	Ampurius Nu Homes Investments Ltd	Homes - Affordable Housing	(AFFORDABLE HOUSING OPTION B) Mix of tenure should be based on a site by site basis rather than prescribed 70% social rented and 30% intermediate given the high proportion of affordable housing in the policy area.	The AAP will need to be in line with the Core Strategy. The Core Strategy Preferred Options sets out a requirement for 35% affordable housing and within this 70% social rented and the remainder as intermediate housing within the Canada Water area. This is to address our need for more affordable housing throughout the borough.

<b>17</b>	Ampurius Nu Homes Investments Ltd	Ampurius Nu Homes Investments Ltd	Places - Building Heights	(BUILDING HEIGHTS OPTION B)Locations for all tall buildings should not be prescribed and should be assessed on a site by site basis similar to the London plan.	We are taking forward Option B as our preferred option. Section 3 of the Preferred Options report sets out our preferred approach to building heights within the Core Area of the AAP.
<b>18</b>	Andy Mayer		any other comments	Get a move on! It would also be good to re-open the issue of a footbridge/green link/cable car crossing to Canary wharf that would dramatically improve the economy.	The Sustrans Bridge is currently unfunded and subject to a high degree of uncertainty. While Southwark supports the bridge, the AAP is not reliant on the bridge being provided.
<b>19</b>	Andy Mayer		Community - Faith Premises	(FAITH PREMISES OPTION B)Faith groups should either provide their own facilities or share them with others we should not be subsidising specialist facilities for something that is an entirely private and personnel activitiy without general community benefits	Comments noted. Our preferred approach is to locate local facilities together so that the services required by the community including, housing services, health centres, community space and facilities for the police are provided in accessible locations in a way in which different facilities can complement and support each other.
<b>20</b>	Andy Mayer		Places - Energy and water	(ENERGY AND WATER OPTION B)I would be cautious with CHP we don't want or need another Aylesbury-like heating disaster. There are also grave consumer issues about choice and cost with these schemes	Comments noted. We have commissioned an energy study to assess a range of options and their feasibility. The results of which will be available at the next stage of consultation on the AAP.

21	Andy Mayer		Shopping - Albion Street	( ALBION STREET OPTION B )There are very few small shops on Rotherhithe Street or Salter Road, particularly towards the curve of the river or near the Farm. This is also a problem in Surrey Docks. Retail units for corner shops or other small local amenities should be built in to new developments or replace some Council street properties if dilapidated or void	In the wider AAP area we will use development opportunities to provide more facilities for day to day convenience shopping, provided they are small scale
22	Andy Mayer		Transport - Walking and Cycling	(WALKING AND CYCLING OPTION B)I agree fully with B, we need much better signage in Russia Docs and pathways that don't confuse	Noted. The need for better signage is recognised and will form part of a number of improvements to the pedestrian and cycling environment on the peninsula.
23	apjars		Community - Business	Planning to ensure that upper floors to new and existing town centre buildings have good quality, separately accessible low rent office spaces aimed at small/start up businesses. Include an enterprise centre and a local chamber of commerce/job centre.	Noted. New business space which is flexible and suitable for start up and medium sized enterprises will provided. The preferred options report states that around 12,000sqm of business space will be provided.
24	apjars		Community - Childrens Services	Quebec Industrial Estate provides better/safer access to the transport network. any school should be designed to discourage car driving/parking and the 'school run' Local American style yellow school buses should link the schools on the peninsula to the catchment area and ongoing transport links	Comments noted. Our preferred approach is to work with partners and school governors to provide a new education campus on the site of Rotherhithe Primary school. This would comprise either an "all-through" school or separate secondary school and primary schools. This is our preferred site as it is close to public transport links, is in council ownership and would contribute to the overall regeneration of the core area

25	apjars		Community - Faith Premises	Discourage use by private 'faith' organisations that are just collecting money and causing social divide through discrimination/bigotry. Develop a timetable of youth facilities so that each evening/weekend offers diverse LOCAL facilities that encourage team building/social interaction/mixing of cultures as well as sports facilities AND AVOID any being just a place to hang out.	Comments noted. Our preferred approach is to locate local facilities together so that the services required by the community including, housing services, health centres, community space and facilities for the police are provided in accessible locations in a way in which different facilities can complement and support each other. This will include sharing space at different times to suit different users.
26	apjars		Community - Health	Larger centre with longer/weekend opening hours for full time workers from the city should be introduced.	Our preferred approach is to work with the primary care trust (PCT) to meet the needs generated by the increased population in the area by providing new health facilities in the core area. These facilities will complement existing facilities. The operational details of these facilities will meet the needs of the area.

27	apjars		Community - Police	<p>The police station is on the boundary of the peninsula and is more convenient for criminals reporting for bail than it is to the general public and the building is too large, Police officers need to be out on the streets not in offices, prisoner and administration facilities should be in a larger more cost effective location. A small satellite office for the PCSO's and Police should be within peninsula, perhaps the new shopping centre/library or school area.</p>	<p>Comments noted. Our preferred approach is to designate the existing police station so that police facilities should be retained on the current site unless appropriate replacement facilities can be provided elsewhere in the AAP area. Other allowable designated uses include residential, retail, business and community uses. Our preferred approach to community facilities overall is to locate local facilities together so that the services required by the community such as facilities for the police, are provided in accessible locations in a way in which different facilities can complement and support each other. We will only seek the provision of such facilities where there is a clear requirement and an identified body who will manage them on a viable basis.</p>
28	apjars		Homes	<p>Reduce the amount of council homes in the area and encourage private home ownership. Avoid building huge areas of council/social housing through the introduction of private homes into estates with lease restrictions on sub-letting to encourage owner/occupiers.</p>	<p>Comments noted. Whilst we acknowledge the need for affordable homes in the borough is high, we also will seek to ensure that new development contains a range of tenures; social rented, intermediate and private.</p>
29	apjars		Homes - Affordable Housing	<p>Develop a long term community through Lease restrictions that restrict to owner/occupier in order to avoid properties being owned by investors from outside the area and occupied by a transient population.</p>	<p>Under current planning legislation, it is not possible to control leases of general market housing.</p>

30	apjars		Leisure	<p>Seven Islands MUST remain open until a new centre opens as it is the only LOCAL swimming pool and provides essential opportunities for schoolchildren and adults without increasing our travel and carbon footprint by having to travel outside the area. The decathlon site would be an ideal location as it is close to the bus and tube services and alongside the public library.</p>	<p>The Preferred Option, Option A, will ensure the refurbishment of the Seven Islands Leisure Centre including the swimming pool as well as a gym and sports hall. It will be retained on the current site.</p>
31	apjars		Leisure - Tourism	<p>South Dock Marina is a grot spot and should be included in the core plan, this has huge potential to become a 'world class' marina with the boatyard being developed (as originally planned) into restaurants, shops, yacht club house, hotel and apartments. The inclusion of Sea Cadet facilities around the dock will provide both historic links with the old naval dockyard and fantastic development opportunities for youngsters.</p>	<p>The preferred option will support the use of the docks for water related leisure and tourism activities which do not affect their openness or surrounding residential amenity. It will permit proposals for small scale local convenience shopping, cafes and restaurants where opportunities exist. A boatyard will be retained at South Dock Marina which would also provide space for shopping facilities, such as a convenience store or chandlers, a cafe/restaurant and possibly a small hotel or residential units. The restaurant/ cafe/ bar/ shopping facilities may be available to the general public.</p>

32	apjars		Places - Building Heights	Erect a flagship building on the peninsula, such as the spinnaker tower in Portsmouth, linking the historical origins of shipping with a landmark will put Canada Water on the tourist map. The Mayflower was built in Rotherhithe before sailing to Plymouth and onto the Americas and yet there is no opportunity being seized from the thousands of American tourists visiting London each year. The boatyard at South Dock marina would be ideal location due to an ideal and relevant transport link via the riverboat service.	Comments noted. We are taking forward Option B as our preferred option. Section 3 of the Preferred Options report sets out the proposed approach to tall buildings within the AAP area. We are encouraging a range of building heights in the core area to create a more interesting townscape. We have acknowledged that tall buildings can act as landmarks, add variety to the character of an area and can help make the skyline more interesting.
33	apjars		Places - Energy and water	Harness wind from the river for electricity for public buildings and services such as street lighting. Planning to enforce use of wind/solar power in new developments, especially for communal areas/stairwells.	We are taking forward Option B as the preferred option. We have set out in section 3 of the PO report our approach to energy and the reduction of carbon emissions. The draft Core Strategy sets out the proposed spatial policy for environmental standards in new development. The AAP will need to be in conformity with the Core Strategy. We will set out an energy strategy, infrastructure requirements and local targets within the draft AAP.

34	apjars		Places - Network of open spaces	Also refurbish and encourage use of the running track at Southwark Park, develop and promote all athletics and swimming, especially prior to the 2012 Olympics. Develop the unused plot of land between Alfred Slater School and Russia Dock Woodland into a community vegetable farm/allotments.	We are taking forward Option B as the preferred option. Section 3 sets out our proposed approach to leisure facilities within the AAP area. We have funded proposals to improve the sports centre in Southwark Park which is planned to become a training venue for the Para-Olympic games in 2012. We have also set out our proposed approach to open spaces in Section 3 of the PO report. The plot of land adjacent to Alfred Slater School is owned by Harmsworth Quays. It is our understanding that HQ have no current plans to use or develop this site
35	apjars		The vision and objectives	Shopping S1: Expand to include open air spaces and the entire shopping area defined as an alcohol and smoke free zone (alcohol ONLY inside restaurants) Transport T1: State that within the entire shopping area the pedestrian will have priority over cyclists and vehicles. T2: That all footpaths will have clearly distinguishable cycle paths and that the pedestrian has priority over cyclists. Housing H1: amend to read "To create a mixed community through the provision of high quality 'environmentally friendly' homes...."	It would not be appropriate for the AAP to provide policies on smoking and alcohol as they are covered by other existing policies and legislation. Changing objective T1 and T2 in this manner is too detailed and prescriptive for the overarching vision and objectives of the AAP. Impacts on the environment is already covered in objective P4 and it is not necessary to repeat the objectives again.

36	apjars		Transport	DO NOT reintroduce two-way traffic to Lower Road. This should be mostly pedestrianised (with the exception of buses) and turned into a traditional high street, planning restrictions should encourage the development of the street into an area of high class independent shops and restaurants (not cheap take-aways and estate agents) design the flow of and pedestrians that will attract visitors from outside the area via Surrey Quays Station and a bus stop. The general traffic flow towards and from Greenwich should be redirected around the back of Surrey Quays Station along Rotherhithe Old Road, Rotherhithe New Road, Bush Road, Bestwood Street, Evelyn Street (deliveries to the street 06.00-10.00). The large paved area outside the Osprey Estate could have traditional market stalls featuring different products an certain days to attract visitors, a fresh Farm produce day, a flower and plants day, a foods of the world day etc but NOT cheap tat.	<p>Reintroducing two-way traffic on Lower Road will potentially enable through-traffic to pass through the area more efficiently.</p> <p>Lower Road is a strategic road. Pedestrianisation would mean that vehicles which currently use it would have to be re-routed, possibly onto smaller road which are less appropriate for the volume of traffic.</p>
37	apjars		Transport - Public Transport	Include the river services in the Oyster Card scheme	Noted. It is now possible to use Oyster with river transport.
38	apjars		Transport - Walking and Cycling	Clearly define cycle areas and that pedestrians have priority over cyclists, clearly determine and signpost no cycling/cyclist dismount areas. Discourage and police high speed cycling on footpaths.	Noted.

39	apjars		what are the boundaries of the AAP?	<p>Greenland Dock and South Dock Marina should be included as part of the core area. They are seriously neglected and underused, the Marina is a 'grot spot' and full of old rotting boats yet it could be a 'world class' marina being so close to the capital. The boatyard was intended to be redeveloped and could provide an ideal location for regeneration through the addition of additional facilities such as restaurants overlooking the river on the ground and first floor with shops and a chandlers at the sides or overlooking the marina. The higher floors could be an hotel and apartments. This would be an ideal opportunity for a landmark building such as the spinnaker tower in Portsmouth, depicting the nautical history of the area and putting Canada Water firmly on the map.</p>	<p>As most people who responded to the issues and options report told us that the boundaries of the AAP area and core area were in the right place so they will remain the same. Greenland Dock and South Dock Marina are however included in the wider AAP area to ensure that the impacts of development in the core area are addressed.</p>
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40	asdfghjkl		Homes - Bedroom Mix	There is no difference between these options. Please explain why you made this a separate option, as if there was an element of flexibility?	The two options presented different proposals for family housing provision. Our preferred approach is to ensure that at least 30% of new homes have 3 or more bedrooms. This reflects our vision for the area to ensure that the area remains attractive for families. It will also complement the investment we are making in schools, leisure facilities and open space. New homes will also continue to be provided for couples and single people. At the issues and options stage, we needed to present possible options for growth and refine the options through consultation and through an emerging evidence base to determine the most appropriate approach to facilitate growth for the area
41	asdfghjkl		The vision and objectives	I think the definition of the local market and natural catchment area/ competitor is rather narrow minded, as it takes Southwark in isolation. Other nearby shopping, culture and residential areas include Canary Wharf and Greenwich, yet neither have been used to give a broader perspective. There are plenty of places to live nearby, and large tower blocks would destroy the aesthetics, making Canada Water like a mini-Canary Wharf.	The intention of the AAP is to increase choice for local people and compliment facilities in other areas. The preferred options seek to minimise any adverse impacts of any tall buildings that are provided in the area.

42	B Hinze		any other comments	<p>Actually I'm missing the "option 0 (zero)" i.e. to leave things unchanged as they are. There may certainly be the need to do some improvement on the one or other estate resp. area (all on a smaller scale) but not necessarily such wide rant AAP.</p> <p>Nevertheless, I know that once such ideas have developed investors and planners don't leave a stone unturned until aim achieved. That's why I eventually ticked some boxes (sometimes even mixing the options) hoping that in the end a moderate regeneration may take place resp. be the result.</p> <p>I wish however, to emphasize that I am totally against the construction of the tall buildings as proposed. I know the argument "for" such buildings but I doubt that a 500 sqm green/park or another kindergarten will significantly improve the area, but am afraid that any tall building in addition the existing ones around Canada Water will visually completely change the living area.</p> <p>as you know, there are also existing a number of plans in Lewisham council to `regenerate' some areas e.g "Marine Wharf" (next to South Marina Dock), the so-called "Cannon Wharf" but especially the "Convoys Wharf", all of them to include (very) tall buildings of up to 40 storeys!; apart from the already existing 3 very tall building in the Pepys Estate.</p> <p>Once all this should be realized, the living quarter along the Thames from Rotherhithe's till Deptford will definitely loose identity resp. its charm of being a home to live. Further, if all realized, in a few years' time (I bet max</p>	<p>Comments noted. Our preferred approach is to encourage a range of building heights in the core area to create a more interesting townscape. We have set out design principles to guide new development to ensure new development achieves high design and environmental standards. We have acknowledged that the design and height of new buildings will need to respect the lower-rise character of surrounding areas, and it is important to ensure that tall buildings are not overbearing on the docks or parks.</p>
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				<p>10) further plans will crop up to build even more tall building in this region, arguing "that there are already a number skyscrapers, so why not fill the gas"?</p> <p>So, kindly reconsider the issue of tall buildings around Canada Waste.</p>	
43	B Hinze		Community - Faith Premises	Requires a decent mixture of both options	Comments noted. Our preferred approach is to locate local facilities together so that the services required by the community including, housing services, health centres, community space and facilities for the police are provided in accessible locations in a way in which different facilities can complement and support each other.
44	B Hinze		Homes - Bedroom Mix	(BEDROOM MIX OPTION A) Make a decent mix on these two options, in any case disregard the three tall buildings of 15 & 18 storeys, please.	Our preferred approach is to ensure that at least 30% of new homes have 3 or more bedrooms. This reflects our vision for the area to ensure that the area remains attractive for families. It will also complement the investment we are making in schools, leisure facilities and open space. New homes will also continue to be provided for couples and single people.

45	B Hinze		Leisure - Tourism	There is a great need to promote and advertise on the green land dock to attract London tourist. It's a wonderful place to see the remnant of shipping industry decades ago (the dock itself, the looks and all the "equipment" around)	Agreed, the preferred option acknowledges that South Dock Marina and Greenland Dock provide a great opportunity for leisure and tourism related activities and the preferred option would help them meet their potential.
46	B Hinze		The vision and objectives	In my opinion there is no need for a "vibrant" town centre. The more vibrant the less feel people happy to live in.	Noted. The word vibrant has been deleted from the vision.
47	Barbara Lawless		Community - Faith Premises	(FAITH PREMISES OPTION B) The centre's above are both at the far end of the Rotherhithe area. There is only the Red Lion Centre on the corner of Hawkstone Road that provides facilities for youths/children. What about the rest of Rotherhithe. Youth Centres are very territorial.	Our preferred approach is to locate local facilities together so that the services required by the community including, youth and education services are provided in accessible locations in a way in which different facilities can complement and support each other. New/rebuilt schools should be designed to accommodate a range of facilities outside school hours. Also the new library will have an emphasis on youth space and will host Southwark's Youth Forum.
48	Barbara Lawless		Homes - Affordable Housing	(AFFORDABLE HOUSING OPTION B)What is affordable? is there a figure that can be put against affordable? Otherwise it means very little to the local community.	The council's adopted supplementary planning document (SPD) 'Affordable Housing' sets out the affordability levels. The SPD sets out the maximum rents that can be charged for a social rented unit and the affordability criteria for intermediate housing units.

49	Barbara Lawless		Leisure - Tourism	(TOURISM OPTION B) Tourism activities will bring more people into an area that cannot cope with the current footfall.	Our preferred option also propose improvements to the public realm as pedestrian and cycle routes to help ensure they can cope with future demand.
50	Barbara Lawless		Places - Building Heights	(BUILDING HEIGHTS OPTION B) What constitutes the boundary for the 'Peninsula' a title given to the area by the people who moved in after the regeneration of the Docks. This is not a recognised title by people and has lead to exclusion of the local community i.e. those who lived their before LDDC and Canada Water projects and those who live south of Lower Road. I have lived on the ground floor in front of a 14-storey block for 31 years and it cuts out the light, people look in and it is like living a goldfish bowl. Let's be able to see the sky and have light and air around us to make us feel happier about our over congested lifestyle.	We are taking forward Option B as our preferred option. Section 3 of the Preferred Options report sets out our preferred approach to building heights within the Core Area of the AAP. The AAP seeks to encourage development which will help assist in improving overall community cohesion. It will set out our policies for ensuring that new developments are designed well, so that they do not have any harmful effects on residents, pedestrians and cyclists and any overshadowing and wind funnelling is minimised.
51	Barbara Lawless		Transport	(THE ROAD NETWORK AND CAR PARKING OPTION B) TfL are notoriously unresponsive and care little for local problems. For example the T&RA requested the Dept of Transport in Southwark to lift the bus lane in Rotherhithe Old Road whilst the East London line works were being carried out allowing traffic to pass through giving the T&R's some breathing space - no response. In fact they lifted the restriction at Plough Way, Lower Road and Rotherhithe New Road allowing more traffic to pass through Rotherhithe Old Road.	Noted. Lower Road is however a strategic road and the council would need the agreement of TfL before making alterations to it. Therefore it is imperative for the council to continue to work with TFL on options to improve the road network.

52	Barratt Homes		Any other comments	<p>CANADA WATER AREA ACTION PLAN - ISSUES AND OPTIONS, NOVEMBER 2008 REPRESENTATIONS BY BARRATT HOMES</p> <p>We act for Barratt Homes (BH), who are the developer of Canada Water Sites A and B, and a number of other development sites within the London Borough of Southwark.</p> <p>We are in receipt of the Canada Water Area Action Plan (CWAAP) - Issues and Options, November 2008 and have been instructed to make representations on behalf of BH. We would be grateful if you would ensure that we are consulted over forthcoming preferred options, so that we have the opportunity to make further representations as necessary.</p> <p>BH believe that it is important that the opportunity exists to maximise and introduce new residential, commercial, retail and leisure uses as appropriate, in order to promote the regeneration of the Canada Water Action Area.</p> <p>Canada Water continues to represent a major opportunity to create high quality landmark development of a mix of uses.</p> <p>We set out below comments on the Issues and Options document.</p>	Comments noted
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53	Barratt Homes		Homes	<p data-bbox="943 248 1048 272">Housing</p> <p data-bbox="943 309 1485 459">BH recognise the importance that new housing has to play in the regeneration of the area, both in replacing old stock and bringing new homes to the market, and supports the Option B proposals.</p> <p data-bbox="943 523 1462 981">The flexible approach to affordable housing set out within Option B is supported by BH, however, the 35% affordable requirement should be recognised as a target tested against financial viability - particularly in the current market if affordable housing is to be delivered. This is consistent with the Council's Housing SPD. Consideration should also be given to those schemes that will be in excess of Code 3 for Sustainable Homes (Code 4 proposed for Site A) and that consideration should be given to off setting the level of affordable housing provision or S106 contributions that are delivered by the scheme.</p> <p data-bbox="943 1018 1467 1345">BH acknowledge the need in certain cases for additional family housing.. However a 25% target of units with three bedrooms or more is considered to be too high, particularly when other objectives such as increased density are encouraged. The appropriate proportion of family accommodation should be considered on a site by site basis, with a minimum requirement in line with the Adopted UDP of 10% units being appropriate for Site A.</p>	<p data-bbox="1503 248 2042 1010">Our preferred approach is to ensure that 35% of homes in new development are affordable. There is a continuing need to provide affordable homes in the area and our preferred option will help meet these needs. It will also ensure that we create mixed neighbourhoods which provide a range of affordable and private homes. Our preferred approach is consistent with our approach in the preferred options of the Core Strategy. Financial viability of the provision of 35% affordable housing on sites is a matter that can be considered on a site by site basis at planning application stage. It is for the developer to set out financial viability of a scheme. In terms of family housing provision, our preferred approach is to ensure that at least 30% of new homes have 3 or more bedrooms. This reflects our vision for the area to ensure that the area remains attractive for families. It will also complement the investment we are making in schools, leisure facilities and open space. New smaller sized homes will also continue to be provided for couples, single people etc</p>
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54	Barratt Homes		Homes	<p>Site Designation</p> <p>It is anticipated that as the AAP is developed in more detail it will provide individual land use designations. The adopted UDP designate Site A for Class C3, Class D and Class A uses. BH support a single designation within the AAP recognising the appropriateness to provide a residential led mixed use development of the site. Given the vacant brownfield status of the site and the Councils long running objective to bring forward its regeneration, it should be identified within the AAP as a priority.</p> <p>We trust that the above comments are helpful and look forward to engaging with the Council on the next stages. Please could all future correspondence relating to this submission be directed to Sam Hine or Rory McManus at the above office.</p> <p>Yours faithfully</p> <p>DP9</p>	<p>Our preferred option for Site A is C3, retail use A1/A2/A3, a bicycle station and public open space, with other acceptable land uses as B1 (Business), D1 (Community use) and Hotel (C1). We recognise that the site is suitable for a residential led -mixed use development.</p>
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55	Barratt Homes		Places	<p><b>Building Height</b></p> <p>BH fully support the opportunity identified in Option B for taller buildings at selected locations within Canada Water. The masterplan for the area produced for the Council by BLCQ's urban planners Urban Strategies identified the potential for taller buildings, particularly adjacent to the Canada Water public transport interchange, and that with the right quality design these can add to the townscape and reinforce the regeneration of the area.</p> <p>BH consider Site A is the most suitable location in Canada Water for a tall building, which would together with the existing Canada Estate towers, signal the centre of Canada Water. Option B is preferred following the principle of a cluster of tall buildings and promoting a height comparable to the existing Canada Estate towers although the appropriate height, which could be higher should be determined through analysis of townscape and design.</p> <p>It is suggested that a criteria based policy is developed in the AAP that reflects the Core Strategy to ensure that tall buildings are of sufficient design quality if they are to be allowed.</p>	<p>Comments noted. We are taking forward Option B as our preferred option. Section 3 of the Preferred Options report sets out the proposed approach to tall buildings within the AAP area. We are encouraging a range of building heights in the core area to create a more interesting townscape. We have set out design principles to guide new development to ensure new development achieves high design and environmental standards. We have acknowledged that the design and height of new buildings will need to respect the lower-rise character of surrounding areas, and it is important to ensure that tall buildings are not overbearing on the docks or parks. Further information will be set out in the next stage of AAP consultation</p>
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56	Barratt Homes		Shopping	<p data-bbox="943 248 1485 459">Retail</p> <p data-bbox="943 309 1485 459">The AAP identifies the potential for 'substantial increase' in retail floorspace under option B. BH agree that this is necessary if Canada Water is to successfully compete with other town centres in London.</p> <p data-bbox="943 496 1485 912">The appropriate amount of additional retail floorspace should be considered in the context of the respective roles of the different centres within the Borough - existing and planned - and the level of retail investment that could be achieved. An appropriate level of retail development within identified sites will help meet an identified need and create a diversity of uses within the Canada Water Town Centre. Site A is able to complement the main shopping centre function of the town centre providing activity around the station and its site designation in the AAP should reflect this.</p>	<p data-bbox="1503 248 2042 367">Comments noted .Our preferred option for Site A requires a mix of uses including retail uses (Classes A1/ A2/A3) with an estimated capacity of 1000sqm.</p>
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57	Barratt Homes		The vision and objectives	<p>The Vision</p> <p>BH fully support the vision statement at Section 3.1 and would like to see this go further to actively seek to attract investment, diversify and expand the existing offer and deliver a new form of town centre.</p> <p>The draft AAP sets out two alternative options. Option A for regeneration with a focus on homes, and Option B with a focus on homes, shops, leisure and jobs. If Canada Water is to be successfully regenerated as a new town centre then BH believe the thrust of policy must lie behind Option B. Only through investment and diversification will real change be achieved and community benefits delivered.</p> <p>In developing the vision into specific objectives and with the preparation of more detailed policies at the Preferred Options Stage the AAP needs to provide direction whilst maintaining flexibility. Areas of the AAP where greater flexibility may be appropriate are identified below and this is something to be considered in the preparation of the next stage of the document.</p>	Noted. The vision now contains reference to transforming Canada Water into a town centre, having a much more diverse range of shops than at present and accommodated mixed use developments.
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<b>58</b>	Barratt Homes		Transport	<p>Transport</p> <p>BH consider flexibility should exist whereby the provision of car parking numbers can be determined on a site specific basis as there is a need for a commercial balance to be struck. At Site A a relatively low level of parking is potentially feasible due to the high public transport accessibility of the site. This combined with measures such as Car Clubs and Travel Plans will also meet the aspiration to reduce car travel associated with such regeneration. This provides an opportunity for higher density at the site without giving rise to local highway impacts.</p>	Noted.
<b>59</b>	Beatrice Leung		any other comments	<p>Please keep me informed of the following steps in this consultation process and any actions undertaken by the Council on the CWAAP.</p>	<p>We will continue to consult those residents and organisations that have been previously consulted on the stages of the draft plan.</p>
<b>60</b>	Beatrice Leung		Community - Childrens Services	<p>(CHILDRENS SERVICES OPTION A) The council should not buy any land to build a new school but redevelop current sites.</p>	<p>Comments noted. Our preferred approach is to work with partners and school governors to provide a new education campus on the existing site of Rotherhithe Primary school.</p>
<b>61</b>	Beatrice Leung		Homes	<p>The area is already over-crowded, road traffics, bus and tube packed at peak hours. If the vision is to have a great network of park and open spaces, then we should retain those, knowing that the area around Canada Water tube station incl Leisure Park and Downtown Sites are all already planned with housing developments.</p>	<p>We recognise the importance of protecting open spaces on the peninsula and will seek to improve these spaces wherever possible and where necessary. We will also support the creation of new public open spaces in the town centre and the core area of the AAP area.</p>

62	Beatrice Leung		Homes - Affordable Housing	We CANNOT AFFORD to have a higher % than legal requirements of affordable housing.	Our preferred approach is to require 35% affordable housing and within this 70% social rented and the remainder as intermediate housing within the Canada Water area. The level of provision is intended to help rebalance the area, as there are already a high proportion of homes that are affordable.
63	Beatrice Leung		Leisure	(LEISURE OPTION B) It is critical to retain leisure facilities in the area (including swimming pool). Swimming is a low cost and important exercise activity in current obese environment which enable adults and children from low income families to exercise regularly. I do not understand the rationale with funding, there has been a huge increase in population and private dwellings over the past 5 yrs with the council selling land for property development so more money has been generated in the Rotherhithe peninsula, this money should be invested to provide good level of leisure facilities and transport for the residents.	The Preferred Option, Option A, will ensure the refurbishment of the Seven Islands Leisure Centre including the swimming pool as well as a gym and sports hall. It will be retained on the current site.
64	Beatrice Leung		Leisure - Tourism	(TOURISM OPTION A) Development in South Dock Marina would have a negative impact of wildlife which is a key attraction to many residents.	The preferred option supports the use of the docks for water related leisure and tourism activities which do not affect their openness or the natural habitats/ wildlife in the area. A boatyard will be retained at South Dock Marina which would also provide space for shopping facilities, such as a convenience store or chandlers, a cafe/restaurant and possibly a small hotel or residential accommodation.

65	Beatrice Leung		Places - Network of open spaces	(NETWORK OF OPEN SPACES OPTION A)One of the reason residents like Russia Dock Woodland is because it is maintained as a wild park which would be DESTROYED by leisure facilities. It is critical that you involve BTCV (Ben Dewhurst) in open spaces discussions in view of his experience as current manager of many sites in the Rotherhithe peninsula.	We have set out our preferred option for open space in Section 3 of the PO report. Russia Dock Woodlands is currently protected as a site of important nature conservation in the Southwark Plan. The Core Strategy proposed to continue this protection and also proposes new SINCs in the AAP area. These areas are protected as open space.
66	Beatrice Leung		Transport - Public Transport	(PUBLIC TRANSPORT OPTION B) River routes and ferry stops, at the moment it is more expensive to travel on the river so not sure this is going to be a well used means of transport and the journey is also long compared with tube transport.	Noted. The council is in discussion with TfL and London River Services on improvements to river services.
67	becky	Sport England	Community - Childrens Services	Sport England believes that detailed local assessments of playing field requirements should underpin Local Development Framework policies and be used to inform all development control decisions affecting playing fields. Sport England has produced guidance on the preparation of playing pitch assessments in 'Towards a Level Playing Field'. It contains a methodology for assessing playing pitch requirements based on a comparison of existing, and projected, demand and supply at peak times. An electronic toolkit to help local authorities prepare the assessment is available from the Sport England website. Such an assessment would help inform whether St Paul's Playing field is a suitable site or not for the proposed new secondary school.	Comments noted. St Paul's playing field is not our preferred site for new education facilities.

68	becky	Sport England	Leisure	<p>Both PPG 17 and Sport England's own policy 'Planning for Sport and Active Recreation: Objectives and Opportunities' endorse a planned approach with regard to the provision of facilities and opportunities for sport and recreation. This will ensure that the needs of the community are adequately met. The options put forward in this document do not appear to be based on a comprehensive assessment of need from either an up-to-date PPG17 assessment or any other relevant sport and recreation strategy. Until such a review of existing provision and facilities is completed, it is not possible to establish the extent and location of provision required and therefore whether either of the options sufficiently reflect the needs of the local community.</p> <p>Information on the existing stock of sports facilities can be found in Active Places Power.</p>	<p>A PPG 17 study is currently being undertaken. The Preferred Option, Option A, will ensure the refurbishment of the Seven Islands Leisure Centre including the swimming pool as well as a gym and sports hall. It will be retained on the current site.</p>
69	becky	Sport England	Places - Network of open spaces	<p>As previously mentioned local authorities should undertake needs assessments taking into account issues of accessibility, quality and quantity of existing provision, covering both public and private facilities. Such strategy documents should link into and help inform Open Space strategy assessments.</p>	<p>We are taking forward Option B as the preferred option. Section 3 sets out our proposed approach to open spaces. We are undertaking an Open Spaces study which will include a needs assessment and we are preparing an investment strategy for the borough's open spaces.</p>
70	becky	Sport England	Transport - Walking and Cycling	<p>(WALKING AND CYCLING OPTION B) Sport England has produced 'Active Design' which is a comprehensive guidance booklet promoting new environments that offer opportunities for communities to be naturally active as part of their daily life. In particular this promotes cycling and walking and is</p>	<p>Noted.</p>

				aimed at all those in the master planning of new developments, and would therefore be an important resource in improving cycling and walking routes.	
71	C Whitehead		any other comments	<p>Please listen to the residents and do not just show lip service. Over the last 20 years the peninsular has changed considerably from white working class BNP area, to a multi cultural society.</p> <p>Please give us all time to build a community and stop changing everything. The last time the entire came together as a community, was to thwart Ken Livingstone's plan.</p>	<p>Being an inner London area, the Canada Water area currently does not fulfil its potential. There are many opportunities to build upon some of the area's key strengths. The substantial amounts of surface car parking, the out-of-town style shopping centre and entertainment facilities and the vacant sites around the tube station currently do not promote a vibrant town centre. We are seeking to improve the area through encouraging investment, which will create new affordable and family homes, more effective community services, new places to work, improved shopping and leisure facilities, transport improvements, improved schools and improved public spaces. We strive to consult widely on our proposed plans and we have a comprehensive consultation strategy in place which will ensure we are proactive in our consultation techniques and to obtain the community's views on the future growth of the area.</p>

72	C Whitehead		Community - Childrens Services	No, we already have SQ Bacons/2 x Academies and Nautical school - all local. If we just place local children in our local school - common sense!	Our preferred approach is to work with partners and school governors to provide a new education campus on the site of Rotherhithe Primary school to meet the growing population in the north of Southwark. This will be a five-form-of-entry (750 pupils aged 11-16) school plus sixth form (150 pupils).
73	C Whitehead		Community - Faith Premises	Ask youths 14-16 year olds what they want ie. Skateboard park - Brighton have that works well.	Comments noted. We are planning to consult with young people of all ages more during the preferred option public consultation and will consider their responses when forming the next stage of the document.
74	C Whitehead		Community - Police	Police mix use only	Comments noted. Our preferred approach is to designate the existing police station so that police facilities should be retained on the current site unless appropriate replacement facilities can be provided elsewhere in the AAP area. Other allowable designated uses include residential, retail, business and community uses.

<b>75</b>	C Whitehead		Leisure - Tourism	(TOURISM OPTION B) No need for another hotel, this is largely a residential area	Although there is a hotel in the AAP area (the Hilton) and a youth hostel, there is scope to provide new facilities. A study published by the GLA in 2006 estimated that Southwark needs to provide an additional 2,500 hotel beds by 2026 to meet growing needs in south London. The preferred option allows for the provision of new hotels, at the South Dock Marina and in the town centre close to public transport.
<b>76</b>	C Whitehead		Places - Building Heights	Canada Water campaign thwarted Ken Livingstone's view of Surrey quays as Manhattan - we all agreed a 5 storey heights. Every thing must be Low, clean and green	We are taking forward Option B as our preferred option. Section 3 of the Preferred Options report sets out the proposed approach to energy requirements, open spaces and tall buildings. We are encouraging a range of building heights in the area to create a more interesting townscape. We have set out design principles to guide new development to ensure new development achieves high design and environmental standards.
<b>77</b>	C Whitehead		Shopping - Albion Street	(ALBION STREET OPTION B) Low, clean and green	Comments noted.
<b>78</b>	C Whitehead		The vision and objectives	Only if they are low, clean and green	Noted.

<b>79</b>	C Whitehead		Transport - Walking and Cycling	(WALKING AND CYCLING OPTION B) Low, clean and green	Noted.
<b>80</b>	Carmelle Bell	Thames Water Property Services	Places - Energy and water	Thames water support the minimisation of water use and the aim of significantly reducing storm water run-off.	Comments noted
<b>81</b>	Carmelle Bell	Thames Water Property Services	Places - Network of open spaces	In relation to the provision of new public spaces and landscaping improvements it is important to note that the indiscriminate planting of tree and shrubs can cause serious damage to the public sewerage system. In order for the public sewers to operate satisfactorily, trees, and shrubs should not be planted over the routes of sewers or water pipes. The provision of new street furniture and pedestrianised areas can impede access to the water and sewerage infrastructure. Thames water will require 24 hour vehicular access to any pedestrianised areas to undertake emergency works. Access to the water and sewerage infrastructure must not be impeded by street furniture. This will enable Thames Water to operate the network with as little interruption to the service as possible.	Comments noted. We are taking forward Option B as the preferred option. Section 3 sets out our proposed approach to open spaces. We will ensure that any improvements to the public realm proposed in conjunction with development proposals adhere to infrastructure requirements

82	Carmelle Bell	Thames Water Property Services	what are the boundaries of the AAP?	No Comments	Noted.
83	Carole Read		any other comments	The whole area needs to improved and enhance and attract good quality investors once people in. There is a massive shortage of higher end of shops, restaurant, and health facilities. The public transport system need a radical overhaul and monitor the imbalance of ? on certain routes such as 47, No 1, 18 at the express, the 381 C10	Our preferred approach is to encourage investment to provide a wider range of shops and services and new cafes and restaurants, particularly within the town centre area. In addition, we acknowledge that the area needs new community and social infrastructure. One of our objectives is to create a wider mix of uses within the area, including new office and light industrial space, in order to help bring more vitality to the centre. We are seeking to reduce the impact of new development on the road network through promoting improvements to the frequency, quality and reliability of public transport and we are exploring how we can change the road network to improve traffic flows.

84	Caroline wier		Community - Childrens Services	Bacon's College need to change their policy so that people who live near the school (i.e on the Peninsular) have preferential places compared to people from outside Southwark. If this happened there would be no need for another secondary school in the area.	Our preferred approach is to work with partners and school governors to provide a new education campus on the site of Rotherhithe Primary school to meet the growing population in the north of Southwark. This will be a five-form-of-entry (750 pupils aged 11-16) school plus sixth form (150 pupils). Bacon's College have agreed to be the sponsor of this new school and as such has guaranteed that all children who wish it and who live on the peninsula will be offered a place at either Bacon's or this new school. This will also allow us to rebuild Rotherhithe primary school.
85	Caroline wier		Homes - Bedroom Mix	(BEDROOM MIX OPTION B) The area needs more 3 bed houses with gardens rather than more studio and one bed flats.	Our preferred approach is to ensure that at least 30% of new homes have 3 or more bedrooms. This reflects our vision for the area to ensure that the area remains attractive for families. It will also complement the investment we are making in schools, leisure facilities and open space.
86	Caroline wier		Leisure	(LEISURE AND ENT OPTION B)A new swimming pool is needed but should only be considered if kept at the same size 33m or bigger at 50m- downsizing should not be an option.	The Preferred Option, Option A, will ensure the refurbishment of the Seven Islands Leisure Centre including the swimming pool as well as a gym and sports hall. It will be retained on the current site.

87	Caroline wier		Shopping	<p>(SHOPPING OPTION A) There is no need to demolish the shopping centre to create a newer, bigger centre. There are numerous larger shopping centres within a 20 minute commute on public transport from the area which is more than sufficient. It would also cause major disruption to the area and would involve Tesco- thereby leaving the Peninsular without a large supermarket.</p>	<p>The preferred option for shopping is option B. We would like to improve Canada Water town centre by improving and expanding shopping floorspace, providing a wider range of shops and services, as well as places to eat, drink and relax. Over the coming years the Canada Water will face strong competition from neighbouring centres. The shopping facilities at Canada Water will require investment in order to maintain and improve them. There is a risk that small scale improvements to the shopping centre and its appearance will be unlikely over the longer term to provide the boost that the centre needs. A large supermarket will be retained in any reconfiguration of the shopping centre.</p>
88	Caroline wier		Shopping - Albion Street	<p>(ALBION STREET OPTION A) Albion Street needs to be addressed especially with the loss of the library. A farmers market whether in Albion Street or by the new library is a very good idea for the area.</p>	<p>Comments noted. Our preferred options for Albion Street is option B which includes exploring the potential to establish a market, possibly with a Scandinavian theme.</p>
89	Caroline wier		Transport - Public Transport	<p>(PUBLIC TRANSPORT OPTION B) With the increase in housing in the area (those already approved let alone the proposal for more development) the increased bus services need to be kept if not made more regular.</p> <p>The river should be used more than it currently is for commuter traffic to both Canary Wharf and the City. This would ease congestion on the tube and the bus routes.</p>	<p>Noted. The council is in discussion with TfL and London River Services on improvements to river services.</p> <p>TfL recognise the need for improved bus services. The council will work with TfL to help deliver these.</p>

<b>90</b>	Caroline wier		Transport - Walking and Cycling	(WALKING AND CYCLING OPTION B) The Sustrans bridge is a fantastic proposal and can only benefit the area with better links to the Olympic site and Canary Wharf. This would make the area more desirable as people would be able to walk or cycle to work in Canary Wharf.	The AAP will be supportive of the Sustrans Bridge. However, the proposal is currently unfunded and therefore the plan, while supportive, will not be reliant on the bridge being delivered.
<b>91</b>	carolineatk		Community - Business	What is wrong with St. Olav's business premises??	The AAP and Core Strategy preferred options protect business space at St Olav's business park.
<b>92</b>	carolineatk		Community - Childrens Services	Bacon's college???	Our preferred approach is to work with partners and school governors to provide a new education campus on the site of Rotherhithe Primary school to meet the growing population in the north of Southwark. This will be a five-form-of-entry (750 pupils aged 11-16) school plus sixth form (150 pupils). Bacon's College have agreed to be the sponsor of this new school and as such has guaranteed that all children who wish it and who live on the peninsula will be offered a place at either Bacon's or this new school. This will also allow us to rebuild Rotherhithe primary school.
<b>93</b>	carolineatk		Community - Faith Premises	Yes	Noted.

<b>94</b>	carolineatk		Community - Health	Do not get rid of Downtown and Chaucer Health facilities. These are a vital part of the community!	In the preferred options report, we have continued to require a community use on the Downtown site.
<b>95</b>	carolineatk		Community - Police	Less helicopter surveillance by police. Its intrusive and a serious cause of noise pollution	This is not a suitable matter for the AAP to address.
<b>96</b>	carolineatk		Homes	It is important to include council housing in regeneration	We are preparing a regeneration and housing investment strategy for our estates which includes consideration of issues such as the condition of homes and the capacity to increase the number of homes on the site. We have considered all the estates in the AAP area and we have our current priorities i.e. to refurbish John Kennedy House and the low rise accommodation on Hawkstone Estate
<b>97</b>	carolineatk		Homes - Bedroom Mix	No new family homes. Again, its about money. Respect the balance of the area and that there will be pensioners, single professionals etc. as well.	We currently have a shortage of family homes in Southwark, and we are seeking to promote a more mixed community through the provision of high quality homes with a range of tenure and sizes, particularly larger homes suitable for families. New homes will also continue to be provided for couples and single people
<b>98</b>	carolineatk		Leisure - Tourism	What is wrong with the Docklands Hilton Hotel??	Although there is a hotel in the AAP area (the Hilton) and a youth hostel, there is scope to provide new facilities. A study published by the GLA in 2006 estimated that Southwark needs to provide an additional 2,500 hotel beds by 2026 to meet growing needs in south London.

<b>99</b>	carolineatk		Places - Building Heights	Building height should respect the space in which it is carried out and the new and proposed new buildings (B1, Downtown) are all of a height which damage the character of the local area. Profit motive should be separated from a genuine motive to regenerate.	We are taking forward Option B as our preferred option. Section 3 of our preferred options Report sets out our preferred approach to building heights within the Core Area of the AAP. We are encouraging a range of building heights in the area to create a more interesting townscape.
<b>100</b>	carolineatk		Places - Network of open spaces	But PLEASE respect the character and habitats which already exist	We are taking forward Option B as the preferred option. Section 3 sets out our proposed approach to open spaces. The draft Core Strategy sets out the importance of protecting and enhancing biodiversity within the borough and the AAP will need to be in conformity with the Core Strategy.
<b>101</b>	carolineatk		The vision and objectives	Canada Water is already at risk of overdevelopment, eg B1 site which is unsightly and blocks out the open space around the station. Why were we not consulted on this? Similarly, with the Downtown site, a lot of local residents were against this, but no notice was taken. Overdevelopment and high density living provoke crime, a lower quality of life and the commercialism which the rest of London is already subject to. This is Canada Water, and I think you should respect the local area and not try to turn it into Clapham.	The purpose of this consultation is to gain the views of local people regarding the future development of the Canada Water area which will be shaped by the vision and policies of the Canada Water AAP.
<b>102</b>	carolineatk		Transport	No car parking in Downtown area due to noise pollution for residents on Salter Road. There is nothing wrong with the 381 bus service.	Some parking will be necessary on the site given while there is some access to public transport, it is limited. Car parking levels however should be below the council's maximum standards.

<b>103</b>	Catherine Burke		any other comments	My main comments is the fish farm area. There are no areas in Southwark that I can think of that are wildlife areas. This area is full of trees and is a haven for all wildlife. A secluded area free from humans, dogs etc. We need to protect what few such like areas that exist, not develop on them. I would like to see this area given over the park to expand on their existing wildlife areas.	Our preferred approach is to allocate the Fish Farm site as open space for community use.
<b>104</b>	Catherine Burke		Community - Childrens Services	Would object to the loss of St Pauls Playing fields	Comments noted. St Paul's playing field is no longer considered as a site for the provision of educational facilities. Our preferred approach is to work with partners and school governors to provide a new education campus on the site of Rotherhithe Primary school.
<b>105</b>	Catherine Burke		Community - Health	Work with PCT and local communities to identify where new health facilities needed.	Noted.
<b>106</b>	Catherine Burke		Places - Energy and water	no view	Comments noted
<b>107</b>	Catherine Burke		Places - Network of open spaces	(NETWORK OF OPEN SPACES OPTION B) There needs to be as much green open spaces as possible. This benefits residents, visitors and wildlife in the area. There are also reports out confirming that green open spaces reduce vandalism in the area.	We are taking forward Option B as the preferred option. Section 3 sets out our proposed approach to open spaces. We are proposing to protect existing open space and also allocate new open space within the AAP.

108	Charlie		any other comments	<p>I live on Albion Street and therefore very pleased to see the area getting a recognisable need to be redeveloped. Here there is a School, two fantastic churches, a PCT, and a very large soon to be empty former library building, all tucked just behind Canada Water station, whilst the residents of the area will welcome improved access to Canada Water town, the new residents will surely want ease of access to us to. Please feel free to contact me regarding my suggestions regarding improving access between Canada Water and Albion Street, in my opinion the proposed regeneration of the route using Swan Road is insufficient. I highly recommend a north exit at Canada Water station providing foot traffic, or the wall separating Canada Water estate and the rest of Surrey Quays to be demolished.</p>	<p>Comments noted. We will consider the suggestions put forward. A public realm study is being undertaken to further inform permeability considerations for the area.</p>
109	Charlie		Shopping - Albion Street	<p>Access between the Albion Street shops area/school/Norway and Finland Churches, is very cut off to Canada Water station and the rest of Canada Water. This is due in part to the King George fields that is closed after 5pm, and also to no north facing exit at Canada Water station. Also, I agree with option B, together with the suggestion to development the Rotherhithe Library in option A.</p>	<p>Our preferred options for Albion Street is option B which includes Improving access from the town centre and from St Mary's conservation area. We will continue to consult with local people and stakeholders to explore the vision for the street and this will inform the final proposals we set out in the draft AAP</p>

110	Charlotte Amore	Environment agency	Any other comments	<p>Thank you for consulting the Environment Agency on the Canada Water Area, and for allowing us additional time to respond. We hope that you find our comments helpful and constructive.</p> <p>In this area the following key issues are of particular importance to the Environment Agency:</p> <ul style="list-style-type: none"> <li>• Flood risk management and sustainable drainage</li> <li>• Improving the docks for habitat and angling</li> <li>• Water quality</li> <li>• Promoting recreation and access to green space</li> </ul> <p>We wish to be supportive of the way the I&amp;O report addresses the environmental issues and the possible opportunities to the AAP area through regeneration. In particular we are pleased to see that the document recognises that the river Thames, the docks and green spaces in the area are one of its key strengths and seeks to improve these features.</p> <p>We would welcome a meeting with you to discuss strategic improvements to the docks and water space in more detail. There are various improvements that could be made in terms of recreation, public amenity and habitat enhancements and while we have provided some suggestions below, we would be pleased to offer further comment on this.</p>	Comments noted.
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				<p>Our previous response to your consultation on the Sustainability Scoping Report, in a letter dated 25th April 2008, went into some detail about flood risk. We would therefore refer you back to that letter.</p>	
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111	Charlotte Amore	Environment agency	Any other comments	<p>Summary</p> <p>The Environment Agency is supportive of many of the aspirations of the AAP I&amp;O, particularly the focus on the docks, open spaces and the river Thames. We think there are opportunities for improving the value of, and access to, these features that would have multiple benefits. As stated above, we would be pleased to meet with you to discuss this in more detail. If you would find this helpful, please contact me to discuss possible dates.</p> <p>We look forward to being consulted at the next stage of the process. In the meantime, please let me know if you have any questions about our response.</p>	Comments noted.
112	Charlotte Amore	Environment agency	Homes	<p>5.5 Homes</p> <p>We would reiterate that in identifying sites which may be suitable for new housing, consideration should be given to the borough's Strategic Flood Risk Assessment (SFRA) and a sequential approach to allocating sites should be taken, in line with PPS25.</p>	Noted

113	Charlotte Amore	Environment agency	Leisure	<p>5.3 Leisure</p> <p>We would support the enhancement of the docks to increase tourism in the AAP area suggested in Option B on page 37. We would encourage an increased in visitor moorings and better facilities for visitors to South Dock marina, and interpretative signage. We are concerned about the lack of visitor moorings on the tidal range of the London River Thames. Whilst this location is committed to such facilities it would be a major benefit if the capacity for such mooring was to be increased. We also have a concern over the reducing number of boatyards and marine industry on the River Thames. A commitment to such an interest would assist in making the River Thames more viable for recreation navigation and river transport.</p>	<p>Noted. We are not envisaging any loss of boatyard space. Part of the boatyard site is currently an underused car park. It is this area which could be put to better use.</p>
114	Charlotte Amore	Environment agency	Places	<p>5.4 Places: Better and safer streets, squares and parks</p> <p>The Environment Agency is pleased to see this section of the document and would encourage that it is given due weight at the next stage of the AAP.</p>	<p>Noted</p>

115	Charlotte Amore	Environment agency	Places - Energy and water	<p>5.4.3 Sustainable Design and Construction</p> <p>Fact Box: Sustainable urban drainage systems (SUDS)</p> <p>We do wish to encourage the use of SUDS, although we would like you to clarify this section. In the case of the AAP area, the discharge of surface water direct into the river Thames would not necessarily having a negative impact on the environment - for riverside sites, we would favour a direct discharge into the Thames where possible because it is a tidal river system. However, discharging into the sewer network is the least preferable way to deal with surface water runoff, according to the SUDS hierarchy as set out in policy 4A.14 of the London Plan.</p> <p>Fact box: Living roofs and walls</p> <p>We suggest that you expand this box to also briefly explain the range of the benefits of green roofs and their contribution towards sustainable design, for example improved thermal efficiency.</p> <p>The Environment Agency has recently developed a Green Roof Toolkit for developers. It contains practical guidance on green roof design. It is available at: <a href="http://www.environment-agency.gov.uk/greenroofs">http://www.environment-agency.gov.uk/greenroofs</a></p> <p>5.4.4 Energy and water</p>	<p>Noted. Southwark's Sustainable Design and Construction SPD require developers to consider SUDs. It also sets a minimum target that developments attenuate run-off by 50% with Greenfield attenuation levels cited at the preferred standard. This guidance would apply to the AAP. Living roofs are a requirement of the London Plan. The EA's toolkit is noted. It can be referenced in the Sustainable Design and Construction SPD when this is updated.</p>
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			<p>We find the table on page 45 misleading because it has not been made clear that some of the options listed in Option B would also need to be applied to option A in line with national and regional planning policy. For example reducing surface water runoff is listed in option B and not option A, but it is a requirement of new development under PPS25 and the London Plan, and would in fact apply to both options.</p> <p>Furthermore, this section has not addressed how the AAP can reduce flood risk to the area from all other sources of flooding. It is essential that the Strategic Flood Risk Assessment (SFRA) is used to inform this section.</p> <p>Specifically, the last bullet point in for/against in column B on page 45 has some inaccuracies:</p> <ul style="list-style-type: none"><li>• As stated above, the reduction of flood risk from surface water runoff is a requirement of PPS25, the London Plan policy 4A.14 and the London Plan Supplementary Planning Guidance on Sustainable Design and Construction, and would therefore apply to both options.</li><li>• Regarding the comment about proximity to the Thames, most of the runoff in the area is in fact directed to sewers and pumped before being discharged into the Thames. We would actually favour a direct discharge of surface water into the river Thames to avoid pumping where possible. This is in line with the SUDS</li></ul>	
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			<p>hierarchy in the London Plan policy 4A.14. This should be possible to achieve for sites close to the river. For all other sites, surface water should be attenuated on site and discharged at the greenfield runoff rate, where possible.</p> <ul style="list-style-type: none"><li>• Incorporating SUDS is not necessarily more costly or difficult for developers. For example, landscaping drainage features into the design of new development can be cheaper than putting in underground storage tanks. Green roofs can be a particularly cost effective SUDS method because of their benefits to energy consumption.</li></ul> <p>On the subject of surface water drainage, we would finally refer you to the Government's draft Water and Floods Bill. It proposes that SUDS will be required on all new development and it will also set new standards for the construction and operation of surface water drainage. Local authorities will be responsible for surface water flooding and will lead the production of local surface water management plans. SUDS will be adopted and maintained by local authorities.</p>	
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116	Charlotte Amore	Environment agency	Places - Network of open spaces	<p>5.4.2 Network of open spaces</p> <p>We are supportive of the suggested improvements listed in both options A and B on page 42, though in general we would favour option B due to the range of enhancements that could be delivered through regeneration. We strongly encourage an integrated approach to enhancing the docks and green space.</p> <p>In both options we would support the creation of a new public space adjacent to Canada water basin. Further, we suggest that enhancements can be made to the dock itself and should include provision for enhancing the habitat value of the basin and improving facilities for anglers.</p> <p>Canada Water provides an important urban angling amenity in the area. The Rotherhithe Angling Club, in association with Thames 21 and the Environment Agency, has developed a busy angling development programme that has provided a valuable link with the local community. Inclusion and improvement of the angling amenity and experience should be key to any proposed works within the docks.</p> <p>Fish habitat within the dock basins is currently limited by a number of factors. The uniform walls and structure of the docks create a lack of suitable fish habitat. During summer months, the deep nature of the dock leads to thermal stratification, further</p>	Noted. Improvements to the water quality in Canada Water basin through additional planting are in hand and funded.
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			<p>reducing available fish foraging and refuge habitat. Depletion of oxygen within the bottom water layers force fish into the upper water layers, which can put them at a greater risk of predation by cormorants. Water quality issues can also arise in the autumn months during overturn events.</p> <p>We would note that the Albion Channel provides very poor habitat for wildlife, including fish. However, fish are present in quite large numbers due to the connection with Canada Water. The Channel has suffered serious water quality issues over the last few years, resulting in large-scale fish kills.</p> <p>Possible suggestions for improving the water quality and habitat value of the docks and channels in the AAP area include:</p> <ul style="list-style-type: none"><li>• Partially in-filling areas of the docks would help provide rooting substrate for marginal reed planting, reduce the effects of thermal stratification (thus increasing available fish habitat) and increase angling opportunities.</li><li>• The Environment Agency would encourage reinstating a flow of water from Canada Water, down the Albion Channel into Surrey Water, to help to combat water quality problems within all three water bodies. This would result in a constant flushing of the Channel. Planting of the Channel would help to alleviate excess nutrients that may be compounding the water quality issues, but</li></ul>	
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			<p>would also serve to increase habitat and improve the aesthetic look of the Channel.</p> <ul style="list-style-type: none"><li>• We would welcome any improvement in marginal habitat through the planting of native reed beds. Planted areas may first have to be infilled to facilitate planting.</li><li>• Underwater fish refuges/floating islands/reed beds would be of particular benefit.</li><li>• Greenland Dock could have better access for anglers by installing floating boardwalks in areas away from where boating is carried out, for example in the corners of the dock.</li><li>• Interpretation boards to explain what is in the docks would be welcomed.</li></ul> <p>We would be happy to discuss any of the issues/ suggestions highlighted above.</p> <p>Biodiversity fact box</p> <p>We would welcome reference to aquatic wildlife, for example the valuable habitat offered by the River Thames. The docks also provide habitat for aquatic species and fish.</p>	
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117	Charlotte Amore	Environment agency	Summary of the options	<p>Section 4: Summary of the Issues and Options</p> <p>It is recognised in the box on page 17 that increasing the amount of investment will increase available funding for improving facilities in the wider area. With this in mind, option B would clearly create more opportunities for improving the docks and green space. We would wish to be supportive of the elements of option B that improve the docks and the creation of green links and improvements to water and landscape quality, as shown in figure 8. However, there is clearly a balance to be struck between new development placing additional stress on the environment and using new development to help to alleviate environmental problems.</p> <p>With respect to both option A and option B, we have the following comments regarding flood risk:</p> <p>We would refer you to our previous response to your consultation on the Sustainability Scoping Report, in a letter dated 25th April 2008.</p> <p>Reference should be made to the borough's Strategic Flood Risk Assessment (SFRA), which we note is explained in table 5.1 on page 24 of the draft Sustainability Appraisal.</p> <p>In general we advise that proposed land uses should consider flood risk and the</p>	<p>We have considered all responses in the preparation of the preferred option for growth which is more aligned with Option B, with some elements from Option A. By the time we publish the draft AAP, the physical infrastructure, including road improvements, upgrades to walking and cycling routes and energy infrastructure needed to implement the plan will have been identified and costed. This will be set out within a delivery and implementation plan. We will work in partnership with a range of public, private and voluntary organisations in order to ensure what we are proposing is feasible and will be able to be delivered. In relation to comments regarding the SA: Noted. The Preferred Options report identifies potential sites for development in the area. It is recognised in the Sustainability Appraisal of the Preferred Options that in some cases the risk of flooding will need to be mitigated by the design of developments.</p>
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			<p>sequential approach to allocating development sites, in line with PPS25. Where possible it would be appropriate to locate commercial uses (which are 'less vulnerable' in flood risk terms according to PPS25) at areas of higher flood risk. Housing is 'more vulnerable' and should therefore be placed in the areas of lowest flood risk.</p> <p>It is possible to apply the sequential approach within the AAP boundary because there is higher land in the centre of the AAP area which is outside the high risk floodplain. We suggest this would be the most suitable place for new residential development in flood risk terms. Generally, the highest risk is to areas closest to the river and the lowest areas, where the depth and speed of flooding would be greater. The SFRA has some flood mapping and detailed recommendations about this.</p> <p>Further to our comment on the SA Scoping report consultation, the SA states in Appendix 1 (pages 37 and 53) that the AAP I&amp;O would take account of the sequential test in the allocation of sites, but it is not clear from the report how this has been considered. We advise this should be explained at the next stage of the process.</p>	
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118	Charlotte Amore	Environment agency	The vision and objectives	<p>Section 3: The Overall Vision for Canada Water</p> <p>3.1 The vision</p> <p>We support the vision for Canada Water, particularly the way it focuses on the docks, open spaces and the river Thames and the way these elements can create a distinctive identity and be a destination.</p> <p>We wish to note the strategic position of Canada Water in relation to the River Thames tidal corridor and see how Canada Water can be a London riverside hub. We recognise that your proposals can help to secure a destination status for Canada Water. With the AAP, we encourage you to take a lead in:</p> <ul style="list-style-type: none"> <li>• relating to the River Thames;</li> <li>• putting water space at the heart of the AAP;</li> <li>• ensuring new development is designed sensitively to relate to the water features at this location;</li> <li>• public access and recreational opportunities</li> </ul> <p>Accordingly, the vision you present in Option B would fit well with such opportunities.</p> <p>3.2 The objectives</p> <p>We particularly support objectives P1-4 under 'Places: Better and safer streets, squares and parks' and also L1-2 under 'Leisure: a great place to visit, relax an and</p>	Noted.
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				<p>have fun’.</p> <p>While we would support objective P4, we consider that the objectives should set higher environmental standards, which should be informed by particular environmental issues raised through the Sustainability Appraisal Process.</p> <p>A good example is that there are water quality problems in the docks and the Albion Channel but this does not appear to have been highlighted in the AAP I&amp;O or in the Sustainability Appraisal. Opportunities should be sought to help to reduce this. There are measures that could be carried out to improve the water quality, which would improve the habitat of the docks for fish and biodiversity, as well as improving their aesthetic value. A direct benefit would be an enhancement to the recreational use of the docks for angling.</p>	
119	Charlotte Amore	Environment agency	Transport	<p>5.2 Transport</p> <p>We would encourage increasing river transport, as suggested in option B of section 5.2.2., and we would further encourage the improvement of routes between the river Thames, the docks and greenspace.</p>	Noted. Potential improvements to be made between the Thames, docks and parks are set out in the preferred options report.

120	Chris Savage		Homes - Affordable Housing	(AFFORDABLE HOUSING OPTION B) Silwood on the main Rotherhithe New Road is not very pleasant when you look at the updated Sillwood in Lewisham	If we increase the amount of investment that goes into the core area of the AAP boundary, by building more homes, shops and business space, there will be more funding available to improve existing housing. We will need to do further assessment for the capacity to undertake re-building of estates on the peninsula.
121	Conrad Phoenix - Neil Phoenix	Conrad Phoenix (siteC&E)	All issues	Given the above we are not in a position to comment on these	Comments noted
122	Conrad Phoenix - Neil Phoenix	Conrad Phoenix (siteC&E)	Any other comments	<p>Canada Water Area Action Plan - Consultation response by Conrad Phoenix</p> <p>Introduction</p> <p>This note is submitted in support of the representations made by Conrad Phoenix (Canada Water) Ltd. The current Issues and Options Report out for consultation gives our clients some difficulty in terms of providing a detailed response. There are only two options at this stage, which are both very broad; and the plan covers two very different types of area, Core and Wider. As we have strong reservations about this as an approach, it is hard to engage with much of the content.</p> <p>Consequently, we are leaving our comments on the content to one side at this stage.</p>	Comments noted

123	Conrad Phoenix - Neil Phoenix	Conrad Phoenix (siteC&E)	Homes	Though, in relation to affordable housing (5.5.2) we note the implication that lower thresholds are to be applied in order - it is implied - to support higher 106 financial contributions. However, no evidence base is presented to justify such alternatives or suggested thresholds.	Our preferred approach is to maintain the threshold of 10 units or more with an area based approach to the provision of affordable housing around the borough, with ensuring 35% of homes in the AAP area are affordable. Our evidence base is continuing to be prepared and will be complete at submission stage of the AAP
124	Conrad Phoenix - Neil Phoenix	Conrad Phoenix (siteC&E)	How the option will be delivered - The drivers for development in CW	<p>Delivery</p> <p>This section provides little evidence to support the issues and options presented and the drivers for development are not wholly persuasive. The role of the Council is presented as being too passive to give confidence that the scale of change (say in Option B) can be delivered. Certainly, the commitment to involve key landowners needs to be translated into action. To conclude, we find it difficult to be convinced by the final section on "viability and robustness" as this seems to be based entirely on developer contributions. Much reliance is placed on a planning obligations framework, yet no evidence is yet available from this exercise to suggest that a contribution route is viable.</p>	We have set out in the Preferred Options our commitment to working in partnership with a range of public, private and voluntary organisations in order to ensure what we are proposing is feasible and will be able to be delivered. By the time we publish the draft AAP, the physical infrastructure, including road improvements, upgrades to walking and cycling routes and energy infrastructure needed to implement the plan will have been identified and costed. This will be set out within a delivery and implementation plan.

125	Conrad Phoenix - Neil Phoenix	Conrad Phoenix (siteC&E)	Introduction - How to use this part of the report	<p>Options. The options, indeed the whole thrust of the AAP, are predicated on developer contributions - the more development the greater the scale of contributions. In our view, this is a mistaken and presumptuous approach. To succeed with such an approach, the development industry needs to have some idea of what is involved and the development parameters of each individual site need to be fully understood. It is impossible to comment on this at this stage, in the absence of any viability exercise and without the comfort that the constraints affecting each of the key development sites have been properly identified and most importantly, acknowledged at policy level.</p> <p>2</p> <p>The two broad options are, in any event, too crude, in our view, to provide a meaningful choice. While the figures give an idea of what is in the authors' minds, it has no relationship to any viability exercise that might verify its deliverability.</p> <p>The options also fail on two important counts: they are not sufficiently spatial and neither has much (if anything) to say about delivery. Much of the success of Option B is dependent on very significant levels of developer contributions, on which there is no evidence base.</p>	<p>We are seeking to provide more certainty for developers and landowners in order to facilitate and encourage investment in the area. We therefore acknowledge that our policies need to be tested to ensure they will be deliverable. A significant amount of research has already been undertaken, such as a Retail study and Employment land review study. We are using a multi-modal traffic model to full assess the impacts of development on the road network, and studies on energy and utilities infrastructure are currently being progressed. The Preferred options set out a set of core principles which should be applied to any development scheme for sites allocated within the core area of the AAP. We are currently undertaking feasibility studies which examine how much floorspace could be provided physically on the sites. At the submission stage of the AAP, we will have costed the physical infrastructure needed to implement the plan, and assessed the financial viability of proposed plans for the area. This is to ensure the value generated by development will support infrastructure costs.</p>
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126	Conrad Phoenix - Neil Phoenix	Conrad Phoenix (siteC&E)	Introduction - why do we need an AAP for CW?	In our view, the need for this kind of AAP is not well founded and we did not find the case made out in section 1.3 sufficiently convincing.	The AAP is required in order to set out a vision for the next 15 years. Although much development has already occurred within the area, the AAP will provide more certainty for developers and landowners and will help encourage investment into the area. A requirement that was implemented through the new planning system is for development plans to set out how and when proposed changes will be delivered, through the preparation of a Delivery and Implementation Plan to accompany the AAP. The AAP is important because it will be used to make decisions on planning applications in the future.
127	Conrad Phoenix - Neil Phoenix	Conrad Phoenix (siteC&E)	The vision and objectives	<p>Vision</p> <p>The heart of the vision is Canada Water town centre and this area should therefore be the focus of the AAP. That the Council wishes to see the benefits spread to the wider Rotherhithe area should not skew the AAP from having to cover that area itself. We believe it would be more efficient and less confusing if other DPDs deal instead with the ripple-out effect. The overall objectives seem to be the sort of generic positives one would want to see from such a plan and our client would certainly welcome these as a starting point.</p>	Comments noted.

128	Conrad Phoenix - Neil Phoenix	Conrad Phoenix (siteC&E)	what are the boundaries of the AAP?	<p>The distinction between the two boundaries is confusing and arguably unnecessary. The heart of change being considered is in the Core and the main sites identified in Figure 3. We consider that the AAP should reduce its scope and concentrate around the core and main sites, leaving outlying sites such as Downtown to Planning Briefs, in the context of other DPDs. The extent of the wider AAP boundary could give the impression of a large swathe of wholesale change which we believe could seriously alienate the local community. They are already suffering from "process fatigue", given the extent of consultation that has taken place in recent years and further uncertainty over the future of the area will certainly exacerbate the problem; this AAP follows hard on the heels of both a masterplan and Supplementary Planning Guidance, both of which were major undertakings.</p>	<p>The plan area is focussed on the area where change will be the greatest. This core area includes development sites and areas such as the Surrey Quays shopping centre and Albion Street. To ensure that the impacts of development in the core area are addressed, the wider AAP area is also defined.</p>
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129	CWCF - Pauline Adenwalla	Canada Water Consultative Forum	Any other comments	<p>GENERAL</p> <p>There should be many more options for non sport youth provision i.e. more youth clubs / drops ins etc. This has long been an identified unmet need in the CW area and it will become more so if Odessa Street is sold and The Red Lion Boys Club is swallowed up by the Hawkstone Road plans. The Exec. report on the Canada Water Master Plan Adoption in October 2005 mentions the removal of the 50 m swimming pool to enable the provision of a 25m pool and more youth facilities.</p> <p>All existing tourist / educational / community organisations provision and contribution should be appropriately mentioned i.e. The Surrey Docks Farm, Brunel, Pump House, Time &amp; Talents, Docklands Settlement.</p>	<p>Our preferred approach is to co-locate new facilities for young people with other services. We will use the opportunities provided by developers of new schools and other community and health facilities to improve access to services for young people.</p>
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130	CWCF - Pauline Adenwalla	Canada Water Consultative Forum	Shopping	<p>5.1.1 Shopping</p> <p>Option B: Mixed regeneration</p> <p>? Regeneration in the town centre would provide a mix of homes, shopping, (INSERT: leisure) and commercial space.</p> <p>? The shopping centre would either be demolished or substantially remodelled and new mixed use blocks would help the area feel much more like a town centre.</p> <p>? The amount of shopping space would potentially be substantially increased. A much greater range of shops would be provided, including a new department store.</p> <p>? There would be more smaller shops. We would explore using planning obligations to ensure that a proportion of these would be independent stores.</p> <p>? This option could only be delivered if significant improvements are made to the road layout in the area (see Road Network and Car Parking option B - paragraph 5.2.1).</p> <p>? We would review the mix of uses on Lower Road (INSERT: and Albion Street), possibly restricting the number of hot food takeaways.</p> <p>? (INSERT: Better pedestrian links would be made between the shopping centre and Lower Road.)</p> <p>? In other parts of the peninsula, we would look for opportunities to provide additional convenience shops, for example around Odessa Street and South Dock.</p> <p>For/against</p>	<p>Noted. Leisure uses would be retained and additional leisure uses encouraged. We have reviewed the mix of both Albion Street and Lower Road and are proposing to restrict the proportion of takeaways (A5 use) in the frontages on both of these streets.</p> <p>As an employment site which is located in the core area, employment space on the City Business Park would be protected by the Soutwark Plan and criteria set out in the AAP preferred options. Because of this, it has not been identified on the proposals map.</p> <p>Planning permission has been granted for a community use on the job centre. A child care provider would be able to submit an application if the provider considered that there was a demand.</p>
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			<p>? This option would contribute strongly to objectives S1 and P1.</p> <p>? It would help make the centre feel more lively and much more like a genuine town centre.</p> <p>? With a better range of shops, some independent shops and a street layout the centre would become much more distinctive. There is a need to ensure that new shops at Canada Water do not compete with shops at the Elephant and Castle and Peckham. (INSERT: Why?)</p> <p>? It would enable people to shop more locally, help Southwark's economy and help reduce the number of trips made to centres further away.</p> <p>? Because it would attract more shoppers onto the peninsula we would need to make significant improvements to walking and cycling facilities in the area and the connections to the tube stations and the bus station. We would also need to make significant improvements to the road network.</p> <p>5.1.2 Albion Street Option B: Mixed regeneration</p> <p>? (DELETE: As in option A we would carry out small scale streetscape improvements and re INSERT: Small scale streetscape improvements, such as lighting, planting and shop-front upgrades would be carried out and access to Albion Street via Swan Street would be improved. Re)-use/redevelop the</p>	
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			<p>library.</p> <p>? The existing parade of shops could be protected. (INSERT: Consideration should be given to new technology to incorporate the Green Issues extra funding for which Would be available from the EU.)</p> <p>? We would redevelop Albion Primary School to provide new education and children's services. A new retail/ residential frontage would be provided on Albion Street and there is a possibility of also providing a new doctor's surgery on the site. (INSERT: A feasibility study of providing child care facilities on the job centre site should be carried out.)</p> <p>? The council would investigate the potential of establishing a market to help bring more life to Albion Street.</p> <p>For/against</p> <p>? A new mixed use frontage on the Albion Primary School site would help bring more life to the street, and some residential use above would help increase footfall.</p> <p>? This option would allow Albion Primary School to provide a better education experience for its pupils and make best use of the site</p> <p>? It may provide opportunities for improved access from the shopping centre to the river.</p> <p>? This option would try and bring more life to Albion Street by using development</p>	
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				<p>opportunities to provide a mix of units. (INSERT: Existing office space in the City Business Park would be retained.)</p>	
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131	CWCF - Pauline Adenwalla	Canada Water Consultative Forum	Summary of the options	<p>The Canada Water Campaign is mainly supportive of Option B - Regeneration with a focus on homes, shops, leisure and jobs (bringing improvements in the town centre and wider peninsula) - but with some amendments as follows:</p> <p>Bullet 2 Improvements (DELETE: could INSERT: would) be made to Greenland Dock and South Dock marina to promote tourism (DELETE: we would move the residential marina to greenland dock. Upgrade dock facilities, INSERT: and upgrade existing berthholder facilities, including the introduction of a chandlers into the boatyard.) Improve the watersports facilities (DELETE: or INSERT: and) promote some facilities for local people and visitors at South Dock such as a shop, cafe, restaurant and a hotel, whilst keeping a boatyard provision.</p> <p>Bullet 3 Leisure facilities including a new swimming pool (DELETE: could INSERT: would) be provided including both wave and training pools. Imperative that this meets the requirements of those with special needs.</p> <p>Bullet 4  Substitute bullet 3 from Option A DELETE: There could be some carefully located taller buildings around the height of the Canada Water Towers. INSERT: Building heights would range between 4 and 6</p>	<p>Our preferred approach is to allocate St George's Wharf for boatyard uses associated with the marina (construction, repair, storage, yacht chandlery, toilet/shower facilities) as well as retail uses. To further improve the area and introduce other land uses, we consider a hotel and residential development to be appropriate for the site. In terms of leisure and sports facilities, our preferred approach is to support the provision of new facilities and the improvement of existing facilities. Our preferred approach is to allow a range of building heights in the core area, with heights of between 5 and 8 stories around Canada Water basin. We have set out appropriate building heights on a map in the PO paper. We acknowledge that Albion Street needs further investment. We will secure funding to improve the quality of the shop fronts and we will try to secure funding to make improvements to the public realm</p>
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			<p>storeys on the shopping centre site, and would generally be below 10 storeys on sites A and B. One taller building of up to 15 storeys could be built on site A (to the north of Surrey Quays Road.)</p> <p><b>Bullet 5</b>  We would make changes to the road network, possibly by simplifying the gyratory and re-introducing two-way traffic on Lower Road, potentially improving to the junctions of Lower Road and Surrey Quays Road as well as Lower Road and Redriff Road to improve the environment and allow traffic to move through the area more efficiently. As Lower Road is located on the borough's Strategic Road Network this will require permission from Transport for London. Funding may also be sought from Transport for London to support these improvements. (INSERT: Some streetscape improvements could be made to Albion Street and in St Mary's conservation area. The funding will need to be found for this.)</p> <p><b>Bullet 6</b>  This option would create additional green links and improve water and landscape quality in the key open spaces on the peninsula. The network of open spaces and leisure facilities on offer would ensure that the peninsula becomes DELETE: a great leisure INSERT: an attractive DELETE: destination INSERT: place to live and visit.</p>	
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132	CWCF - Pauline Adenwalla	Canada Water Consultative Forum	Summary of the options - Improvements common to both options	<p>Page 27 - Education</p> <p>A new secondary school will be built in the area. Possible sites include (DELETE: St Pauls playing field) the Quebec Industrial Estate and Rotherhithe Primary School. St Paul's Fields is (INSERT: not) large enough to provide a new secondary school (DELETE: and INSERT: despite) Southwark (DELETE: owns INSERT: owning) the site. For these reasons it has (DELETE: not) been discarded as an option. (DELETE: however)It is (INSERT: also) some distance from the core Canada Water area, so would have very minimal investment benefit for the town centre. (DELETED: Although improvements are currently being carried out to Mellish fields, the council would need to demonstrate to the government and mayor that the St Pauls site is surplus to open space requirements.)</p> <p>The Council will sell a strip of land to raise finance for Albion school and to create a link through to the river Thames. (INSERT: What strip of land?)</p> <p>The council will work with the PCT to provide new (INSERT: and additional) health facilities.</p> <p>New sports facilities would be provided in a new secondary school (INSERT: This would not be physically possible on the small footprint of St. Pauls playing field)</p>	<p>We are proposing to allocate St Pauls Playing field as open space, with another complimentary acceptable use as community use.</p> <p>The school governors are keen to make best use of their site. In particular governors would like a better school hall. There may be scope to reconfigure the Albion Street frontage of the site to provide new school facilities, residential accommodation and possibly retail uses. There is no public sector funding available for the redevelopment of Albion Primary School. Any scheme for the redevelopment of the site, to improve the school and space around the school would need to provide enough housing to make it self-financing.</p> <p>The comments on the PCT are noted. The AAP preferred options states that new health facilities should be complimentary and should not replace existing facilities.</p>
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133	CWCF - Pauline Adenwalla	Canada Water Consultative Forum	The vision and objectives	<p>3.2 The objectives</p> <p>S2 To ensure that (DELETED: the wider peninsula has access INSERT: there is access from the peninsula) to convenient local facilities to meet day-to-day needs.</p> <p>L2 To promote arts, (DELETE: cultural INSERT:culture) and tourism (DELETE: facilities) in the area.</p> <p>C1 To provide (DELETED: better INSERT: enhanced) educational, health and community facilities which meet the needs of the growing population.</p>	Objective S2- we do not propose to change the objective. We are seeking to promote access to facilities throughout the wider peninsula, as there are currently very few facilities available for day to day convenience shopping. Objective L2 - noted. We have changed the wording Objective C1 - noted. We have changed the wording
134	CWCF - Pauline Adenwalla	Canada Water Consultative Forum	The vision and objectives	<p>3.1 The vision</p> <p>Vision: Canada Water should be a vibrant town centre with a distinctive identity which reflects its unique location around the former dock basin. It must reach out to the wider (DELETE: Peninsula INSERT: area), ensuring that (DELETE: the area INSERT: it) is accessible, particularly on foot, by bicycle and by public transport. It will contribute to achieving a great network of parks and open spaces, which together with the docks and the River Thames, can help make Rotherhithe known as (DELETE: a fantastic INSERT: an attractive (DELETE: destination INSERT: place to live and) visit, relax in and have fun. It will provide (INSERT: a) good (INSERT: range of high) quality homes and (DELETE: great INSERT: successful) schools to help make Rotherhithe (DELETE: an attractive INSERT: a desirable)</p>	Comments noted. The vision for the AAP has been rewritten and includes the language changes commented on.

				place to live, particularly for families.	
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135	CWCF - Pauline Adenwalla	Canada Water Consultative Forum	Transport	<p>We would work with TfL to investigate the potential to make a much more significant change to the highway network. This could include a simplification of the gyratory system, possibly by reintroducing two-way traffic on Lower Road or a more radical solution of introducing a new road through the Hawkstone Estate which would align with Redriff Road to create a "square" junction at Lower Road.</p> <p>(INSERT: Or Some changes and improvements could be made to the road network, such as the introduction of a right turn from Lower Road into Surrey Quays Road or a ban on right turn movements from Rotherhithe Old Road into Lower Road, allowing only buses through the junction (these two options were suggested in the Rotherhithe multi Modal Study).)</p> <p>There could be more car-free residential developments in the core area.</p> <p>(INSERT: All developments would be required to make spaces available for car clubs.)</p> <p>5.2.2 Public transport</p> <p>Option B: Mixed regeneration</p> <p>In addition to option A, we would work with TfL to increase the frequency of existing bus services and identify the potential for new bus routes (INSERT: including the introduction of a 'loop' bus.)</p> <p>We would also explore the possibility of</p>	<p>Noted. We are continuing to work with TfL to explore options for improving the road network. This including allowing a right turn into Surrey Quays Road. Green travels plans and car clubs are required by the Southwark Plan and our Sustainable Transport SPD. This requirement would also be relevant for the AAP area (because the requirement is set out in other documents, it will not be necessary to repeat it in the AAP).</p> <p>With regards to public transport, we are exploring improvements to bus routes with TfL. This includes the potential for a shuttle bus around the peninsula.</p> <p>Comments on a new pier are noted. It is unlikely that a new pier would be implemented, given the proximity of Cherry Gardens pier.</p> <p>The Sustrans Bridge is currently unfunded and subject to a high degree of uncertainty. While Southwark supports the bridge, the AAP is not reliant on the bridge being provided.</p>
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				<p>increasing the frequency of services on the existing river routes and explore the potential for a new ferry stop at the end of Railway Avenue or at Cherry Garden Pier. (INSERT: A new ferry stop would involve the construction of a new pier at substantial cost)</p> <p>5.2.3 Walking and cycling</p> <p>Option B: Mixed regeneration</p> <p>We would ensure that all new developments in the town centre provide routes which are safe (INSERT:, well lit) and attractive for pedestrians and cyclists. Links in the wider peninsula would also be improved. We would support improvements to pedestrian and cycle access across the Thames, through the provision of the proposed Sustrans bridge between Rotherhithe and Canary Wharf and/or the reopening of the pedestrian entrance to the Rotherhithe Tunnel through the air shaft on Rotherhithe Street. (INSERT: All new developments should be permeable to pedestrians, cyclists with well lit, safe routes)</p>	
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136	David		any other comments	<p>My only area of interest is the sports facilities. I am a member of Seven Islands swimming pool, and am amazed that there has been no notification of possible closure given to its members. I only heard about this meeting from my next door neighbour. I am horrified that you obviously intend to get rid of this site, with its splendid, well-used 33m pool, when you have no new site reserved, no plans to show us, and no indication of what the new building will contain. Surely the people to ask about new sports facilities are those who actually use them? Nobody at the last meeting had any interest in sport, and you tempt them with vague promises of "improved leisure facilities" without specifying what you actually mean. Swimmers want a decent sized pool where they can swim lengths without turning all the time, lockers for their clothes, and a hot shower afterwards. At 7 Islands we have all of these. Keep it that way.</p>	<p>Our preferred approach is to support provision of new leisure facilities and also support improvement of existing facilities. We propose to retain the Seven Islands Leisure Centre and refurbish it.</p>
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137	David		Community - Business	<p>Surrey Quays is on the doorstep of 3 great commercial centres - West End, City and Canary Wharf (the latter is one tube stop away). It is not exactly the middle of the country, with scant jobs available. Consequently, I can't see what job opportunities the council could offer that aren't already there. The type of business you want is leisure business - I think Canada Water should try to encourage "cafe culture" in some way, make Canada Water a pleasant place for people to go in the evenings and at weekends. The last thing I want is to see yet more estate agents and fast food outlets moving in.</p>	<p>One of our objectives is to create a wider mix of uses at Canada Water, including new office and light industrial space, to help bring more vitality to the centre. Our research suggests that there is a need to provide flexible business space to meet the demands of the local office market. Our preferred option to improve Canada Water town centre includes providing places to eat, drink and relax. This will include permitting proposals for cafes and restaurants in the AAP area. In addition we would Support the use of the docks for water related leisure and tourism activities which do not affect their openness and permitting proposals for small scale local convenience shopping, cafes and restaurants where opportunities exist.</p>
138	David		Community - Childrens Services	Have no opinion, don't have children.	Noted.
139	David		Community - Faith Premises	No opinion. Never going to use these facilities anyway - I am over 18.	Noted.

140	David		Community - Health	What sort of health facilities? Surely that is not for residents to decide, but is the decision of the dept of Health together with local councils.	Our preferred approach, as the local council, is to work with the primary care trust (PCT) to meet the needs generated by the increased population in the area by providing new health facilities in the core area
141	David		Community - Police	The area is in need of a decent fishmongers, perhaps the two could be combined? How about an old people's community centre? At least they would feel safe with the police right there on site. Personally, I prefer to keep the police station as a police station.	Our preferred approach is to designate the existing police station so that police facilities should be retained on the current site unless appropriate replacement facilities can be provided elsewhere in the AAP area. Other allowable designated uses include residential, retail, business and community uses. Retail use could include the provision of a fishmongers and community use could include facilities for older people. Our preferred approach is to locate local facilities together so that the services required by the community including, housing services, health centres, community space and facilities for the police are provided in accessible locations in a way in which different facilities can complement and support each other. We will only seek the provision of such facilities where there is a clear requirement and an identified body who will manage them on a viable basis.

142	David		Homes	<p>I have no opinion on this, but clearly the council have a responsibility to their tenants. However, I do not think this should be included in the Canada Water redevelopment specifically, unless the new council accommodation will be around the shopping centre. This is irrelevant to the buses, shopping and sports facilities.</p>	<p>Our preferred approach for the Hawkstone Estate is to refurbish John Kennedy House and the low rise blocks. Refurbishing the low-rise accommodation and John Kennedy House is a more financially viable option. There are also opportunities to provide new homes in the Core Area of the AAP adjacent to the shopping centre.</p>
143	David		Homes - Affordable Housing	<p>What do you mean by affordable? Do you mean council? This seems to me to be a classic case of woolly thinking. You need a broad range of housing, from the cheapest to the most highly desirable. We already have an extremely high proportion of council property - I do not think this proportion should be increased.</p>	<p>The council's adopted supplementary planning document (SPD) 'Affordable Housing' sets out the affordability levels. The SPD sets out the maximum rents that can be charged for a social rented unit and the affordability criteria for intermediate housing units. Intermediate affordable housing is housing at prices and rents above those of social rented but below private housing prices or rents. It can include part buy/part rent, key worker housing and intermediate rent housing. Our preferred approach is to ensure that 35% of homes in new developments are affordable. There is a continuing need to provide affordable homes in the area and our preferred option will help meet these needs. It will also ensure that we create mixed neighbourhoods which provide a range of affordable and private homes.</p>

144	David		Homes - Bedroom Mix	This is a tough choice. I can see the merits of both A and B, and cannot choose between them. And I think the council has missed something here, but I am not going to tell you what it is!	Our preferred approach is to ensure that at least 30% of new homes have 3 or more bedrooms. This reflects our vision for the area to ensure that the area remains attractive for families. It will also complement the investment we are making in schools, leisure facilities and open space. New homes will also continue to be provided for couples and single people. At the issues and option stage we needed to present possible options for growth and refine the options through consultation and through an emerging evidence base to determine the most appropriate approach to facilitate growth for the area.
145	David		Leisure	Once again, why does the type of regeneration affect what sort of leisure facilities we have? These issues should be considered independently, not lumped in together with everything else. 1. Why is there money for a new build, but no money for refurbishment of existing facilities? 2. What site do you have in mind for a new build? 7 Islands is right by the tube and bus station, and on several major bus routes. It is also 5 minutes walk from the Athletic track in Southwark Park. It makes much more sense to keep the swimming pool where it is, and would cost much less to give it a wash and brush up, which is all it requires. I am a regular user, I am perfectly happy with it.	The Preferred Option, Option A, will ensure the refurbishment of the Seven Islands Leisure Centre including the swimming pool as well as a gym and sports hall. It will be retained on the current site.

146	David		Leisure - Tourism	<p>Get real - people do not come to Surrey Quays for tourism! If you wanted that, you should have kept the old docks. We are hardly a massive cultural centre. People come to see the Brunel Museum, but it is tiny. And South Dock Marina is a residential area. Why on earth would tourists go there? To see people sitting in their own homes watching TV? I don't think so!</p>	<p>There are many tourism uses in the AAP area including the Brunel Museum, the Pumphouse Museum, Southwark Park Gallery, Surrey Docks farm, the Thames Path and the Docks etc. We would like to strengthen the areas attraction for tourists and also improve the choice of activities on offer for local people.</p>
147	David		Places - Building Heights	<p>This doesn't make sense either. You seem to be giving the same option twice. How many stories high is the Water Gardens? That seems fine - not too high, not too intrusive. Ultimately, doesn't matter whether it is 8 floors or 10, aesthetically it is the same thing. It is not as if you are going to ruin a wonderful old village, is it? In the end, the developers will decide what to develop - we've seen it all before.</p>	<p>We are taking forward Option B as our preferred option. Section 3 of the Preferred Options report sets out the proposed approach to tall buildings within the AAP area. We are encouraging a range of building heights in the core area to create a more interesting townscape. We have set out design principles to guide new development to ensure new development achieves high design and environmental standards. We have acknowledged that the design and height of new buildings will need to respect the lower-rise character of surrounding areas, and it is important to ensure that tall buildings are not overbearing on the docks or parks.</p>

148	David		Places - Energy and water	<p>What do the options under B mean? Is it cost effective? Will it need much maintenance? Do you have in mind wind turbines in the middle of Southwark Park? And if you want to reduce storm water run off, stopping people converting their garages and concreting over their front gardens for parking would make a significant improvement. I agree with some of both options, but cannot see what on earth it has to do with redeveloping Canada Water.</p>	<p>We are taking forward Option B as the preferred option. We have set out in section 3 of the preferred options report our preferred approach to energy requirements in new developments. We are also undertaking an energy study to look at feasibility of using local energy networks. The draft Core Strategy sets out the proposed spatial policy for environmental standards, including water efficiency, in new development. The AAP will need to be in conformity with the Core Strategy</p>
149	David		Places - Network of open spaces	<p>Oh dear - yet again, why does this depend on the type of regeneration? And what EXACTLY do you mean by improvements? The waterways have no scope for improvement, and don't need it. They just need to be properly maintained. I am all for ecological improvements, which often means leaving things alone. If you hugely increase the scope of the shopping centre, this will mean a multi story car park. How will that improve the habitat around Canada Water?</p>	<p>We are taking forward Option B as the preferred option. Section 3 sets out our proposed approach to open spaces. Improvements to existing open spaces are necessary, to ensure that the areas are able to be accommodate and meet the additional demand that will be placed on these spaces from the growing population. Improvements will be made to the public realm, including landscape improvements, enhanced pedestrian links and other initiatives, which will be primarily funded through S106 contributions from new developments. The detail of the improvements will be part of specific proposals, however we have set out the areas of the AAP area that need more attention, within the PO report and more detail will be provided at later stages of the preparation of the AAP.</p>

150	David		Shopping	<ol style="list-style-type: none"><li>1. Tesco owns the shopping centre - have they given permission to have it demolished? I don't think so, as they have recently spent a lot of money extending.</li><li>2. Do you really need more housing in the area? We already have masses.</li><li>3. There is a lot of waste land there, clearly no-one wants to see that. Obviously the owners of the land would want to see that developed, but they will want to go for the option that costs them the least, and gives maximum return. The council can refuse planning permission, but ultimately the landowners will have the most way on how it is developed.</li></ol>	<p>We would like to improve Canada Water town centre by improving and expanding shopping floorspace, providing a wider range of shops and services, as well as places to eat, drink and relax. Other uses such as housing may be suitable for development in mixed use schemes on the shopping centre site and in the area as a whole. Recognising the potential for providing new homes in the area, it is designated as an area for intensification in the London Plan with capacity to provide over 2000 homes and new jobs. We are currently undertaking a capacity study in the area to help establish how many new homes could be built. We will set out the total number in the draft AAP.</p>
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151	David		Shopping - Albion Street	<p>1. Does the council own the freehold to the shops? If not, how can you protect them?</p> <p>2. What do you mean by protecting? Shops there struggle, because everyone goes to Tesco. There is nothing the council can do about that.</p> <p>3. Do you REALLY need more houses there? And where are you going to put them? Knock down the shops?</p> <p>My suggestion is the council should encourage a farmers/street market. This would attract shoppers who want something different to Tesco.</p>	<p>Our preferred options for Albion Street is option B which includes Improving access from the town centre and from St Mary's conservation area, reinforcing the viability of the shopping parade by restricting the number of hot food takeaways, exploring the potential to establish a market, possibly with a Scandinavian theme, Improving the appearance of shops fronts and working with TfL to secure funding for streetscape improvements and continuing to explore the potential to reconfigure Albion Street Primary School providing a mixed use scheme (including residential units). The shopping parade on Albion Street is a "protected shopping frontage" in the Southwark Plan. Our preferred option in the Core Strategy and the Canada Water AAP is to maintain this status. This means that the ground floor units fronting on to the street must remain in retail use. We will continue to consult with local people and stakeholders to explore the vision for the street and this will inform the final proposals we set out in the draft AAP.</p>
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152	David		The vision and objectives	Not sure I understand the vision, it is not clear. How much of the land does Southwark Council actually own? If you don't own it, you can only give planning permission, but the ultimate vision and objective will be that of the developer.	The Canada Water Area Action Plan (AAP) is a plan to regenerate the area around Canada Water. Looking forward to 2025, it sets out a vision which describes the kind of place that Canada Water will be and a strategy for implementing the vision. Policies in the final AAP will be applied to planning applications in the area and this will help develop the vision of the AAP.
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153	David		Transport	<p>1. Don't think you can restrict car parking, instead should insist on underground parking. Otherwise, people just park on roads. 2. Lower Rd traffic was probably changed originally because the 2 way was congested. I don't see how reintroducing 2 way will improve anything. 3. "Green travel plan" is a meaningless phrase. What EXACTLY do you mean? This is council gobbledegook, which sounds wonderful, but means nothing. 4. You can make as many plans as you like, but you cannot force residents to keep to them. 5. If you build up the shopping centre, this will attract people from outside the area, who will want to drive there. Car restriction will just annoy everyone.</p>	<p>1. The emphasis within our preferred option is to ensure that car parking is shared by town centre uses. Parking levels should be within London Plan maximum standards.</p> <p>The design policies in the AAP will specifically that parking should be provided within basements or structure car parks, providing these are wrapped by other uses and buildings.</p> <p>2. Reintroducing two-way traffic on Lower Road will potentially enable through-traffic to pass through the area more efficiently.</p> <p>3. The council has prepared guidance on green travel plans (see supplementary planning document on Sustainable Transport). They include measures such as introduction of car clubs, car sharing schemes, public transport awareness campaigns, promotion of the "bike-to-work scheme" etc. These can also help promote travel by means other than private cars.</p> <p>4/5 The AAP will promote an approach which balances restraint, with promotion of cycling, walking and public transport.</p>
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154	David		Transport - Public Transport	<p>1. What influence does the council have over any of this? 2. Where will the ferry stop be, and how many millions will it cost to build? Who will it benefit? Tourists possibly, but residents - very unlikely. The current ferry crossing from Hilton to Canary Wharf is extremely expensive, and only useful if you want to go to Canary Wharf. 3. How about re-introducing the bus that went through the Rotherhithe tunnel instead. 4. What has public transport got to do with redeveloping Canada water? It is a completely different issue.</p>	<p>Noted. The council is in discussion with TfL and London River Services on improvements to river services.</p> <p>Development and transport are linked. If new homes and shops are to be built in the area, it is important that public transport and the road network have the capacity to absorb increased demand.</p>
155	David		Transport - Walking and Cycling	<p>Again, why does the type of regeneration have any affect on the cycle routes? Surely it is an independent issue? It is irrelevant whether to buildings are used as homes or shops, as far as I can see.</p>	<p>If shopping facilities are expanded, people should have a choice of means of accessing facilities. This should include cycling.</p>

156	David Elm Court		Community - Childrens Services	No secondary school - We already have Bacon's College - can the sites not be merged?	Our preferred approach is to work with partners and school governors to provide a new education campus on the site of Rotherhithe Primary school to meet the growing population in the north of Southwark. This will be a five-form-of-entry (750 pupils aged 11-16) school plus sixth form (150 pupils). Bacon's College have agreed to be the sponsor of this new school and as such has guaranteed that all children who wish it and who live on the peninsula will be offered a place at either Bacon's or this new school. This will also allow us to rebuild Rotherhithe primary school.
157	David Elm Court		Community - Faith Premises	Docklands Settlement needs money to refurbish the location  Could Docklands Settlement not run the Surrey Quay Sports Centre and merge the locations. The Docklands Settlements is always busy and offers extensive services, but Surrey Quay Sports Centre and Odessa Street appear to be poorly used and never very busy	Noted. The Watersports centre is currently being refurbished. There may be an opportunity to move the facilities currently provided by the Odessa Street youth club on the Docklands Settlement site. A refurbishment/rebuild of the Docklands Settlement could be financed by provision of homes on the site.
158	David Elm Court		Homes	All council estates should be updated to drive the standard of the neighbourhoods	We are preparing a regeneration and housing investment strategy for our estates. The Council's Housing Investment team are responsible for ensuring Council owned properties meet the Government's decent homes standards and the funds are directed into the refurbishment of existing homes.

159	David Elm Court		Homes - Affordable Housing	But affordable housing needs to be managed so not to bring down the quality of the location or neighbourhood	Affordable housing, once built, is transferred to a Registered Social Landlord (RSL) whom has the responsibility to manage and maintain the units. RSLs are housing associations which are registered with and regulated by the Housing Corporation. They also own and manage the affordable homes they provide, and others transferred to them by local authorities.
160	David Elm Court		Leisure	as long as there is something available within the neighbourhood the exact location is not important. If it more cost effect to deliver a new building against a refurbishment it would be sensible to deliver a new build	The Preferred Option, Option A, will ensure the refurbishment of the Seven Islands Leisure Centre including the swimming pool as well as a gym and sports hall. It will be retained on the current site.
161	David Elm Court		Leisure - Tourism	New Hotel? Why - who wants to stay in Rotherhithe? confused	There are many tourist attractions in the AAP area including the Brunel Museum, the Pumphouse Museum, Southwark Park Gallery, Surrey Docks farm, the Thames Path and the Docks. We would like to strengthen the areas attraction for tourists and improve the choice of activates on offer for local people. There also existing demand for more hotels in the area. A study published by the GLA in 2006 estimated that Southwark needs to provide an additional 2,500 hotel beds by 2026 to meet growing needs in south London. The preferred option allows for the provision of hotels, at the South Dock Marina and in the town centre close to public transport.

<b>162</b>	David Elm Court		Places - Building Heights	Not sure there is a difference between the two options - no more highrise buildings	We are taking forward Option B as our preferred option. Section 3 of the Preferred Options report sets out the proposed approach to tall buildings within the AAP area. We are encouraging a range of building heights in the core area to create a more interesting townscape. We have set out design principles to guide new development to ensure new development achieves high design and environmental standards. We have acknowledged that the design and height of new buildings will need to respect the lower-rise character of surrounding areas, and it is important to ensure that tall buildings are not overbearing on the docks or parks.
<b>163</b>	David Elm Court		Places - Energy and water	neither is important	Comments noted. However, national planning guidance, the London Plan and Southwark's Corporate Plan and Climate Change Strategy require impacts on energy and water to be taken into account.
<b>164</b>	David Elm Court		Transport - Public Transport	More boat services are required - to miss out on the location to the river is a missed opportunity. Also, boat services should be oyster and covered by travel cards	Noted. It is now possible to use Oyster with river transport.
<b>165</b>	David Elm Court		Transport - Walking and Cycling	The Thames Path should follow the river wherever possible. Currently there are location between Tower Bridge and The Thames Barrier where the path is blocked by property that could open the path. A good example is the Farm on Rotherhithe Street - the path by the river could be opened	Noted. The Thames Path will be instated where there is potential to do this. There is Cleaner, Greener, Safer funding to instate a link through Surrey Docks Farm.

<b>166</b>	Dr Norbert Pachler		any other comments	I would prefer the concentration of shopping facilities in the 'town centre' rather than distributed across the peninsular (see Figure 4, p. 19).	We are seeking to improve and expand the shopping floorspace in the town centre, through the promotion of new space on sites around the core area. An increase in floorspace will mean that Canada Water will move up the hierarchy of centres to become a major town centre. This will have other benefits for the wider AAP area.
<b>167</b>	Dr Norbert Pachler		Community - Business	Emphasis on job creation in the area is laudable but more detail on the types of businesses envisaged would be welcome. My strong preference would be towards using and maximising existing sites and a focus on environmentally friendly businesses minimising negative ecological impact.	Further details are provided within the Community: enhanced social and economic opportunities section of the preferred options report.
<b>168</b>	Dr Norbert Pachler		Community - Faith Premises	I am also in favour of upgrading existing community and youth facilities.	Noted.

169	Dr Norbert Pachler		Homes	<p>I would like to see further details about the infrastructure investments accompanying fixed targets (e.g. youth centre/club, health and cultural facilities etc) and think that a site by site proportion of family homes and affordable housing is preferable to a fixed percentage. The redevelopment should include improvements to existing housing stock as well as housing for key workers.</p>	<p>We will be setting out the implementation requirements of the AAP, including the delivery and implementation of infrastructure, in the next round of consultation. The AAP policies will be in conformity with the Core Strategy DPD policies which will set out family housing and affordable housing provision. Our preferred approach is to ensure that 35% of homes in new development are affordable. There is a continuing need to provide affordable homes in the area and our preferred option will help meet these needs. We also aim to ensure a mix of tenure -private, social rented and intermediate housing. Our preferred approach is also to ensure that at least 30% of new homes have 3 or more bedrooms. This reflects our vision for the area to ensure that the area remains attractive for families. The council also has an obligation to ensure existing housing stock meets the Government's decent homes standard.</p>
170	Dr Norbert Pachler		Places - Building Heights	<p>(BUILDING HEIGHTS OPTION A) The Council appears to have a limited willingness to enforce restrictions on building heights and I would strongly prefer a low storey height. For example, whilst we were able to effect a restriction on the height of Pacific Wharf next to Leaside Court when it was first built, the Council approved a planning application only a few years later allowing</p>	<p>We are taking forward Option B as our preferred option. Section 3 of our Preferred Options report sets out our preferred approach to building heights within the Core Area of the AAP. We are encouraging a range of building heights in the area to create a more interesting townscape.</p>

				the developer to add additional height to the building to the levels originally applied for despite objections from numerous local residents.	
171	Dr Norbert Pachler		Shopping	In principle I favour mixed regeneration with a remodelled shopping centre but am not convinced there is a need for an increase, let alone a significant one, in shopping space. It is not at all clear how this will achieve the vision set out above in particular in relation to an ecological focus. How will the open green spaces and water wildlife sanctuaries around Canada Water be protected and integrated into a 'vibrant town centre'? The proposal, for example, to build on currently green areas, such as the Fisher Athletic site, suggests otherwise. Also, the report says little about plans to improve public transport around the peninsular (as opposed to in and out of it).	We would like to improve Canada Water town centre by improving and expanding shopping floorspace, providing a wider range of shops and services, as well as places to eat, drink and relax. Over the coming years the Canada Water area will face strong competition from neighbouring centres and the shopping facilities at Canada Water will require investment in order to maintain and improve them. There is a risk that small scale improvements to the shopping centre and its appearance will be unlikely over the longer term to provide the boost that the centre needs. The preferred option seeks to retain the openness of Canada Water. It is also a site important for nature conservation and could be protected as such. The preferred option seeks to provide a network of open spaces across Rotherhithe. There are no plans to build on Fisher Athletic football pitch which is Metropolitan open land.

172	Dr Norbert Pachler		The vision and objectives	(VISION & OBJECTIVES YES) The vision is fine, the key is how it is going to be implemented.	Noted. See part 5 of the preferred options report, How the plan will be delivered.
173	Dr Norbert Pachler		Transport	(ROAD NETWORK OPTION B) Given the current poor public transport infrastructure on the peninsula I do not favour a reduction in car parking capacity around the 'town centre'. As a local resident I cannot see how car clubs would help me, e.g. get to and from shops to do my weekly shopping.	The emphasis within our preferred option is to ensure that car parking is shared by town centre uses. Parking levels should be within London Plan maximum standards.
174	Elizabeth Marsh		Places - Energy and water	The energy & water plans should be of the highest and most environmentally friendly standards WHICHEVER option goes ahead.	Comments noted

175	Elizabeth Marsh		The vision and objectives	<p>We are not a town and I don't want a town centre on my doorstep. The reason I moved to this area was because it WASN'T a town, the area has a quiet more suburban feel and I want it to stay that way. I think the Elephant &amp; Castle should be a vibrant town centre, not Canada Water, PLEASE turn that in to a better place to visit it and leave us as a quieter area of London</p>	<p>Considering that the Rotherhithe peninsula is centrally located in London, the town centre currently contains substantial amounts of surface car parking, an out of town style shopping and entertainment facility area and several vacant sites around the Canada Water tube station. The range of shops in the town centre is very limited. The shopping centre and Leisure Park currently turn their backs on one another which is not attractive or functional. The architecture of the centre is also quite bland and lifeless. There are also very few places for people to eat or drink out in the area. There is an opportunity to improve the area and create a more functional and attractive area for people to use. Over the lifetime of the Plan, Canada Water will face strong competition from other centres. Unless new investment is made at Canada Water, it is likely that the centre will decline and the retail space currently on offer will deteriorate.</p> <p>It is important to note that the suburban character of much of the peninsula would be retained. It is designated as a suburban character density zone in the Core Strategy preferred options.</p>
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176	Elliot Boughen		any other comments	<p>Both options A and B add to the housing stock of the area, which will further overload local bus services and the Jubilee line. This is already a serious issue and will be worsened if the population of the area increases.</p> <p>No additional housing should be constructed without these serious transport issues first being addressed. Given that Jubilee line capacity is constrained I would suggest additional bus services at peak times, an increase in riverboat services, and that Southwark lobby for TFL to include riverboat services on the Oyster scheme. A significant number of Rotherhithe residents commute to Canary Wharf and the City and would use the ferry services if they were integrated with other public transport services.</p> <p>While expensive, there would be huge value in the construction of a foot and cycle bridge over the Thames to Canary Wharf. This would significantly reduce congestion amongst commuters, and would bring more visitors into the area without adding to road traffic.</p>	<p>We are aiming to make sure that the area has improved accessibility for all types of transport. We are testing the proposals set out within the Preferred Options report to ensure they can be delivered, along with securing funding for improvements</p> <p>The Sustrans Bridge is currently unfunded and subject to a high degree of uncertainty. While Southwark supports the bridge, the AAP is not reliant on the bridge being provided.</p>
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177	Elliot Boughen		The vision and objectives	<p>The current vision states that Rotherhithe should be an attractive place to live 'particularly for families'. This would seem to play down the interests of single people, couples without children, and the elderly. This is unreasonable. Rotherhithe has a mix of housing types including flats and houses and already has a mix of residents. The plan must meet the needs of all residents, regardless of whether or not they have children.</p>	<p>The vision references families due to the existing characteristics of the area and the growing demand for family sized residential provision across the borough and London as a whole. The AAP will be consistent with the Core Strategy preferred options which state that at least 30% of homes should have 3 or more bedrooms. A significant proportion of 1 and 2 bed homes would continue to be provided to meet the needs of couples, single people and the elderly.</p> <p>Further details regarding equality and the AAP are explained in the associated Equality and diversity Impact Assessment (EQIA)</p>
178	Elliot Boughen		Transport - Public Transport	<p>(PUBLIC TRANSPORT OPTION B) There are three principal transport issues to be dealt with:</p> <ol style="list-style-type: none"> <li>1) Insufficient peak time bus capacity towards central London</li> <li>2) Insufficient weekday peak time capacity on the Jubilee Line in both directions</li> </ol> <p>It is difficult to see how any additional housing capacity can be justified until these issues are resolved. As option B notes, additional river boat capacity would be welcome.</p>	<p>Noted. TfL are currently carrying out improvements to the Jubilee Line which should improve capacity by around 30%. The council will continue to discuss the need for new bus services with TfL.</p>

179	English Heritage - Claire Craig	English Heritage	All issues	<p>However, the discussion of the options for each issue should include a statement about how, or if, they relate to the historic environment. Alternatively, the borough should give consideration to including a specific strategy for the historic environment or if it is not deemed that there is sufficient historic environment to warrant this then consideration should be given to a broader environmental asset strategy which such assets could be incorporated into.</p>	<p>We are committed to preserving and Objective 2F of the draft Core Strategy Preferred Options is to conserve and protect the historic environment with Policy 12 setting out proposed standards and aims. The AAP must be consistent with the Core Strategy. The AAP Preferred Options objective P1 recognises the importance of enhancing heritage in the built environment.</p>
180	English Heritage - Claire Craig	English Heritage	Any other comments	<p>London Borough of Southwark - Local Development Framework Canada Water Area Action Plan and Sustainability Appraisal</p> <p>Thank you for the invitation to comment on the Canada Water Area Action Plan and associated sustainability appraisal (SA). English Heritage is the government's advisor on all matters relating to the historic environment and a statutory consultee in respect of the Strategic Environmental Assessment (SEA) of plans. We are keen to ensure that the protection of the historic environment is fully taken into account at all stages and levels of the Local Development Framework process. Our document Conservation Principles: Policy and Guidance (2008) provides the basis by which the following judgements and advice are made. It is consistent with Planning Policy Statement 1: Delivering Sustainable Development (2005), Planning Policy Guidance (PPG) 15: Planning and the</p>	Comments noted

				Historic Environment (1994) and PPG 16 Planning and Archaeology (1990) and the explicit objective of 'protecting and enhancing the natural and historic environment'.	
<b>181</b>	English Heritage - Claire Craig	English Heritage	Any other comments	It is clear that the limited strategic consideration of the impacts of the historic environment in the SA has filtered through to some degree in the SA and consequently similar comments can be made about the Area Action Plan itself.	Comments noted
<b>182</b>	English Heritage - Claire Craig	English Heritage	Any other comments	<p>English Heritage welcomes the borough's statement that its conservation staff have been closely involved in the preparation of the Area Action Plan and its SA and we look forward to their interpretation of the advice we have provided in this letter, particularly in respect of characterisation and the use of local history as an information source.</p> <p>Finally, it must be noted that this advice is based on the information provided by you and for the avoidance of doubt does not affect our obligation to advise you on, and</p>	Comments noted

				potentially object to any specific development proposal which may subsequently arise from this or later versions of the Supplementary Planning Document, and which may have adverse effects on the environment.	
<b>183</b>	English Heritage - Claire Craig	English Heritage	Places	English Heritage welcomes the recognition of the significance of the viewing corridor to St Paul's Cathedral at paragraph 5.4.1 on page 38 but requests that this and other key historic assets such as the Grade II Registered Historic Park and Garden, Southwark Park, are shown on Figure 3 at page 11. Southwark Park's historic status should also be recognised in the open space network paragraph 5.4.2.	Comments noted. Reference to Southwark Park's historic status will be recognised in the spatial portrait at the end of the AAP.

184	English Heritage - Claire Craig	English Heritage	Sustainability appraisal	<p>Sustainability Appraisal</p> <p>In general terms, English Heritage is of the view that the interim SA is on the right track in terms of structure and demonstrating a clear attempt to assess each of the options against key sustainability objectives. In addition, English Heritage supports SD12 - the SA objective for the historic environment.</p> <p>English Heritage notes that the baseline information in respect of the historic environment currently appears to be a bit inconsistent and incomplete. While archaeological resources are referred to in the table on page 7, they are omitted from the table at page 23, as is Southwark Park's status as a Grade II Registered Historic Park and Garden. These matters are symptoms of a broader concern however, which will need to be placed in the appropriate context of providing proportionate coverage of the issues for the area. That broader concern is the absence of the development of a sense of identity for the area based on a thorough understanding of what it is at present and what it has been in the past. The designated historic environment assets need to be seen as essentially indicators of this development over time rather than simply curiosities that need to be worked around. If they are treated in this way, they can anchor a characterisation of the area which will in turn enable a better understanding of how the area works and how it can most effectively be adjusted.</p>	<p>Noted. The baseline information on the historic environment will be compiled and presented in a background evidence base paper which will accompany the submission AAP. In this we will refer to Southwark Park's status. The AAP seeks to protect and improve open spaces and historical features.</p> <p>In terms of the appraisal of the impact of the policies and their impact on the historic value of the area this has been taken into account throughout the Sustainability Appraisal process by assessing the AAP policies against SA objective 12. This document sets out the appraisal of the preferred options with reasons why each score was given.</p> <p>In many cases where the policy will include new development, the impact on the historic environment cannot be fully assessed until the planning application stage when the detailed design and plans for a scheme will help officers to assess the impact of the development.</p> <p>The historical value of the area has been a key consideration in the policy which promotes cultural and tourist assets in the area.</p>
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			<p>English Heritage recommends approaching the borough's own cultural services department for more information about the local history of the area. This information combined with an understanding of the existing built environment, including archaeology; can provide inspiration for establishing identity for the area that is based on positive continuity. In turn, this will mean that the design of new development has the opportunity to be creative and reinforce positive values for the local community rather than inadvertently creating a disconcerting sense of disconnection in the environment.</p> <p>English Heritage appreciates the borough's point (made in response to our comments on the Scoping Report on page 36) that the sustainability appraisal needs to be manageable. However, this needs to be balanced against the need to ensure that the assessments are of sufficient extent to convey the impact on cultural heritage for the purposes of the European Directive on the Assessment of Certain Plans and Programmes (SEA) (2001/EC/42). It would be useful to understand for example, why option A for shopping is neutral for the historic environment and Option B is positive and it is interesting that the relationship of the historic environment with new development has been assessed as neutral for all the related issues i.e. housing, business floorspace, new leisure, culture and faith facility provision. Is</p>	
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			<p>this because there are no historic assets in the areas designated for the development? Or have some measures been incorporated in the plan that neutralise any impacts on the historic environment? This is not clear and it needs to be in order to show whether or not impacts have been appropriately addressed.</p> <p>If, because the historic environment assets and consequent cultural heritage of the area have not been successfully defined in the baseline information section of the SA, the historic environment issues have to be set out in full in the discussion under each of the matrices, the document will become unwieldy. However, if the assets and cultural heritage issues are well defined then assessment statements can be short, targeted and highly effective. A specific example might be "the use of the housing development sites has the potential to increase the usage of the Grade II Registered Historic Park and Garden, Southwark Park and building heights will need to be restricted on development sites in the path of the St Paul's cathedral viewing corridor." A more generalised example might be "The character of [x] Street derives from its history as a residential quarter for the manufacturing industry workers in the 1970s. The decline of this sector has been mirrored in the street and the upgrading of the neighbouring shopping facilities and introduction of public art referencing the past contribution of this area should help to positively strengthen the identity of the local</p>	
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				community and assist in the regeneration of the street."	
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185	English Heritage - Claire Craig	English Heritage	The vision and objectives	We also particularly welcome objectives L2 and P1.	Noted.
186	English Heritage - Claire Craig	English Heritage	The vision and objectives	English Heritage welcomes the inclusion of the desire for a distinctive identity and a network of parks as well as the focus on the docks and the River Thames in the vision for the plan. This links the area's historic environment assets clearly with positive plans for the future.	Noted.

187	FA Albins & Sons Ltd	FA Albins & Sons Ltd	community	<p>I do support a new secondary school and think that the old Fisher Ground would be an excellent placement next to the old sports ground at Mellish fields.</p> <p>a library would be a nice thing.</p>	<p>Comments noted. Our preferred approach is to work with partners and school governors to provide a new education campus on the site of Rotherhithe Primary school. This would comprise either an “all-through” school or separate secondary school and primary schools. This is our preferred site as it is close to public transport links, is in council ownership and would contribute to the overall regeneration of the core area. The Surrey Docks Stadium playing field is Metropolitan Open Land (MOL) which is a protected open space and will remain so. Our preferred approach is to designate the site adjacent to the playing field for mixed use (including residential and retail) with required land use to include sports facilities and car parking ancillary to the sports pitch. The use of the site should not compromise the future viability and use of the adjacent playing field as it is MOL</p>
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188	FA Albins & Sons Ltd	FA Albins & Sons Ltd	Leisure	I would like to see the redevelopment of seven islands leisure centre. Moreover i think a stadium in Southwark park would be a huge advantage and i would like to see the open air swimming pool restored.	<p>The Preferred Option, Option A, will ensure the refurbishment of the Seven Islands Leisure Centre including the swimming pool as well as a gym and sports hall. It will be retained on the current site.</p> <p>Southwark park is metropolitan open land. Any development should not reduce its openness and should only be associated with essential facilities for outdoor sport such as changing rooms.</p>
189	FA Albins & Sons Ltd	FA Albins & Sons Ltd	Places	I do feel the occasional tower block adds to the landscape but should be few and far between.	We are taking forward Option B as our preferred option. Section 3 of the Preferred Options report sets out the proposed approach to tall buildings within the AAP area. We are encouraging a range of building heights in the core area to create a more interesting townscape. We have set out design principles to guide new development to ensure new development achieves high design and environmental standards. We have acknowledged that the design and height of new buildings will need to respect the lower-rise character of surrounding areas.

190	FA Albins & Sons Ltd	FA Albins & Sons Ltd	Shopping	I think surrey quays shopping centre needs far better shops for example Marks & Spencer and next and more high street shops. A small market for smaller shops would be good for local people.	Our preferred option for shopping is option B. We would like to improve Canada Water town centre by working with landowners to improve and expand shopping floorspace, provide a wider range of shops and services, as well as places to eat, drink and relax. Our preferred option also supports the provision of new markets in the action area, possibly at the new plaza outside Canada Water tube station, or on Albion Street.
191	FA Albins & Sons Ltd	FA Albins & Sons Ltd	Transport	Traffic - If we took away the width restriction at Rotherhithe tunnel, opened up the bus lanes during sensible hours instead of anytime, made lower road/Surrey Quays Deptford section two way, opened up in rush hour the block entrances through to the other side of plough way for limited or emergency services. instead of making a bottle neck help to make traffic flow.	Noted. We are continuing to work with TfL to explore options for improving the road network. Our preferred approach is set out in the preferred options report.

192	Fisher Athletic Football Club	Fisher Athletic Football Club	Homes	<p>(HOUSING OPTION A) New homes should be built on all suitable sites and on sites specifically designated for such purposes. Efficient development should be encouraged through higher densities where considered appropriate.</p> <p>The Fisher Athletic site (including the football pitch) should be considered suitable for development if alternative facilities for the club can be provided elsewhere (such as Southwark Park).</p>	<p>We are taking forward Option B for our Preferred Option. If we increase the amount of investment that goes into the core area of the AAP boundary, by building more homes, shops and business space, there will be more funding available to improve existing housing, public spaces, parks, pedestrian and cycle links, the road network and community facilities in the wider peninsula. Much of Surrey Docks and Rotherhithe ward is proposed to be designated a 'suburban zone' through the Core Strategy PO, with densities between 200-350hrh being appropriate, in line with the existing suburban character of these areas. The core area of the AAP is proposed to allow higher density to be developed (above 700hrh when certain criteria are met) Fisher Athletic's football pitch is part of a much larger area of open space (metropolitan open land) and will be retained as open space. MOL has a similar status to greenbelt and should not be built on except in exceptional circumstances.</p>
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<b>193</b>	Fisher Athletic Football Club	Fisher Athletic Football Club	Leisure	(LEISURE OPTION B) New leisure facilities should be provided at Southwark Park including new facilities for use by Fisher Athletic Football Club.	The Preferred Option, Option A, will be for the refurbishment of the Seven Islands Leisure Centre including the swimming pool as well as a gym and sports hall. It will be retained on the current site. It will also support the improvements to the sports centre in Southwark Park which will become a training venue for the Para-Olympic games in 2012.
<b>194</b>	Fisher Athletic Football Club	Fisher Athletic Football Club	Places - Building Heights	(BUILDING HEIGHTS OPTION B) Taller buildings should be located in other parts of the peninsula where sites are considered to be capable of accommodating such development through good design and where there would be no detriment to the character of the area.	We are taking forward Option B as our preferred option. Section 3 of our Preferred Options report sets out our preferred approach to building heights within the Core Area of the AAP. We are encouraging a range of building heights in the area to create a more interesting townscape.
<b>195</b>	Fisher Athletic Football Club	Fisher Athletic Football Club	Places - Network of open spaces	(NETWORK OF OPEN SPACES OPTION A) Southwark Park should be enhanced with the provision of new facilities for the relocation of Fisher Athletic FC	Southwark Park is designated as Metropolitan Open Land. Any development in Southwark Park should be consistent with this status. It means that permission would only be granted for essential facilities needed for open space, such as changing rooms. Development which diminishes the openness of the space would fall foul of this policy.
<b>196</b>	Fisher Athletic Football Club	Fisher Athletic Football Club	The vision and objectives	H2 should be reworded to state that:  'To focus higher densities in the areas with good access to public transport and in the town centre and where sites are considered to be capable of accommodating such development through good design.'	Residential densities have been prescribed in more detail in the Core Strategy preferred options, the Canada Water AAP will be consistent with this approach.

197	Fisher Athletic Football Club	Fisher Athletic Football Club	Transport	(THE ROAD NETWORK OPTION A) An improvement in the road network, public transport routes and in walking and cycling will enable the development of higher densities within the outer areas of the peninsula.	Noted.
198	frances		Shopping - Albion Street	Do not know the Albion St area, so don't feel able to comment	Noted.
199	Frogmore & CGNU Life Insurance Ltd	Frogmore & CGNU Life Insurance Ltd	Any other comments	<p>CANADA WATER AREA ACTION PLAN - ISSUES AND OPTIONS, NOVEMBER 2008 REPRESENTATIONS BY FROGMORE &amp; CGNU LIFE ASSURANCE LTD</p> <p>We act for Frogmore, who are the are development coordinators on behalf of CGNU Life Assurance Ltd who are the Institutional owners the Surrey Quays Leisure Site.</p> <p>We are in receipt of the Canada Water Area Action Plan (CWAAP) - Issues and Options, November 2008 and have been instructed to make representations on behalf of Frogmore. We would be grateful if you would ensure that we are consulted over forthcoming preferred options, so that we have the opportunity to make further representations as necessary.</p> <p>Frogmore and CGNU Life Assurance Ltd believe that it is important that the</p>	Comments noted.

				<p>opportunity exists to maximise and introduce new residential, commercial, retail and leisure uses as appropriate, in order to promote the regeneration of the Canada Water Action Area.</p> <p>Canada Water continues to represent a major opportunity to create high quality landmark development of a mix of uses. We set out below comments on the Issues and Options document.</p>	
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200	Frogmore & CGNU Life Insurance Ltd	Frogmore & CGNU Life Insurance Ltd	Homes	<p data-bbox="943 247 1048 272">Housing</p> <p data-bbox="943 308 1469 488">Frogmore and CGNU Life Assurance Ltd recognise the importance that new housing has to play in the regeneration of the area, both in replacing old stock and bringing new homes to the market, and supports the Option B proposals.</p> <p data-bbox="943 523 1460 794">The flexible approach to affordable housing set out within Option B is supported by Frogmore and CGNU Life Assurance Ltd, however, the 35% affordable requirement should be recognised as a target tested against financial viability - particularly in the current market if affordable housing is to be delivered. This is consistent with the Council's Housing SPD.</p> <p data-bbox="943 829 1480 1321">Frogmore and CGNU Life Assurance Ltd acknowledge the need in cases for additional family housing in principle. A 25% target of units with three bedrooms or more is considered to be too high, particularly when other objectives such as increased density are encouraged. The appropriate proportion of family accommodation should be considered on a site by site basis, with a minimum requirement in line with the Adopted UDP of 10% and an additional focus on affordable housing where there is an identified need. In many instances particularly in urban areas such as Canada Water, there is limited demand for private 3 bedroom family units.</p>	<p data-bbox="1503 247 2049 611">Our preferred approach is to ensure that 35% of homes in new development are affordable. There is a continuing need to provide affordable homes in the area and our preferred option will help meet these needs. It will also ensure that we create mixed neighbourhoods which provide a range of affordable and private homes. Our preferred approach is consistent with our approach in the preferred options of the Core Strategy. An affordable housing viability study will be available at the submission stage of the AAP.</p> <p data-bbox="1503 646 2049 952">In terms of family housing provision, our preferred approach is to ensure that at least 30% of new homes have 3 or more bedrooms. This reflects our vision for the area to ensure that the area remains attractive for families. It will also complement the investment we are making in schools, leisure facilities and open space. New homes will also continue to be provided for couples, single people etc.</p>
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				<p>We trust that the above comments are helpful and look forward to engaging with the Council on the next stages. Please could all future correspondence relating to this submission be directed to David Graham or Greg Smith at the above office.</p>	
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<p><b>201</b></p>	<p>Frogmore &amp; CGNU Life Insurance Ltd</p>	<p>Frogmore &amp; CGNU Life Insurance Ltd</p>	<p>Places</p>	<p><b>Building Height</b></p> <p>Frogmore and CGNU Life Assurance Ltd fully support the opportunity identified in Option B for taller buildings at selected locations within Canada Water. The masterplan for the area identified the potential for taller buildings, particularly adjacent to the Canada Water public transport interchange and at the corner of the Leisure Site where Redriff Road and Surrey Quays Road intersect. With a high quality design, these tall buildings can provide a marker for the site and the edge of the new town centre and significantly contribute to the townscape and reinforce the regeneration of the area.</p> <p>Frogmore and CGNU Life Assurance Ltd consider that the Leisure Site is a suitable location within Canada Water for a tall building. Option B is preferred following the principle of a cluster of tall buildings and promoting a height comparable to the existing Canada Estate towers although the final height should be determined through analysis of townscape and design.</p> <p>It is suggested that a criteria based policy is developed in the AAP that reflects the Core Strategy to ensure that tall buildings are of sufficient design quality if they are to be allowed.</p>	<p>Comments noted. However, we do not consider that the Leisure Park is an appropriate location for a tall building. A tall building on the site would appear isolated or intrude on sensitive views towards the centre from Greenland Dock</p>
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202	Frogmore & CGNU Life Insurance Ltd	Frogmore & CGNU Life Insurance Ltd	Shopping	<p data-bbox="943 248 1485 488">Retail</p> <p data-bbox="943 309 1473 488">The AAP identifies the potential for 'substantial increase' in retail floorspace under option B. Frogmore and CGNU Life Assurance Ltd agree that this is necessary if Canada Water is to successfully compete with other town centres in London.</p> <p data-bbox="943 523 1485 821">The appropriate amount of additional retail floorspace should be considered in the context of the respective roles of the different centres within the Borough - existing and planned - and the level of retail investment that could be achieved. An appropriate level of retail development within identified sites such as the Leisure Site will help meet an identified need and create a diversity of uses within the Canada Water Town Centre.</p>	Comments noted.
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203	Frogmore & CGNU Life Insurance Ltd	Frogmore & CGNU Life Insurance Ltd	The vision and objectives	<p>The Vision</p> <p>Frogmore and CGNU Life Assurance Ltd fully support the vision statement at Section 3.1 and would like to see this go further to actively seek to attract investment, diversify and expand the existing offer and deliver a new form of town centre.</p> <p>The draft AAP sets out two alternative options. Option A for regeneration with a focus on homes, and Option B with a focus on homes, shops, leisure and jobs. If Canada Water is to be successfully regenerated as a new town centre then our clients believe the thrust of policy must lie behind Option B. Only through investment and diversification will real change be achieved and community benefits delivered.</p> <p>In developing the vision into specific objectives and with the preparation of more detailed policies at the Preferred Options Stage the AAP needs to provide direction whilst maintaining flexibility. Areas of the AAP where greater flexibility may be appropriate are identified below and this is something to be considered in the preparation of the next stage of the document.</p>	<p>Noted. The vision now contains reference to transforming Canada Water into a town centre, having a much more diverse range of shops than at present and accommodated mixed use developments.</p>
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204	Frogmore & CGNU Life Insurance Ltd	Frogmore & CGNU Life Insurance Ltd	Transport	<p>Transport</p> <p>Frogmore and CGNU Life Assurance Ltd acknowledge the benefits of reduced car parking numbers, however whilst the aspiration to reduce car travel is accepted, this may be achieved without necessarily reducing car parking numbers. The Leisure Site is required by the Southwark Plan to provide a mix of uses including a Cinema under reference 37P of the Development Sites schedule. The car parking provision allocated for this leisure use will need to cater for the wider catchment it serves and satisfy the demand it generates. Reduced parking in the locality more generally could be achieved through more innovative measures such as a sharing of spaces which together with car clubs, green transport plans and enhanced public transport could meet the overall objective and allow regeneration to be delivered.</p> <p>Flexibility should exist whereby the provision of car parking numbers can be determined on a site specific basis as there is a need for a commercial balance to be struck.</p>	<p>The emphasis within our preferred option is to ensure that car parking is shared by town centre uses. Parking levels should be within London Plan maximum standards.</p> <p>In accordance with the London Plan, there will be a presumption that town centre car parks are publically accessible.</p>
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205	GLA - Giles Dolphin	Greater London Authority	All issues	<p>General</p> <p>The Area Action Plan presents two options for developing the area. Option A focuses on building more houses and will result in relatively low levels of investment in the road network, leisure facilities and the many public and green open spaces. Seven Islands Leisure Centre will receive minimal investment under this option. Building heights would generally be below 10 storeys, with one taller building of up to 15 storeys on Site A next to the Canada Water station. Option B would allow for more homes, more shops, enhanced leisure facilities and opportunities for local job creation. A greater scale of development would help pay for major road improvements, enhancements to Southwark Park and Russia Dock woodland and a new leisure centre. Surrey Quays shopping centre could be demolished or substantially remodelled. Taller buildings could be built adjacent to Lower Road and Canada Water station.</p> <p>The Canada Water/Surrey Quays is designated an Area for Intensification by the London Plan. Policy 2A.6 of the London Plan seeks to exploit the public transport accessibility and potential for increases in residential, employment and other uses in these areas, through the provision of higher density development with more mixed and intensive uses. Policy 5D.3 of the London Plan seeks higher density redevelopment at key transport nodes of good accessibility and in town centres within the Canada</p>	<p>Noted. We are undertaking further feasibility work on quantum of development on the town centre and assessing potential impacts on the transport network.</p>
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			<p>Water/Surrey Quays area. The intensification of Canada Water/Surrey Quays therefore focuses on the transport interchange and district shopping centre with significant potential for development of infill and intensification of existing commercial sites. Table 5D.1 of the London Plan identifies that the Canada Water/Surrey Quays area will be able to provide a minimum of 2,000 new jobs and 2,000 new homes by 2026.</p> <p>Policy 3A.18 of the London Plan sets out that adequate provision for social infrastructure and community facilities is particularly important in major areas of new development and regeneration. The London Plan also seeks to maximise the potential of sites, as set out in London Plan policy 3A.3 and it promotes increasing the supply of housing in London in Policy 3A.1. In addition the need to make major road improvements in the area is acknowledged.</p> <p>As such Option B would appear to be the best fit for London Plan policy. However, it is noted that the results of an updated retail study for the borough are awaited. The results of this study will determine what impact the increased retail in Option B would have on surrounding centres. This information is needed before a final decision can be made on the suitability of either option. If the study shows that there will be no adverse impact of the increased retail in Option B on other centres either option is broadly in line with London Plan policy.</p>	
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206	GLA - Giles Dolphin	Greater London Authority	Any other comments	<p>Omissions</p> <p>If a DPD is silent on a policy area it is assumed that London Plan policy on this issue will apply. If reference is made to these areas in further iterations of the Core Strategy they should be local interpretations of London Plan policy. If reference is not explicitly made then reference should still be made to the specific London Plan policies that relate to these areas.</p> <p>Noise</p> <p>The MP contains no substantive reference to noise, despite the potential for significant noise sources (including commercial and industrial) to constrain noise sensitive development, such as housing, in the area. The plan should recognise that new housing fronting the noisiest roads or adjacent to other significant noise sources (such as the print works) should be designed to separate the noise sensitive elements from the noise (e.g. by placing habitable rooms on quieter facades) as far as practicable. They should also take any opportunities in the design of amenity spaces to protect and, where possible enhance, tranquillity and opportunities should be explored for incorporating positive soundscape features in such spaces. This would be consistent with London Plan policy 4A.20 on reducing noise and enhancing soundscapes, which requires boroughs to include its requirements in DPDs.</p>	<p>An appendix has been added to the Preferred Options Report which sets out which London Plan policies are relevant.</p> <p>Noise: Noise implications will be taken into account where particular issues are known to exist. The guidance for the sites surround Harmsworth Quays printworks for example state that non-residential buffers should be provided to ensure a satisfactory standard of accommodation for future residents avoid disruptions to HQP's business.</p> <p>Play space: Comments are noted. The council are surveying play space needs as part of an open spaces strategy which informs the Core Strategy. This information will inform an analysis of needs. This will feed into the draft AAP.</p>
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				<p>Play space</p> <p>London Plan policy 3D.13 states that development plan documents should consider the supply and demand for the provision of children's and young people's play facilities. This should be addressed in the DPD either through area specific policies or reference to the London Plan Providing for Children and Young People's Play and Informal Recreation SPG. The Mayor will issue his formal opinion on general conformity at the submission stage. However, I hope that the policy concerns raised at the current stage can be resolved before then, through further informal discussions with Council officers.</p> <p>I think it would be useful to have a meeting between your officers and GLA officers in order to discuss these comments in more detail, prior to the preparation of the subsequent version of the Core Strategy, and David Watkinson will be in contact to arrange this.</p>	
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207	GLA - Giles Dolphin	Greater London Authority	community	<p>Community</p> <p>Either option relating to business floorspace and jobs would be in line with London Plan policy.</p> <p>However Option B is considered to be the best fit because of its reference to provision for Small and Medium Enterprises and incubator units.</p> <p>Children's services</p> <p>As set out in the document if it is proposed to build a new secondary school on St Paul's playing field in order to comply with London Plan policy, the open space would need to be surplus to requirements. The Council should ensure that they plan properly for the increase in children in the area and do not build on open space, even if this is the easier option, where other sites are available.</p> <p>Faith Premise, Youth facilities and meeting halls</p> <p>Both options are broadly in line with London Plan policy however Option B is preferred as it better meets London Plan policy 3A.18.</p>	<p>Comments noted. St Paul's playing field is no longer considered as a site for the provision of educational facilities. Our preferred approach is to work with partners and school governors to provide a new education campus on the site of Rotherhithe Primary school.</p>
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208	GLA - Giles Dolphin	Greater London Authority	Homes	<p>Homes The aspirations set out in this section are generally supported. Both Options would be broadly in line with London plan policy.</p> <p>Affordable Housing The level of affordable housing and the tenure split will need to be robustly justified by local circumstances. In addition on a site by site basis the maximum reasonable amount of affordable housing should be sought. London Plan policy 3A.1S sets out that UDP policies should prevent the loss of housing including affordable housing, without its planned replacement at existing or higher densities. Chapter 20 of the Mayor's Housing SPG sets out that 'estate regeneration and redevelopment schemes should be undertaken on the basis that there is no net loss of housing provision and no net loss of affordable housing provision. In calculating if there is no net loss of affordable housing provision, former social rented properties sold under right to buy should be categorised as market sector provision.. ..Replacement of social rented units by intermediate provision may be acceptable where this can be justified by a requirement to achieve a wider range of types of provision in a neighbourhood. To achieve 700% replacement of demolished social rented units, development at significantly increased density may be necessary to generate sufficient value from market development to support replacement of affordable housing provision or to achieve a mixed and</p>	<p>The AAP policies will be in conformity with the Core Strategy policies which will set out family housing and affordable housing provision. An area based approach to affordable housing provision in the borough is proposed, with at least 35% of homes as affordable in the Canada Water area. Family provision of at least 30% of homes in developments to have 3, 4 or 5 bedrooms is also proposed. The plans within the LDF must be in general conformity with the London Plan. In terms of the redevelopment of estates and potential loss of some affordable housing, the GLA has previously given advice that when a development plan document is inconsistent with one or more policies in the spatial development strategy, either directly or through the omission of a policy or proposal, this does not, by itself, mean that the document is not in general conformity. Rather, the test is how significant the inconsistency is from the point of view of delivery of the spatial development strategy.</p>
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				<p>balanced community objective. In such a case, the net gain in total provision need not achieve the usual proportion of affordable housing provision expected from a new build development.</p> <p>Calculations of whether there is a 1055 of total housing or affordable housing can be made in habitable rooms rather than dwellings, where the redevelopment of an estate is providing a housing mix more appropriate to the needs of both existing and prospective future residents - for example where there is increased provision of dwellings for larger households.' London Plan policy sets out that there should be a 30% overall target for family sized homes and a target of 42% for social rented accommodation and 16% for intermediate accommodation. As such neither Option is in line with London Plan policy/</p>	
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209	GLA - Giles Dolphin	Greater London Authority	How the option will be delivered - The drivers for development in CW	<p>How will the options be delivered</p> <p>This section needs strengthening in line with the comments from Government Office for London. The section should describe in more detail work with the stakeholders that is taking place to deliver the vision, the proposed phasing of the development and what infrastructural work needs to be carried out to enable the redevelopment of the area. A monitoring section also needs to be included.</p>	<p>By the time we publish the draft AAP, the physical infrastructure, including road improvements, upgrades to walking and cycling routes and energy infrastructure needed to implement the plan will have been identified and costed. This will be set out within a delivery and implementation plan. We will work in partnership with a range of public, private and voluntary organisations in order to ensure what we are proposing is feasible and will be able to be delivered.</p>
210	GLA - Giles Dolphin	Greater London Authority	Leisure	<p>Leisure</p> <p>Both options are broadly in line with London Plan policy. However, option B which would provide improved community facilities would be a better fit with London Plan policy 3A.18.</p>	Noted.

211	GLA - Giles Dolphin	Greater London Authority	Places	<p>Places</p> <p>The aspirations set out in this section are generally supported. As is set out in the document much of the AAP area falls within the designated views from Greenwich and Blackheath to St Paul's Cathedral, the management plans for which are set out in the London View Management Framework, enacted by London Plan policies 4B.16, 4B.17 and 4B.18. These views are managed by Qualitative Visual Assessment (as described in Chapter 3 of the London View Management Framework) and Geometric Definition (as described in Chapter 4 of the London View Management Framework).</p> <p>The AAP should set out that even where proposals would fall outside of the relevant geometrically defined viewing corridors they remain subject to Qualitative Visual Assessment. This assesses the effect of new development on the character and composition of designated views with reference to a visual and townscape assessment.</p> <p>Even if the proposal is likely have a negligible impact on this view it nevertheless falls to the applicant to robustly demonstrate that this is the case in a manner consistent with the above policies and supplementary guidance.</p> <p>Sustainable design and construction</p>	<p>Noted. Given, however, that the London Plan already describes the general need for townscape and visual assessments, we do not consider it necessary to repeat this guidance in the AAP.</p> <p>The council has commissioned an energy study looking at the potential in both new and existing development. Further details and local targets will be set out in the draft AAP.</p>
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			<p>Option A and Option B should refer to the Code for Sustainable Homes for the housing element and encourage developments to achieve Code Levels ahead of the Government's planned timetable for the revisions of Building Regulations, particularly in relation to Code Levels 4, 5 and 6. Consideration should also be given, as per guidance in the Supplement to Policy Statement 1, to setting higher code levels or carbon dioxide reduction targets in this geographically specific area of the borough if opportunities for achieving higher carbon dioxide emissions have been identified.</p> <p>In line with Policy 4A.5 in the London Plan, Option A should also establish the principle of site wide energy infrastructure supplied by CHP rather than requiring individual developments to investigate the feasibility of CHP (as Option B does)</p> <p>Option B should also cover the London Plan energy hierarchy more fully, i.e. refer to minimising energy consumption and to a contribution from renewable energy. The commitment to the water use target of 1 05L per person per day and consideration of the use of groundwater and grey water reuse in Option B is welcomed however, this should also be applied to Option A.</p> <p>Further comments related to site-wide energy infrastructure.</p>	
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				<p>Reference to the feasibility of setting-up an area-based energy network is welcomed, as is the reference to using heat from SELCHP to provide the heating requirements of new development. The GLA welcomes the replication of the approach taken by the Council in Elephant and Castle and is interested in learning more about the Council's intentions in detail.</p> <p>The implications of such an area-based energy network for new developments should be outlined in accordance with Policy 4A.6 in the London Plan, i.e. connect to existing CCHP/CHP networks first; install site-wide CCHP /CHP second and be technically compatible to connect to a planned scheme in the future. The reference to supplying heat and power from local energy centres should be changed to 'centre(s)' to highlight the preference for a minimum number of energy centres due to efficiency gains from larger plant. A reference needs to be made to existing buildings and the intention to connect them into the area-wide energy network where feasible.</p>	
<b>212</b>	GLA - Giles Dolphin	Greater London Authority	The vision and objectives	The overall vision for Canada Water -The overall vision is in line with London Plan policy	Noted.

<b>213</b>	GLA - Giles Dolphin	Greater London Authority	Transport	Transport The aspirations set out in this section of reducing parking provision, making public transport and road improvements and making the area more accessible are supported. Detailed transport comments from Transport for London are attached in Appendix One.	Noted.
<b>214</b>	GOL - Alison Fairhurst	Government Office for London	All issues	Spatial approach Section 5 of the draft, which seeks to explain the issues and options, clearly adopts a topic based approach. How do you envisage moving from this to a more spatial basis, with site specific policies?	Site specific policies are set out in the Preferred Options Report.
<b>215</b>	GOL - Alison Fairhurst	Government Office for London	Any other comments	Spatial portrait To help put the overall vision and objectives of this document into perspective, and from this hopefully achieve more meaningful responses to future consultations, you may want to set out a spatial portrait for the AAP area. This would help root the proposals comprised in the options into the historic and geographic context of the area, and assist in developing local distinctiveness elsewhere in the document.	Comments noted. We have included a spatial portrait of the area within Appendix 1 of the preferred options report
<b>216</b>	GOL - Alison Fairhurst	Government Office for London	Any other comments	I welcome the AAPs linkages to your boroughs draft Core Strategy and explanations of conformity with it.	Comment noted. The AAP needs to be in conformity with the Core Strategy, and to provide clear connections between each document is considered very important.

217	GOL - Alison Fairhurst	Government Office for London	Any other comments	I welcome the use of fact boxes and the linkages made between issues raised in the consultation document.	Comments noted
218	GOL - Alison Fairhurst	Government Office for London	Homes	Section 5.5.2 Homes Affordable Housing Are the proposed options in line with what is emerging in your draft Core Strategy?	The AAP Preferred Options is in conformity with the Core Strategy PO
219	GOL - Alison Fairhurst	Government Office for London	How the option will be delivered - The drivers for development in CW	<p>Delivery and implementation Section 6 discusses how the options for the AAP will be delivered. You explain that you are currently working with British Land Canada Quays, as well as other key land owners and occupiers, to bring forward development sites in the AAP area. However, this section could be considerably strengthened by stating how you are working with these stakeholders to achieve the vision and objectives of the AAP and whether there are any issues arising from this, and also the proposed phasing of development.</p> <p>Furthermore, what infrastructural work would need to be carried out to enable the redevelopment of the area, and what discussions have you had with the key infrastructure providers, including Transport for London and Network Rail? This is</p>	We have set out in the Preferred Options our commitment to working in partnership with a range of public, private and voluntary organisations in order to ensure what we are proposing is feasible and will be able to be delivered. By the time we publish the draft AAP, the physical infrastructure, including road improvements, upgrades to walking and cycling routes and energy infrastructure needed to implement the plan will have been identified and costed. This will be set out within a delivery and implementation plan.

				<p>particularly relevant to growth option B, delivery of which would rely on a significant amount of infrastructure improvement.</p> <p>A monitoring section has not been included in this consultation document. The Plan Making Manual says that "Development plan documents should be firmly focussed on delivery. The implementation and monitoring section of a development plan document is of equal importance as the policies it contains."</p> <p>Within section 6 you state that while the credit crunch may have an impact on development in the short term, you are confident that there are several drivers which will stimulate further growth in the Canada Water area over the next 10 to 15 years. How will you be working with key stakeholders and infrastructure providers to ensure that this occurs?</p>	
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220	GOL - Alison Fairhurst	Government Office for London	How the option will be delivered - The drivers for development in CW	Section 6.1 - I note that you refer to the extension of the East London Line, which is due to re-open in 2010. Phase 2 of this extension, which is to run through Southwark, has now also secured funding. Will these schemes have any implications for the AAP area, for example the provision of further rail infrastructure and the potential impact on local shops and businesses?	We have recognised within the Preferred Options the conversion of the east London line to the overground network. The implications of this new infrastructure will provide opportunities for the area, by creating links through to North and East London, Croydon and Clapham Junction and be a key driver to stimulate growth in the Canada Water area. When Phase 2 of the improvement is completed, it will provide a direct service to Peckham and Clapham Junction and provide access to 18 trains per hour through the AAP area. This will make the area more accessible and stimulate more growth.
221	GOL - Alison Fairhurst	Government Office for London	How the option will be delivered - What happens next?	Section 2.4 What happens next? This needs updating to take account of the new regulations, The Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008.	Comments noted

222	GOL - Alison Fairhurst	Government Office for London	Introduction - How do we make sure we make the best possible decisions?	<p>Section 2.2 How do we make sure we make the best possible decisions? In the first paragraph you refer to research that has already been undertaken, including Southwark's 2003 Retail Study. I understand that this study is currently being updated. Will it be completed prior to the publication of this document for formal consultation? Paragraph 4.37 of PPS12 says that "Evidence gathered should be proportionate to the job being undertaken by the plan, relevant to the place in question and as up-to-date as practical having regard to what may have changed since the evidence was collected".</p>	The 2009 Retail Study has now been published and has informed the preparation of the preferred options.
223	GOL - Alison Fairhurst	Government Office for London	Introduction - How to use this part of the report	<p>Section 4.1 How to use this part of the report - This describes how consultees need to choose one of two options representing different levels of change. One of the proposed options within your Council's Core Strategy Issues and Options consultation paper, was to create growth areas across the borough, including at Canada Water. How does this tie in with the range of options you are proposing, particularly option A which focuses regeneration on housing growth?</p> <p>Section 4.1 How to use this part of the report This states that consultees, when responding, should try to be consistent and choose either option A or option B throughout. Why should consultees do this and is this limiting how they can respond? The Plan Making Manual says that "At this stage (generation of options), it should be</p>	The Growth Area option in the Core Strategy Issues and Options ties in with Option B of the AAP Issues and Options. Respondents tended to opt for one or the other option, however we received many responses which incorporated a mixture of options as their preferred approach to growth. We have considered all responses in the preparation of the preferred option for growth which is more aligned with Option B, with some elements from Option A

				<p>clear to consultees that it remains open for them to express a preference for any option, including those the council suggest be rejected and that such a response may lead the council to re think the options put forward at publication."</p>	
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224	GOL - Alison Fairhurst	Government Office for London	Introduction - why do we need an AAP for CW?	Section 1.3 You state here that the area has already undergone extensive redevelopment since the 1980s and that regeneration is continuing. How will the ongoing regeneration impact on this AAP and will it have any implications for the document if this regeneration does not proceed?	The preferred options build upon the development that has occurred recently and that which is currently under construction or in the planning application process. New development within the core area of the AAP is key to the achieving the vision for the area. There are currently planning applications in preparation for several key sites within the core area of the AAP area. We are committed to continue to work with developers on these sites and other sites to enable development to proceed to ensure that the vision for the area is fulfilled and the AAP is implemented. We chair a local Landowners Forum which is used to encourage key landowners to share information and proposed plans. This forum can raise any concerns about deliverability and actions can be put in place to ensure the problems can be addressed.
225	GOL - Alison Fairhurst	Government Office for London	Places	<p>Section 5.4.1 Places - Building Heights Option B proposes tall buildings around 18 storeys. Mention is made of some protected vistas as provided for by the Mayor's London Views Management Framework (LVMF), but are there implications for other views set out in the LVMF or for the Greenwich World Heritage Site?</p> <p>Section 5.4.4 Places Energy and water Option B proposes to provide infrastructure to enable SELCHP to provide heat for new</p>	We are taking forward Option B as our preferred option. Building Heights- We are in consultation with English Heritage who is providing guidance on viewing corridors. Energy - we are preparing our evidence base to provide further assessment of energy requirements for the level of growth proposed. This includes the preparation of an energy study to look at the most effective way of using local energy networks and SELCHP.

				developments in the core area. Why does this option not apply to the AAP area as a whole? Also, have you entered into discussions with key infrastructure providers, including appropriate utilities companies, to determine whether this is a realistic and achievable option?	
<b>226</b>	GOL - Alison Fairhurst	Government Office for London	Shopping	Section 5.1.1 Shopping: A Genuine Town Centre and local facilities Option B proposes the demolition or remodelling of the existing shopping centre to substantially increase the retail floor space. Have you started working with key stakeholders, including landowners, to determine whether this is a realistic option? Furthermore, it goes on to say that this option could only be delivered if significant improvements are made to the road layout of the area. Have you entered into discussions with transport for London to see if this is a viable and realistic option?	We are in discussions with key landowners in the town centre regarding the future of their sites. We are also exploring options to improve the road networks with both TfL and the London Borough of Lewisham.

227	GOL - Alison Fairhurst	Government Office for London	The vision and objectives	<p>Local distinctiveness</p> <p>The vision of the AAP is set out from paragraph 3.1 onwards. I would expect to see here greater local distinctiveness in terms of how projects/developments will achieve the aims of the AAP along with an indication of timescales and the quantum of development. This could also be said in relation to the objectives of the AAP. Given that this DPD is an AAP for a relatively small, focused area, it should be able to present a stronger vision and objectives. PPS12 Local Spatial Planning states that a DPD should include "an overall vision which sets out how the area and the places within it should develop".</p>	<p>Comments noted. The vision now includes a number of references that relate to local characteristics and distinctiveness of the area. An indication of timescales and the quantum of development proposed for the area are explained in section 5 of the preferred options report.</p>
228	GOL - Alison Fairhurst	Government Office for London	Transport	<p>Section 5.2.1 Transport The road network and car parking The two options propose various degrees of road improvements. Have you entered into discussions with Transport for London and other appropriate stakeholders to determine whether these are realistic and achievable options? What are the implications for taking forward this AAP should the proposed road improvements not go ahead during the lifetime of this plan? The Plan Making Manual says that "Flexibility is also about considering 'what if?' scenarios. This is useful if the strategy is heavily reliant on a specific type of infrastructure or a major site. The plan should address the issues that could arise if the chosen option cannot be delivered when required."</p> <p>Section 5.2.3 Transport Walking and Cycling Option B refers to the proposed</p>	<p>Noted. The council is exploring options to improve the local road network with TfL and Lewisham.</p> <p>The AAP will seek to set out a tariff policy to enable development to contribute towards the cost of undertaking the necessary improvements.</p> <p>The Sustrans Bridge is currently unfunded and subject to a high degree of uncertainty. While Southwark supports the bridge, the AAP is not reliant on the bridge being provided.</p>

				<p>Sustrans Bridge between Rotherhithe and Canary Wharf or the reopening of the pedestrian entrance to the Rotherhithe Tunnel. Have you entered into discussions with the relevant bodies to see if these options are achievable during the lifetime of the plan and are there any implications for the AAP should these not proceed?</p>	
<p><b>229</b></p>	<p>GOL - Alison Fairhurst</p>	<p>Government Office for London</p>	<p>what are the boundaries of the AAP?</p>	<p>You include in Section 2 a map of the AAP boundaries. In developing the issues within this document have you taken into account neighbouring areas outside of the AAP boundary and how they may impact upon it?</p>	<p>The plan area is focussed on the area where change will be the greatest. This core area includes development sites and areas such as the Surrey Quays shopping centre and Albion Street. To ensure that the impacts of development in the core area are addressed, the wider AAP area is also defined.</p>

230	H Jones	Baltic Quay Residents and Leaseholders	any other comments	<p>This CWAAP refers to housing and shops but very little for city workers who are moving to other areas. The area will never be (and should not be) canary wharf and building faceless Barretts Towers for key workers will not bring money to a ? mixed wealth area. The area needs restaurants and vibrancy - building flats and some shops does not bring vibrancy and vitality, the area will only change when the council listen to what the new wave of residents want in their area and it is not housing and a library, or a hotel. The area needs cleaning up and this will only happen by introducing wealth and encouraging city workers and such residents require restaurants (as in Canary Wharf) not library and poorly constructed flats.</p>	<p>We acknowledge that many people would like to see more places to eat and drink within the area. The Preferred Options paper sets out the preferred approach to encouraging investment to provide a wider range of shops and services and new cafes and restaurants, particularly within the town centre area. In addition, we acknowledge that the area needs new community and social infrastructure and one of our objectives is to create a wider mix of uses within the area, including new office and light industrial space, in order to help bring more vitality to the centre</p>
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231	H Jones	Baltic Quay Residents and Leaseholders	Community - Police	Again , more houses on the police station! We need police, not houses! The area is targeted by muggers already, more houses provides more opportunities to thieves, with no police in sight. Middle income owners are leaving the area, fed up of thefts, and lack of facilities.	Our preferred approach is to designate the existing police station so that police facilities should be retained on the current site unless appropriate replacement facilities can be provided elsewhere in the AAP area. Other allowable designated uses include residential, retail, business and community uses. Our preferred approach to community facilities overall is to locate local facilities together so that the services required by the community such as facilities for the police, are provided in accessible locations in a way in which different facilities can complement and support each other. We will only seek the provision of such facilities where there is a clear requirement and an identified body who will manage them on a viable basis.
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232	H Jones	Baltic Quay Residents and Leaseholders	Homes	Canada Water area does NOT need new homes, more homes. You are destroying the area with new homes in faceless blocks. Let us have some restaurants now.... the council instead, allowed developers to build flats on Dockside land at Canada Water which was ripe for lower-rise restaurants and bars adjacent to the station and basin	We need to meet the housing needs of people who currently live in Southwark, and we need to facilitate building new homes to ensure we meet our Government housing target. We will seek to ensure high quality homes are delivered in a range of tenures and sizes, and particularly larger homes suitable for families are provided. Our preferred approach sets out we would like to encourage investment to provide a wider range of shops and services, as well as places to eat, drink and relax. We will use development opportunities to expand the choice that is available in the Core Area. Smaller shops, cafes and restaurants will be permitted in the wider AAP area
233	H Jones	Baltic Quay Residents and Leaseholders	Leisure - Tourism	A new hotel is NOT required but the Boat Yard is! The Hilton Hotel is rarely 100% capacity and there are numerous hotels at Canary Wharf, the city and Greenwich. Tourist have no reason to stay at a hotel in surrey quays BUT visiting boats and Thames clipper boat service NEED the Boat yard. If the council renovate the sailing clubs and actually promise it, there is no need to change the existing dock community and a hotel would be a disaster. You would lose a fantastic community and area to a cold faceless hotel with empty hotel bar/restaurant	A boatyard would be retained at St George's Wharf. This would continue to be used for the repair, storage and construction of boats. The site however is underused and could also accommodate other facilities that would help bring more life to the area.

234	H Jones	Baltic Quay Residents and Leaseholders	Places - Building Heights	<p>Canada Water/Rotherhithe/Surrey Quays is predominantly low rise to protect visitors from Greenwich &amp; tower bridge and to retain the community environment and clean air. Tall building (over 5 storeys) result in loss of light, more people/density and pollution and thus a poor quality of life for those in surrounding areas. The dock landscapes are special because they are NOT built-up and NOT polluted and NOT noisy and have a feeling of space and NOT being enclosed</p>	<p>We are taking forward Option B as our preferred option. Section 3 of the Preferred Options report sets out the proposed approach to tall buildings within the AAP area. We are encouraging a range of building heights in the core area to create a more interesting townscape. We have set out design principles to guide new development to ensure new development achieves high design and environmental standards. We have acknowledged that the design and height of new buildings will need to respect the lower-rise character of surrounding areas, and it is important to ensure that tall buildings are not overbearing on the docks or parks.</p>
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235	H Jones	Baltic Quay Residents and Leaseholders	Shopping	<p>There is not further requirements for new homes. There is a surplus of property but a lack of infrastructure. There are no restaurants, bars, doctors availability etc. Demolishing the shopping centre would lead to years with even less facilities and the communities area needs (middle income who will spend) will move to areas with existing facilities (canary wharf/greenwich)</p>	<p>The preferred option for shopping is option B. We would like to improve Canada Water town centre by working with landowners to improve and expand shopping floorspace, provide a wider range of shops and services, as well as places to eat, drink and relax.</p> <p>Over the coming years the Canada Water area will face strong competition from neighbouring centres and the shopping facilities at Canada Water will require investment in order to maintain and improve them. There is a risk that small scale improvements to the shopping centre and its appearance will be unlikely over the longer term to provide the boost that the centre needs.</p> <p>The area is designated as an area for intensification in the London Plan with capacity to provide over 2000 homes and new jobs. We are currently undertaking a capacity study in the area to help establish how many new homes could be built. We will set out the total number in the draft AAP.</p>
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236	H Jones	Baltic Quay Residents and Leaseholders	Transport	Lower Road was fine until a bus lane was introduced! Making car-free zones will take people away from the area. Car clubs exist already, but building developments without sufficient parking is simply naive. Residents have cars for many reasons and they will merely park on roads if flat blocks have no parking.	Car free developments would only affect new residents moving into new developments rather than residents in existing blocks. It may be necessary to enlarge the controlled parking zone into surrounding streets to prevent parking generated by new development from over spilling into surrounding streets.
237	Haines		any other comments	Instead of knocking down estates to build new roads why not do a flyover from Neptune St to Jamaica Rd over the roundabout. This will ease congestion at the round about and ease access to round town. Without knocking down our homes.	We are looking into how the existing road network can be improved within the area. It is recognised that understanding the impact of development on the road network is crucial in contributing to the success of the plan, and we are using a multi-modal traffic model to undertake a full assessment of potential impacts. We will secure funding for improvements to the road network through S106 contributions and through allocating resources in our Local Implementation Plan. It is unlikely however that a new flyover would be affordable. It would also be visually very intrusive and would make it harder to mover around the area as a pedestrian or cyclist.

238	Ian Meredith		any other comments	<p>I would not want tall building(s) higher than the existing Canada Towers.  Provision should be made to keep Decathlon somewhere on the peninsula.  More quality cafes &amp; restaurants are needed in the area.  There should be better pedestrian links to the Lower Road shops.  I would prefer a new square to a new high street.  Canada Water shopping centre should be completely redeveloped into a two-tier mall with a range of high street and local shops to minimise the need for local people to travel to other shopping centres and to attract business to the area.</p>	<p>Comments noted. It has been recognised that the Canada Water area currently does not fulfil its potential. There are many opportunities to build upon some of the area's key strengths. The substantial amounts of surface car parking, the out-of-town style shopping centre and entertainment facilities and the vacant sites around the tube station currently do not promote a vibrant town centre. We are seeking to improve the area through encouraging investment, which will create new affordable and family homes, more effective community services, new places to work, improved shopping and leisure facilities, transport improvements, improved schools and improved public spaces. Part of our preferred approach is to encourage a range of building heights in the core area to create a more interesting townscape. We have set out design principles to guide new development to ensure new development achieves high design and environmental standards. We have acknowledged that the design and height of new buildings will need to respect the lower-rise character of surrounding areas, and it is important to ensure that tall buildings are not overbearing on the docks or parks.</p>
239	Ian Meredith		Community - Faith Premises	<p>(FAITH PREMISES OPTION B) I would like the youth club to remain in Odessa Street but would like to see more facilities made available for structured youth activities.</p>	<p>Noted. Over the longer term however, it may be more effective to combine the youth facilities with those on the Docklands Settlement site. This would mean that Odessa Street youth club would be surplus to requirements.</p>

<b>240</b>	Ian Meredith		Leisure - Tourism	(TOURISM OPTION A)Any new hotel should be sited as near to public transport links as possible	Agreed. The preferred option allows for the provision of new hotels, in the town centre close to public transport.
<b>241</b>	Ian Meredith		Places - Energy and water	(ENERGY AND WATER OPTION B)I agree with a local heat network but I believe that further study is required to determine the most sustainable source of heat. Any power generated by CHP should be fed to grid as the local distribution network is adequate.	Comments noted. We have commissioned an energy study. The results of which will be available at the next stage of consultation on the AAP.
<b>242</b>	Ian Meredith		Transport	(THE ROAD NETWORK AND CAR PARKING OPTION B)I do not want to see an increase in road traffic on the peninsula - one of it's attractions is the relative quiet of the area which is due to the lack of traffic noise.	Noted. The council will test the impact of development on the road network to address negative impacts on congestion.
<b>243</b>	Ioannis	Sutton & Merton PCT	Homes	Many, but i do not know the exact names. Basically most of the council estates need to be either redeveloped or demolished	We are preparing a regeneration and housing investment strategy for our estates which includes consideration of issues such as the condition of homes and the capacity to increase the number of homes on the site. We have considered all the estates in the AAP area and we have identified our current priorities i.e. to refurbish John Kennedy House and the low rise accommodation on Hawkstone Estate

<b>244</b>	Ioannis	Sutton & Merton PCT	Leisure - Tourism	No need to build a new hotel in the area.	Although there is a hotel in the AAP area (the Hilton) and a youth hostel, there is scope to provide new facilities. A study published by the GLA in 2006 estimated that Southwark needs to provide an additional 2,500 hotel beds by 2026 to meet growing needs in south London. The preferred option allows for the provision of new hotels, at the South Dock Marina and in the town centre close to public transport.
<b>245</b>	Ioannis	Sutton & Merton PCT	Transport - Public Transport	Work with TfL to increase the frequency of existing buses during rush hour. The Canada Water- London Bridge service is unreliable.  Built a foot tunnel similar to the Greenwich one between Rotherhithe and Canary Wharf.	Noted. The council will continue to discuss the potential for new bus services with TfL.

246	J. H. Taylor		any other comments	<p>CWAAP - Q9:  We are being asked to choose between two options. But we need to query some of the assumptions. The statement that less development equals less community benefit is a statement of the obvious. The question is: what needs to future development supposed to address , and whose needs are we talking about? In other words, who benefits from the development?  Surely an development should address the needs and preferences of the immediate community, in the first place, and benefit local people, on off the peninsula. By comparison the desire to draw in shoppers from further afield by greatly expanding retail provision, or making the peninsula a "great leisure destination" for outsiders - these are not need at all.  The argument is that more ambitious development - i.e. a lot more shops and homes - is needed to fund (for example) substantial improvements to the road system. The consultation document contains absolutely no figures as to additional shoppers, additional residents or the number of new homes. So it might be that option B would generate enough money to sort out the gyratory - but might well also generate more traffic so that road congestion is not better. In any case option B says nothing about addressing the bottleneck at the Rotherhithe tunnel roundabout.  Similarly with public transport. The extended East London line will open in 2010. The Jubilee line will have its capacity increased</p>	<p>Comments noted. In order to deliver the vision for Canada Water and to implement the AAP, we will work in partnership with a range of public, private and voluntary sector organisations. Development is progressing on a number of sites, and there are already several planning applications in preparation for several of the key sites within the Core Area, and we will continue to work with these developers to enable development to occur. We chair a local Landowner's Forum which enables key landowners to share and disseminate information and proposals. We will seek to secure funding to implement strategic infrastructure proposals through S106 planning obligations or through a tariff scheme. We also have been undertaking research to ensure that our proposed policies will be able to be delivered. A Retail Capacity Study has assessed the potential for further retail growth around the borough and at Canada Water. An Employment Study has also been carried out to assess business uses. It is recognised that the impact of development on the road network is crucial in contributing to the success of the plan, and we are using a multi-modal traffic model to undertake a full assessment of potential impacts. We are also progressing energy and utilities infrastructure studies. We will have costs for the physical infrastructure required to implement the plan when we publish the draft AAP. Financial viability is also being assessed to ensure that the value generated by development will support costs associated with the</p>
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				<p>by 33% by 2012. But these improvements could also be negated by overdevelopment at Canada Water.</p> <p>In the absence of figures the alternative options are too schematic to make a proper choice. There is also a certain unexplained loading of the argument in favour of option B. Why would housing under option A be mainly social housing as against a mix of tenures under option B? Why would option B allow more family homes of 3-bedrooms + to be built than under option A. It is not clear. In this connection the document says boldly that under option B the shopping centre would be demolished or remodelled. How the Council would effect this is not explained: they don't own it and haven't got the mega - millions to acquire it.</p> <p>To conclude: in promoting option B as a possibility the Council has started from the wrong end in a way. The planners should add up, cost and try to rank local people's priorities first, and then decide how much development is required to finance them, taking in to account road and transport capacity and the strongly expressed local preference for developments that is low, clean and green.</p>	implementation of supporting infrastructure.
247	J. H. Taylor		Homes	<p>I would support redevelopment on the Hawkstone etc to facilitate further improvements. But cannot see why option A &amp; B are alternatives. I want to see development on both sites too.</p>	<p>Our preferred approach for the Hawkstone Estate is to refurbish John Kennedy House and the low rise blocks. Refurbishing the low-rise accommodation and John Kennedy House is a more financially viable option.</p>

<b>248</b>	J. H. Taylor		Homes - Bedroom Mix	why not 25% family sized homes under option A?	At the issues and options stage, we needed to present possible options for growth and refine the options through consultation and through an emerging evidence base to determine the most appropriate approach to facilitate growth for the area
<b>249</b>	J. H. Taylor		Leisure - Tourism	I am opposed to a new hotel. It will generate work traffic and wont ? local people. On the other hand visitors facilities around South dock area is a good idea - not so much attract tourist as to local people walking the Thames path. I understand a new swimming pool is already in prospect as part of current developments	Although there is a hotel in the AAP area (the Hilton) and a youth hostel, there is scope to provide new facilities. A study published by the GLA in 2006 estimated that Southwark needs to provide an additional 2,500 hotel beds by 2026 to meet growing needs in south London. A hotel could provide a restaurant/ bars/ cafes for local people. It can also help generate footfall at the Docks generating more life in the streets.
<b>250</b>	J. H. Taylor		Places - Energy and water	I don't see why efficient water cannot apply to option A. I would want to add that	We are taking forward Option B as the preferred option. The draft Core Strategy sets out the proposed spatial policy for environmental standards in new development. The AAP will need to be in conformity with the Core Strategy

251	J. H. Taylor		Shopping - Albion Street	<p>I want a pick'n'mix combining the 4 elements: use dev opportunities eg Rotherhithe library to help regenerate street, make small scale street imp, protect the existing parade of shops and redevelop Albion primary school. Albion street at the shopping end is in a bad way and needs major input if it is to improve.</p>	<p>Our preferred options for Albion Street is option B which includes exploring the potential to establish a market, possibly with a Scandinavian theme, Improving the appearance of shops fronts and working with TfL to secure funding for streetscape improvements and continuing to explore the potential to reconfigure Albion Street Primary School providing a mixed use scheme (including residential units).The shopping parade on Albion Street is a “protected shopping frontage” in the Southwark Plan. Our preferred option in the Core Strategy and the Canada Water AAP is to maintain this status. We will continue to consult with local people and stakeholders to explore the vision for the street and this will inform the final proposals we set out in the draft AAP</p>
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252	J. H. Taylor		The vision and objectives	The Rotherhithe peninsula already has a fine network of parks and docks giving both residents and visitors. Signage could certainly be improved but with the peninsula there's no problem with accessibility. The AAP should concentrate on upgrading connections in and around Canada Water and delete the promotional hype about making Rotherhithe's "a fantastic destination"	Comments noted. Our preferred option would provide high quality public open spaces (indicative plans are contained within the preferred options report). Careful consideration will be given to providing safe, direct and attractive pedestrian and cycle routes to connect open spaces and help link up open spaces in the network surrounding the core area. We will make improvements to existing open space to meet additional demand placed on these spaces by the increasing numbers of people living and working in the area. The vision now contains reference to an "attractive destination" in place of " fantastic designation."
253	jamieavery		Homes - Bedroom Mix	Aren't they the same?	At the issues and options stage, we needed to present possible options for growth and refine the options through consultation and through an emerging evidence base to determine the most appropriate approach to facilitate growth for the area. Our preferred approach is to ensure that at least 30% of new homes have 3 or more bedrooms. This reflects our vision for the area to ensure that the area remains attractive for families.

254	jamieavery		Shopping	I don't understand why the choice is just homes or shops and the ideal situation will be a combination of both. There is a need for more housing and preservation of the few independent shops on the peninsula, but there is also need for substantial remodelling of the shopping centre.	Our preferred option for both shopping and homes is option B. An increase in housing and the development of the shopping centre is consistent with option B. In the wider AAP area we will use development opportunities to provide more facilities for day to day convenience shopping, provided they small scale. The shopping parades on Albion Street and Lower Road are "protected shopping frontages" in the Southwark Plan. Our preferred option in the Core Strategy and the Canada Water AAP is to maintain this status which will help preserve some of the independent shops on the peninsula.
255	jamieavery		Shopping - Albion Street	Again both options shouldn't be seen as exclusive, however the need in this area is protection of the shops and businesses	Our preferred options for Albion Street is option B which includes Improving access from the town centre and from St Mary's conservation area, reinforcing the viability of the shopping parade by restricting the number of hot food takeaways, exploring the potential to establish a market, possibly with a Scandinavian theme, Improving the appearance of shops fronts and working with TfL to secure funding for streetscape improvements and continuing to explore the potential to reconfigure Albion Street Primary School providing a mixed use scheme.

256	Jeff Nicholls		Leisure	<p>Re section 5, page 37: "Existing residential berth-holders in South Dock would be relocated to Greenland Dock..."</p> <p>Widely referred to as the "Greenland Ghetto" scheme and first put to berth holders at a public meeting in February 2005. Southwark subsequently spent a large sum of money on a MORI survey of all berth holders in 2006. The result was crystal clear:</p> <p>Strongly support 6% Tend to support 12% Neither support nor oppose 18% Tend to oppose 14% Strongly oppose 47% Don't know/no answer 4%</p> <p>The fact that this has reappeared four years on suggests that the earlier consultation was mere box-ticking, which in turn suggests maladministration.</p> <p>The Greenland Ghetto was comprehensively rejected by berth holders for several reasons, all of which are as valid now as they were in 2005/6:</p> <p>1. Greenland Dock is unsuitable for small boats on finger pontoons because in a strong westerly wind it becomes very choppy, especially at the eastern end where the boats are located. That is why the vast majority of boats currently in this dock are large boats and the smaller boats are in South Dock. The LDDC experimented with</p>	<p>The preferred option will be to regularise existing lease and for leaseholders to remain in the South Dock. In addition to this development would occur on the boatyard site and would provide an opportunity to provide facilities for both local people and visitors and would also enable the council to fund much needed improvements to the docks and the amenities for berth holders.</p>
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				<p>putting finger pontoons in Greenland Dock in 1995/6 but the experiment was abandoned within a few months.</p> <p>2. There is insufficient room in Greenland Dock for all the residential boats unless the marina is extended into that part of the dock currently used by the sailing centre. This, of course, might explain clauses in the new marina terms and conditions that could be used to facilitate a cull.</p> <p>3. The reason that South Dock Marina works so well at the moment is precisely because of the mix of residential and non-residential boats. This benefits both: the residential boats have space, whilst the non-residential boats have the security that comes with there being people around. This plan would destroy a fragile balance.</p> <p>4. History has demonstrated that forcing communities into ghettos is a very bad idea...</p> <p>For all of the above reasons I wish to register my opposition to this part of the CWAAP.</p>	
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257	Jeremy Leach	Southwark Living Streets	Shopping	<p>The town centre is at present appalling. I live reasonably close to the peninsula but never consider going there. The reasons are two fold.</p> <p>Firstly it is impossible to get to except by car. There are too many large hurdles to overcome such as Lower Road and Jamaica Rd to over come if I want to come by bicycle. These are horrible roads to consider overcoming in order to get to the area.</p> <p>The second issue is the shopping centre once you get there. It is full of large soulless sheds just like the Old Kent Road which give no feeling for being a town centre. (Except in America)places are not places if they are designed in this way. They are simply locations where people drive to and drive out of again. Goodness knows how much space is taken up by car parking. If you removed those and built housing on them alone you would probably have all the money you need to regenerate the area.</p> <p>The final thing is just how as a Southwark Resident I feel cheated from my lack of access to this area. I really want to have simple access to the river and the amenities that go with it and the nature of this remarkable and historic area. I only found Stave Hill a couple of months ago. I had lived in Southwark off and on for 30 years and never knew it was there. I want to be able to get to the peninsula but I do not want to drive there. As well as creating a better town</p>	<p>Noted. The preferred option for shopping is option B. We would like to improve Canada Water town centre by working with landowners to improve and expand shopping floorspace, provide a wider range of shops and services, as well as places to eat, drink and relax. Regarding comments relating to transport we are aiming to make sure that the area is highly accessible, particularly by sustainable types of transport, such as walking cycling and public transport and to reduce the impact of new development on the road network.</p>
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				<p>centre, you need to think about the routes into and out of the area and how they can be made direct and attractive for modes of transport other than cars alone.</p>	
258	Jill		<p>any other comments</p>	<p>I am deeply concerned about the whole consultation process. My main interest is the area of sports. It seems that you are planning to spend a large sum of money, but have you consulted the people who actually use the facilities now? The Water Sports centre is being rebuilt as a result of a less than 5% response rate, of which less than 3% are members. If you replace 7 Islands, will this be done on the same basis? And what about the athletics centre? How have you decided on the best use of the space?</p> <p>I know many residents who are annual members of these facilities, and have not been canvassed as a part of the consultation process. It is useless to send out thousands of questionnaires when many of those will be</p>	<p>An objective of the AAP is to improve leisure facilities to provide benefits to both existing and future residents. The area will experience population growth over the period of the AAP and one of our objectives is to make the area known for its excellent leisure facilities. Our preferred approach is to propose refurbishment of the Seven Islands Leisure centre and support improvements to all sports facilities. We strive to consult as widely as possible to ensure that views all sections of the community and we will ensure we canvas those people who are directly affected by any proposed refurbishment or redevelopment proposals.</p>

				<p>given to people who will never use any sports facilities and have no interest or knowledge. The starting point should be existing members. Staff will also have a useful input to make.</p>	
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259	Jill		Community - Business	<p>Once again, this is too vague to make an informed decision.</p> <ol style="list-style-type: none"> <li>1. What sort of goods can be produced locally, apart from newspapers? Most shops use central suppliers, I don't see what the council can do about that.</li> <li>2. Training and jobs for local people sounds great, but what does it mean really? At the end of the day, companies will employ the best person for the job, irrespective of their post code.</li> <li>3. You can provide office space, but you cannot make businesses move in.</li> </ol>	<p>Businesses around the City and Canary Wharf have a range of requirements which require servicing, including, design, printing, education/training, catering, financial advice, real estate advice, accountancy etc.</p> <p>Southwark successfully operates a workplace coordinator scheme which developers are required to sign up to. Sites are given targets for the training and employment of local people. This works particularly well for construction type jobs, but it also useful in other sectors including catering, retail and office work.</p> <p>We have recently undertaken an employment land review which suggests that there is a demand for business space for small and medium sized enterprises which is not being met by the current stock of business space.</p>
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260	Jill		Community - Childrens Services	<p>1. Why are schools being potentially built on existing playing fields? This seems all wrong to me.</p> <p>2. Rotherhithe primary school is on quite a small site. Presumably you will have to build a tower block to accommodate a new school?</p> <p>3. Shouldn't an Industrial estate be put to industrial use? Sounds ideal for business buildings.</p>	<p>Comments noted. St Paul's playing field is no longer considered as a site for the provision of educational facilities. Our preferred approach is to work with partners and school governors to provide a new education campus on the existing site of Rotherhithe Primary school. The Quebec Way Industrial Estate is proposed to be designated for residential led mixed use development with some business use retained as part of a business cluster.</p>
261	Jill		Community - Faith Premises	<p>I think both A and B seem to be saying the same thing, just using different words. As I am over 18, and C of E, I will not use any of these.</p>	<p>Noted.</p>
262	Jill		Community - Health	<p>why is this part of the Canada Water process. The two have no connection, surely? It is not up to the residents as to whether we get new health facilities, is it? That is a council decision, based on population needs.</p>	<p>Our preferred approach is to work with the primary care trust (PCT) to meet the needs generated by the increased population in the area by providing new health facilities in the core area.</p>

263	Jill		Community - Police	I'd like to see the police station kept as a police station. That is the best use for it.	Our preferred approach is to designate the existing police station so that police facilities should be retained on the current site unless appropriate replacement facilities can be provided elsewhere in the AAP area. Other allowable designated uses include residential, retail, business and community uses. Our preferred approach to community facilities overall is to locate local facilities together so that the services required by the community such as facilities for the police, are provided in accessible locations in a way in which different facilities can complement and support each other. We will only seek the provision of such facilities where there is a clear requirement and an identified body who will manage them on a viable basis.
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264	Jill		Homes	<p>I don't see what this has to do with the Canada Water scheme. This is a separate issue, surely? If estates are going to be demolished, where will tenants be relocated to? And what will you do with that relocation accommodation afterwards? Personally, I think council accommodation should be integrated with private, so there are no separate estates. Other than that, I have no opinion on the matter, other than Southwark does seem to have an awful lot of ugly council estates.</p>	<p>In 2005 a masterplan was prepared for a part of the town centre to guide new development and work on the council-owned sites in the masterplan area has been progressing. The AAP will set out the vision and objectives for growth and future development of Canada Water and will set out policies to achieve this. The purpose of the AAP will guide the second phase of regeneration and build upon the work already undertaken in preparing the Southwark Plan and also the supplementary planning guidance for Canada Water. Our preferred approach for the Hawkstone Estate is to refurbish John Kennedy House and the low rise blocks. Refurbishing the low-rise accommodation and John Kennedy House is a more financially viable option.</p>
265	Jill		Homes - Affordable Housing	<p>I think 50% affordable sounds way too high, given that we already have a huge amount of council property in Southwark. You need to attract some high earners to the area, and new business and shops will surely follow. To do that, you need attractive housing.</p>	<p>Our preferred approach is for the provision of 35% affordable housing to be required and within this 70% social rented and the remainder as intermediate housing within the Canada Water area. The level of provision is intended to help rebalance the area, as there are already a high proportion of homes that are affordable.</p>

<b>266</b>	Jill		Homes - Bedroom Mix	<p>Er - I think you want us to vote for family homes!</p> <p>I think you should make sure that there is a substantial proportion of "permanent homes" where people will settle for the next 20 years and raise families. Far too many developments are one and two bedroom flats with no gardens.</p>	<p>Our preferred approach is to ensure that at least 30% of new homes have 3 or more bedrooms. This reflects our vision for the area to ensure that the area remains attractive for families. It will also complement the investment we are making in schools, leisure facilities and open space. The AAP will seek to provide the framework to create a more cohesive area, with a range of uses, which will help make Rotherhithe a desirable place to live, particularly for families.</p>
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267	Jill		Leisure	<p>It is this item that annoys me the most about the whole process. All the way through this document, the council has gone out of its way to make Option B sound much more attractive than Option A.</p> <ol style="list-style-type: none"> <li>1. My objection to Option B is that you mention "new facilities", but have no specific site reserved.</li> <li>2. Seven Islands is in a perfect position - on a main road, and 2 minutes walk from the tube and bus station.</li> <li>3. Why is money available for a new centre, but not for refurbishment? There is £10m for sports facilities, yet none of it has been earmarked for repairs to existing buildings.</li> <li>4. As a regular pool user, I note that the ladies' changing room is grubby, and the whole building needs cosmetic attention.</li> </ol> <p>Otherwise, it has a large pool and good gym, conveniently situated close to public transport. What more do you need?</p>	<p>The Preferred Option, Option A, will ensure the refurbishment of the Seven Islands Leisure Centre including the swimming pool as well as a gym and sports hall. It will be retained on the current site.</p>
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268	Jill		Leisure - Tourism	Why would tourists want to come to South Dock Marina? It is a residential area, full of houses. Why on earth would tourists want to go there?	There are many tourism uses in the AAP area including the Brunel Museum, the Pumphouse Museum, Southwark Park Gallery, Surrey Docks farm, the Thames Path, and South Dock Marina and Greenland Dock. We would like to strengthen the areas attraction for tourists and improve the choice of activates on offer for local people. The docks provide a great opportunity for leisure and tourism related activities and the preferred option would help them meet their potential. With the redevelopment of the area it will also provide more facilities for tourist and residents alike including shopping facilities, such as a convenience store or chandlers, a cafe/restaurant and possibly a small hotel.
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269	Jill		Places - Building Heights	<p>Sorry, can't get excited about either of these. Developers will want to get maximum return for the smallest outlay. This means squeezing in as much as possible into the available site. I don't want huge tower blocks, but I can't visualize the difference between 10 and 15 storey buildings. How high is the Water Gardens? No higher than that, please. And put in some communal gardens.</p>	<p>We are taking forward Option B as our preferred option. Section 3 of the Preferred Options report sets out the proposed approach to tall buildings within the AAP area. We are encouraging a range of building heights in the core area to create a more interesting townscape. We have set out design principles to guide new development to ensure new development achieves high design and environmental standards. We have acknowledged that the design and height of new buildings will need to respect the lower-rise character of surrounding areas, and it is important to ensure that tall buildings are not overbearing on the docks or parks.</p>
270	Jill		Places - Energy and water	<p>Why are you asking us to vote on this? Surely all new developments should be encouraged to be ecologically sound, and councils should be enforcing this. Asking us to vote for one or the other is taking this consultation process too far. My only comment is that in order to reduce water run off, try insisting that people keep a significant proportion of their gardens uncovered with concrete or tarmac. And make sure new builds do the same.</p>	<p>Comments noted</p>

271	Jill		Places - Network of open spaces	<p>Yet again, the options make no sense. You are already refurbishing Southwark park sports, so why is it included? What do you mean by "improvements"? This is far too vague to make any informed decision. If you mean planting more hedges, or trying to attract wildlife, I agree. If you mean putting in more foot paths and pelican crossings, I definitely disagree. Your choices are too broad and too unspecific. Big thumbs down to the wording of all this.</p>	<p>We are taking forward Option B as the preferred option. Section 3 sets out our proposed approach to open spaces and we have included maps in the PO report to visually represent broad improvements for the area. Smaller improvements will be secured through S106 funding from development proposals. Detailed landscaping plans will be required as part of development proposals. We have included reference to the improvement of the sports centre in Southwark Park in order to set out that progress is already being made to support improvements to sports facilities in the AAP area. We will also support improvements to other facilities in the AAP area.</p>
272	Jill		Shopping	<p>Option B sounds wonderful in theory, but Tesco will veto any other retailers who will provide competition. They have a perfect right to do this if they own the land. A department store could be seen as a direct competitor. The only thing Tesco might agree to is to have the centre open in the evenings, with perhaps some nice eating places to visit. However, this is entirely dependent on whether any businesses want to move in there, and if they can see a market for their products. Otherwise, you can increase the shopping space, but it could end up with pound shops, charity stores and estate agents (as if we need any more of those). I cannot see how you can possibly implement either of these plans if you do not</p>	<p>We would like to improve Canada Water town centre by working with landowners to improve and expand shopping floorspace, provide a wider range of shops and services, as well as places to eat, drink and relax. Over the coming years the Canada Water area will face strong competition from neighbouring centres and the shopping facilities at Canada Water will require investment in order to maintain and improve them. There is a risk that small scale improvements to the shopping centre and its appearance will be unlikely over the longer term to provide the boost that the centre needs.</p>

				own the land.	
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273	Jill		Shopping - Albion Street	<p>Albion Street is very run down, and this is entirely due to the building of the supermarket. I'd like to see the existing parade of shops protected, rather than knocked down and yet more housing estates built, but unless you can persuade the public to change their shopping habits, I am not sure what you can do. The only possibility is to try to attract specialist shops, or get a famous chef to open a restaurant there. You could try a street market, similar to the one at Borough, if the stall holders could be persuaded to come.</p>	<p>Our preferred options for Albion Street is option B which includes exploring the potential to establish a market, possibly with a Scandinavian theme, Improving the appearance of shops fronts and working with TfL to secure funding for streetscape improvements and continuing to explore the potential to reconfigure Albion Street Primary School providing a mixed use scheme (including residential units).The shopping parade on Albion Street is a “protected shopping frontage” in the Southwark Plan. Our preferred option in the Core Strategy and the Canada Water AAP is to maintain this status. We will continue to consult with local people and stakeholders to explore the vision for the street and this will inform the final proposals we set out in the draft AAP</p>
274	Jill		The vision and objectives	<p>The vision and objectives outline are far too vague. The Action Plan has a lot of words, but actually says nothing specific. It gives a misty vision of a wonderful Utopia, full of attractive buildings, vibrant shops, and lively restaurants. The reality will probably be a couple more shops (possibly) and vast new areas of housing estates built by private developers. I really wish the vision you have stated could become a reality, but there are too many conflicting parties involved. Unfortunately, as the shopping centre is built on land owned by Tesco, they will have the final say on when, if and how the land will be</p>	<p>We have refined the Vision in our Preferred Options report to include more detail in the vision for the area.</p> <p>Southwark is working with developers and landowners to regenerate the area. The AAP will be used to determine where investment is made and to decide planning applications. It will be an influential document, irrespective of whether Southwark own the land or not.</p>

				<p>developed. It is not clear to me how much of the land outlined in the area action plan is actually owned by the council. This would have been helpful to know, and if they don't own it, then the consultation is pointless.</p>	
275	Jill		Transport	<p>Disagree with things in both options.</p> <p>1. In Option A, you mention restricting car parking in new developments. However, people own cars; councils need to deal with that. Rather than restricting car parking, it should be included but kept unobtrusive. You can minimize the impact by insisting on underground car parks, or enough off road parking for new developments.</p> <p>2. Lower Rd is far too narrow to reintroduce 2 way traffic, and I cannot see what that would achieve at all. The only way to do this would be to remove the bus lane. And I don't see what difference it makes, whether the buildings are residential or businesses. This is a densely built area - short of compulsorily purchasing the existing buildings and widening the road, I can't see what you can do. You could try introducing car free days in the area (I don't own a car, so fine by me!)</p>	<p>1. The emphasis within our preferred option is to ensure that car parking is shared by town centre uses. Parking levels should be within London Plan maximum standards.</p> <p>The design policies in the AAP will specifically that parking should be provided within basements or structure car parks, providing these are wrapped by other uses and buildings.</p> <p>2. Reintroducing two-way traffic on Lower Road will potentially enable through-traffic to pass through the area more efficiently. We are continuing to test this option to ensure it will have benefits.</p>

276	Jill		Transport - Public Transport	<p>1. Why should the type of regeneration influence your work with TfL? Once again, why should so-called mixed regeneration mean more buses?</p> <p>2. Unless the river routes charge the same as the tube and bus, it will be far too expensive to be useful to commuters. This is why I never use the ferry. The current cost of the river boat is £8 a day to Oyster card users - twice the cost of public transport.</p> <p>3. Existing buses seem pretty frequent to me; not sure how many more you could squeeze in.</p> <p>4. Need a bus from Rotherhithe to Canary Wharf, please reinstate the one through the Rotherhithe tunnel.</p>	<p>Noted. The council is in discussion with TfL and London River Services on improvements to river services.</p> <p>Development and transport are linked. If new homes and shops are to be built in the area, it is important that public transport and the road network have the capacity to absorb increased demand.</p> <p>The council will continue to discuss bus services with TfL. TfL are currently reluctant to reinstate the bus service to Canary Wharf due to the cost of providing this service.</p>
277	Jill		Transport - Walking and Cycling	<p>Again, why are the cycle routes restricted with Option A? Surely these are not linked to the type of regeneration, this makes no sense at all. And as a cyclist, I don't know what you mean by "improvements". Cycle routes are at the sides of roads; don't know how you can improve that. Fewer pot holes in the roads, perhaps? And I definitely do not want to see vast swathes of the parks and green spaces cut away and concreted over for cyclists. That is no improvement at all.</p>	<p>Noted.</p>

278	Joanna Zhang		any other comments	Yes, no more cheap stores, no more burger kings and Tesco, please build more school, leisure centres, competitive and good retailer etc. No more affordable houses that is cheap houses.	Our objective for the area is to create a mixed community through the provision of high quality homes with a range of tenure and sizes, particularly larger homes which are suitable for families. Affordable housing, social rented and intermediate will be provided as part of new developments. We are also seeking to create an improved town centre, which has a range of shops, restaurants, and community and leisure facilities within mixed use developments.
279	Joanna Zhang		Homes - Affordable Housing	Totally disagree to build more affordable, this new affordable housing is developing into a new council house scheme very soon if no control, Canada Water does not need any more council houses that already dragged whole areas down for many years. Affordable housing is a cheap housing, Canada Water does not need cheap houses.	Our preferred approach is to require 35% affordable housing and within this 70% social rented and the remainder as intermediate housing within the Canada Water area. The level of provision is intended to help rebalance the area, as there are already a high proportion of homes that are affordable. It is a government requirement to set out policies on the provision of affordable housing.

280	Joanna Zhang		Homes - Bedroom Mix	Both options need to build quality houses, not cheap council houses or affordable houses.	One of the AAP's objective is to provide high quality new homes with a range of tenure and sizes, particularly larger homes which are suitable for families. The Core Strategy PO also sets out the expectation for developments to achieve a high standard of design. The AAP will need to be in conformity with the Core Strategy and carry through the expectation for high quality designed new homes. We have adopted supplementary planning documents which set out design requirements to provide further guidance to our existing policies and these will be updated to reflect the new LDF.
281	Joanna Zhang		Leisure - Tourism	I don't see any points to promote Canada Water area into a tourism areas since it is not. Canada Water should be a resident areas as it is now, but needs increase living facilities in the areas, such as book shops, bars, and coffee shops.	There are many tourism uses in the AAP area including the Brunel Museum, the Pumphouse Museum, Southwark Park Gallery, Surrey Docks farm, the Thames Path and the Docks etc. We would like to strengthen the areas attraction for tourists and also improve the choice of activities on offer for local people.
282	Joanna Zhang		Places - Energy and water	Lack of information on both options on whether these two options benefits locals, it is far to general.	Comments noted. We are taking forward Option B as the preferred option. We have set out in our preferred options report more detail to our preferred approach to growth and expectations of new developments. We will seek to ensure that we work with landowners and the local community to transform Canada Water and provide long-term improvements.

283	Joanna Zhang		Shopping	<p>Regarding option A, Canada Water area is already residential areas, lots new homes built recent area, don't see any points building more, make it more populated and less green. Existing shops should be protect because they have had provide services to local residents since so far, council has not done anything that conveniently help local residents to do daily shopping easier except have a large TESCO store that make Canada water another typical TESCO village in the UK. We hate become TESCO victim, local residents need more supermarkets to have more choices.</p> <p>Regarding option B, I disagree demolish or remodel shopping centre. because it costs money, Council eventually will use taxpayers money to do so, that is unnecessary as existing shopping centre is ok, council needs to think about how to get more retails come in, or in another words, get better retailers. not Burger kings etc.</p>	<p>The preferred option for shopping is option B. Over the coming years the Canada Water area will face strong competition from neighbouring centres. There is a risk that small scale improvements (option A) to the shopping centre and its appearance will be unlikely over the longer term to provide the boost that the centre needs. We would like to improve Canada Water town centre by working with landowners to improve and expand shopping floorspace, provide a wider range of shops and services, as well as places to eat, drink and relax. The shopping centre is in private ownership and redevelopment would be financed by the private sector rather than the council.</p> <p>The shopping parades on Albion Street and Lower Road are "protected shopping frontages" in the Southwark Plan. Our preferred option in the Core Strategy and the Canada Water AAP is to maintain this status. In the wider AAP area we will use development opportunities to provide more facilities for day to day convenience shopping, provided they are small scale.</p>
284	Joanna Zhang		Shopping - Albion Street	I am not a residents in Albion street, I'd prefer to leave it to locals.	Noted.

<b>285</b>	Joanna Zhang		Transport	<p>Lower road planning needs to be revised. at the moment, bus lane has occupied one lane, this leaves only one lane to cars, since there are only two ways to central London, Rotherhithe tunnel capacity is limited, this will resulted council need to expand one more lane on lower road to enable traffic flow, especially traffic from Greenwich areas, otherwise, lower road will be congested as it is now, more congestion, more damage to environment as car start, stop every time, it creates more damage to our environment. Bus lane is good, but needs to be sensible designed, not everywhere.</p>	<p>The council is working with TfL to explore options to improve Lower Road. This includes reintroducing two-way traffic which will potentially enable through-traffic to pass through the area more efficiently. We are also considering signalling the roundabout at the entrance to the Rotherhithe tunnel to improve efficiency in the tunnel and enable emergency vehicles to enter more easily.</p>
<b>286</b>	Joanna Zhang		Transport - Public Transport	<p>Regardless A or B, both need to be sensible, council planning sometimes lack of common sense. If I have to choose, Option A is ok.</p>	<p>Noted.</p>
<b>287</b>	John O'Kelly		All issues	<p>I generally support Option B, the enhanced development / regeneration option, but with reservations and comments.</p>	<p>Comments Noted</p>
<b>288</b>	John O'Kelly		Leisure	<p>I am not in favour of the residential marina being located on Greenland Dock, unless there is multi-point access, including from both the north and south sides of the dock, beyond the lock piers.</p> <p>I support commercial activity at South Dock, provided that it is not exclusively focussed on the 'visitors marina', but also caters fully and properly for others - including casual tourists (Thames walkers, cyclists, etc) and for the local community. The boatyard building(s) should be an 'iconic' landmark, and distinctly</p>	<p>The preferred option will be to regularise existing lease and for leaseholders to remain in the South Dock. In addition to this development would occur on the boatyard site and would provide an opportunity to provide facilities for both local people and visitors and would also enable the council to fund much needed improvements to the docks and the amenities for berth holders.</p>

				maritime, historically-referenced, but not old-fashioned.	
<b>289</b>	John O'Kelly		Leisure	I believe that Leisure and Entertainment should be located closer to Canada Water station and the water itself, as part of a 'town centre' offer, and not separated-off to a remote site, as now. The existing "leisure park" should, I think, be redeveloped - mainly as residential, but with some commercial use.	The preferred option will support provision of new leisure and entertainment facilities of an appropriate scale in the town centre. In addition to this we will support provision of new cafes and restaurants of an appropriate scale through the redevelopment of the following sites: Site A, site B, the shopping centre and overflow car park, the Decathlon site and Surrey Quays Leisure Park.
<b>290</b>	John O'Kelly		Places	I am in favour of selective development of tower blocks, provided that their design is genuinely inspiring and exceptional. (By complete contrast with the appearance of 'the incredible hulk' - the hideous monstrosity that is the new library).	We are taking forward Option B as our preferred option. Section 3 of the Preferred Options report sets out the proposed approach to tall buildings within the AAP area. We are encouraging a range of building heights in the core area to create a more interesting townscape. We have set out design principles to guide new development to ensure new development achieves high design and environmental standards.

<b>291</b>	John O'Kelly		Places	I am strongly in favour of making best use of urban land, by developing residential and/or other uses above any typically low-rise uses. This would include developing above schools.	Comments noted. We are taking forward Option B as our preferred option. Section 3 of the Preferred Options report sets out the proposed approach to tall buildings within the AAP area. We are encouraging a range of building heights in the core area to create a more interesting townscape. We have set out design principles to guide new development to ensure new development achieves high design and environmental standards.
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292	John O'Kelly		Shopping	<p>St Mary's Church area needs not just 'protection' of commercial and community facilities, it needs enhancement and improvement policies, to promote a more lively environment, including active frontages. A better connection between the old village and Albion Street might also be explored.</p>	<p>Our preferred approach is to protect and strengthen arts, cultural and tourism facilities in the area through continuing to protect business and community uses in the strategic cultural area around St Mary's conservation area. Our preferred approach is consistent with the Core Strategy preferred options which protect arts, tourism and cultural uses in the strategic cultural areas, and promotes new activities in the right locations. The area around St Mary's Church has a number of arts, culture and tourism uses including, St Mary's Church itself, the Brunel Museum, the Mayflower Inn and Sands Film Studios and is designated as a strategic cultural area in the Core Strategy and Southwark Plan. Our preferred option for Albion Street includes Improving access to Albion Street from the town centre and from St Mary's conservation area. We would also undertake public realm improvements in the St. Mary's conservation area.</p>
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293	John O'Kelly		Shopping	<p>Any revision of the retail offer at Canada Water needs to be differentiated from others available within easy travelling distances. Beyond a critical mass of standard retailers, there should be one (or more ?) distinct 'USP(s)' for retail expansion. For example, in hand with the broad ambition for the peninsula to be family-friendly and a leisure and recreation area, there might be some de-emphasis from national multiple retail, and promotion of the independent / alternative / 'slow' / healthy / creative sectors - which might include more maker/sellers for goods of all types, and complementary services. Also, retail 'competition' issues should not be measured only against the borough's other retail areas, as might be implied from the main document, but also with Canary Wharf's retail offers and the West End, etc.</p>	<p>The preferred option for shopping is option B. We would like to improve Canada Water town centre by improving and expanding shopping floorspace, providing a wider range of shops and services, as well as places to eat, drink and relax. A range of shop unit sizes will be provided including small shops suitable for independent operators and a new department store. Our 2009 Retail Study found that most people do not shop for items like clothes, shoes, music and books in Southwark. Only about 16% of the expenditure available for these kinds of goods (comparison goods) is spent in the borough. Over the coming years, increases in population levels and disposable income will increase available expenditure. There is also scope for Southwark to "claw back" some of the expenditure which is currently spent outside the borough. These factors would enable Southwark to significantly expand shopping space in the borough. The study suggests that around 30,000sqm of new floorspace for comparison goods could be provided at Canada Water without harming neighbouring centres in Southwark, Tower Hamlets or Lewisham. We are currently undertaking feasibility studies which examine how much floorspace could be provided physically on the sites.</p>
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294	John O'Kelly		The vision and objectives	<p>There needs to be a focus on what's likely to be wanted by the area itself, well into the future - and perhaps not many of the general public will be thinking too far beyond immediate needs and issues. Increasing emphasis on more localised sub-urban living might, for example, call for more office and non-retail employment spaces than currently envisaged. The 'Vision' for the area needs to create flexible building blocks, in every sense, so that future changes can be engineered. [By contrast with the post-LDDC conversion of almost all non-residential uses around the peninsula to residential, from which it is almost impossible to change back].</p>	<p>Our vision and objectives for the area includes the objective to provide more local job opportunities. Further details are provided in the community section of the preferred options report. A number of site allocations to provide employment floor space are also proposed in the report to create employment opportunities. These sites include Mulberry business park and Quebec way industrial estate. Our preferred approach is to provide for all land uses within the AAP area for residential, employment, retail and community use. Development in the town centre will maximise opportunities to mix uses within blocks.</p>
295	John O'Kelly		Transport	<p>I am not supportive of two-way traffic on Lower Road - I can't see how this would improve anything. [One problem with the existing 'gyratory' is the lack of control at the junction of Rotherhithe New Road with Bush Road. Better lane demarcation, with yellow-box junctions and area-wide intelligent traffic light flow control would improve the bottlenecks].</p>	<p>Reintroducing two-way traffic on Lower Road will potentially enable through-traffic to pass through the area more efficiently. We are continuing to test this option to ensure it will have benefits.</p>

<b>296</b>	Jonathan Graham		any other comments	<p>Again I would just like to point out the concerns of myself, my neighbours and the users of Southwark park that believe the fish farm plot belongs to the park not Seven Islands Leisure centre. The fish farm is a rare example of wild natural habitat that in London needs to be nurtured and preserved not developed. The space should be used effectively by the park - not built on. Many people I have met are aware of documents proving the site belongs to the park not the council.</p> <p>Other than that the plans look very good and I look forward to their positive impact on the community. Please continue to keep up the good work and continue publicising the plans.</p>	Our preferred approach is to allocate the Fish Farm site as open space for community use.
<b>297</b>	Jonathan Graham		Homes	Again I have grave concerns with regards to any development on the fish farm plot. We don't want to have the valuable green space/trees built on; we do not want to lose our privacy, natural light or park vista.	Our preferred approach is to protect the Fish Farm as an open space. Part of the Fish Farm could possibly provide space for a new building for community use, but homes will not be built on the site.
<b>298</b>	Jonathan Graham		Homes - Affordable Housing	Again I have grave concerns with regards to any development on the fish farm plot. We don't want to have the valuable green space/trees built on; we do not want to lose our privacy, natural light or park vista.	Our preferred approach is to protect the Fish Farm site as open space, with an opportunity for the introduction of a community use.
<b>299</b>	Jonathan Graham		Homes - Bedroom Mix	Again I have grave concerns with regards to any development on the fish farm plot. We don't want to have the valuable green space/trees built on; we do not want to lose our privacy, natural light or park vista.	Our preferred approach is to protect the Fish Farm site as open space, with an opportunity for the introduction of a community use.

300	Jonathan Graham		Leisure	I have grave concerns regarding the refurbishment, development or selling of Seven Islands - in particular I am concerned with the Fish Farm plot being considered a part of the plans for Seven Islands. As I understand it this fish farm plot is owned by the park and is separate to the leisure centre so should not be considered together when discussing development plans. I would want some clarification on plans and ownership of the fish farm.	The Preferred Option, Option A, will ensure the refurbishment of the Seven Islands Leisure Centre including the swimming pool as well as a gym and sports hall. It will be retained on the current site. The Fish Farm will be retained as open space.
301	Jonathan Graham		Places - Building Heights	With reference to figure 9 - I have grave concerns regarding any development on the fish farm location. Firstly this site belongs to the park - not seven islands - and secondly would overlook our property and block light into our property. I am further concerned that these plans indicate the development would be higher than my property.	Comments noted. Our preferred approach is to protect the Fish Farm as an open space. Part of the Fish Farm could possibly provide space for a new building for community use, but homes will not be built on the site. The Seven Islands Leisure Centre will be refurbished.

302	Jonathan Woodhead		any other comments	Currently there is no `heart' to the Canada Water /Surrey Quays area. There is a very large population of people that could be tapped in to for further business and opportunities	We will seek to improve the Canada Water town centre, encouraging more investment into the area and to provide a wider range of shops and services. Our preferred approach to growth is for Canada Water to become a major town centre in our hierarchy of town centres throughout the borough. The approach will involve significantly expanding the shopping floorspace within the centre. Our overall objective is to create an accessible, distinctive town centre which is well connected into the surrounding street network, and has a range of shops, restaurants, and community and leisure facilities within mixed use developments.
303	Jonathan Woodhead		Leisure	(LEISURE AND ENTERTAINMENT OPTION B)There are no decent restaurants or pubs in Surrey Quays/Canada Water/ travel to shad Thames, Canary Wharf or Central London to eat out or drink	The preferred option will support provision of new leisure and entertainment facilities of an appropriate scale in the town centre. In addition to this we will support provision of new cafes and restaurants of an appropriate scale through the redevelopment of the following sites: Site A, site B, the shopping centre and overflow car park, the Decathlon site and Surrey Quays Leisure Park.

304	juliandphillips		Community - Childrens Services	<p>St Pauls field - too small, no outside space would be available and away from the tube</p> <p>Quebec industrial estate - more space and closer to the tube and shopping centre</p> <p>New Secondary school: St Pauls sports field is surely too small for a new school. There is no room for any outdoor space after its built. It should be closer to town centre.</p>	<p>Comments noted. Our preferred approach is to work with partners and school governors to provide a new education campus on the site of Rotherhithe Primary school. This would comprise either an "all-through" school or separate secondary school and primary schools. This is our preferred site as it is close to public transport links, is in council ownership and would contribute to the overall regeneration of the core area</p>
305	juliandphillips		Transport	<p>(THE ROAD NETWORK AND CAR PARKING OPTION B)All developments should have parking at a min a promote green travel plans and car clubs.</p> <p>Also: Make Lower Road around the shops bus &amp; pedestrian only with 2 way traffic on Rotherhithe Old road. This would bring in the independent shops on Lower Road in to the shopping Centre</p>	<p>Noted. Green travel plans, car clubs and other measure to promote sustainable types of transport will be required.</p> <p>The council's preferred approach is to continue to explore options to improve the road network with TfL. This includes reintroducing two-way traffic on Lower Road.</p>

306	Kam Hong Leung	Leisure		<p>We have a good size and well-used "Public Swimming Pool" at Seven Islands Leisure Centre, much bigger than that in Peckham Pulse. We have "Swimming Classes and Clubs" that regularly practise at Seven Islands which is also much used by our local school pupils and other individuals and groups. Much national pride has been earned by the British Olympic Team in Peking in 2008 which many people believe was largely caused by the provision of better public support and facilities. Furthermore, we should be encouraging people to exercise to help combat the national problem of obesity and to promote healthy living in general which a "Public Swimming Pool" can play an important role. I am very concerned that if the "People of Rotherhithe" is "robbed" of our "Public Swimming Pool" at Seven Islands without a suitable replacement in the same neighbourhood, the Rotherhithe Community will be poorer as a result.</p>	<p>The Preferred Option, Option A, will ensure the refurbishment of the Seven Islands Leisure Centre including the swimming pool as well as a gym and sports hall. It will be retained on the current site.</p>
307	Karen Date		The vision and objectives	<p>The area should be changed with more shops, restaurants. Also the ? of Tesco's should be ended as they are destroying the local community of shops</p>	<p>Noted. The preferred approach is to provide a variety of shops and restaurants in the core area.</p>

<b>308</b>	karenfelinehomer		what are the boundaries of the AAP?	The area including Westfield House is not clarified enough to know what is implied in the planning to this block of 21 flats.	There are currently no plans to redevelop Westfield House.
<b>309</b>	Kathryn Levene		any other comments	please see my letter attached.	Comments noted
<b>310</b>	Kathryn Levene		Community - Childrens Services	1. Playing fields should not be used for development	Comments noted. St Paul's playing field is no longer considered as a site for the provision of educational facilities. Our preferred approach is to work with partners and school governors to provide a new education campus on the existing site of Rotherhithe Primary school.

311	Kathryn Levene		Community - Police	2. Press for a proper police presence in the area to actually combat crime	<p>Our preferred approach is to designate the existing police station so that police facilities should be retained on the current site unless appropriate replacement facilities can be provided elsewhere in the AAP area. Other allowable designated uses include residential, retail, business and community uses. Our preferred approach to community facilities overall is to locate local facilities together so that the services required by the community such as facilities for the police, are provided in accessible locations in a way in which different facilities can complement and support each other. We will only seek the provision of such facilities where there is a clear requirement and an identified body who will manage them on a viable basis.</p>
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312	Kathryn Levene		Homes	<p>I have lived in this house since 1996. My house backs onto an area which is referred to as the "Fish Farm". I have never know this area to be used a s fish farm but it has been difficult to see what was actually been done there.. Up to a few years ago it appeared to be occupied by two gentlemen who appears to do little more than keep the area and the numerous buildings on the site clean and tidy. The area has access only from Southwark park. I was told that these gentlemen obtained ownership of the land by adverse possession but whether this was true i do not know A few years ago the council regained possession and used the land to store items from the park. Needless to say the area which was previously looked after has now become an overgrown dump.</p> <p>I was always given to understand that this land was part of Southwark Park and therefore part of the Public Open Space use. I have spoken to the parks Dept about this land on numerous occasions and quite recently when i was told there was no intention by the council to change the use,</p> <p>The land lies between the rear houses in Ann Moss Way and Gomm Rd. The present access is from Southwark Park about 4m wide. The site then widens and is very difficult to judge it is no more than about 25m or thereabouts. although now very neglected it is a pleasant outlook at the rear of the houses and contains many mature trees In my view the width of the site between the</p>	Our preferred approach is to protect the Fish Farm site as open space, with an opportunity for the introduction of a community use.
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				<p>two terraces is quite inadequate to be developed without adverse effect on the adjoining existing residential developments. At best it might form an amenity open space area were Seven Islands to be developed. I should be pleased if you would confirm that this is what is intended and it is not proposed to actually build on this land which is ancillary to public open space use.</p>	
313	Kathryn Levene		Homes - Affordable Housing	<p>option a preferred but 50% affordable is to high</p>	<p>Our preferred approach is to require 35% affordable housing and within this 70% social rented and the remainder as intermediate housing within the Canada Water area. The level of provision is intended to help rebalance the area, as there are already a high proportion of homes that are affordable.</p>

314	Kathryn Levene		How the option will be delivered - Viability and robustness	<p>While there are a few references to the current economic crisis in the paper i would suggest these have been added to a plan which was drafted well before the downturn developed. In my view is not just a matter of waiting for a year or so and everything will be back to the boom times again. Of course it is just speculation but it seems to me there is a very high possibility that the economy including the property market will suffer a complete reappraisal on a permanent basis.</p> <p>At para 6.3 of the paper it is stated that "it is critically important that the preferred options we select are financially viable" and that you will need to test options detailing costing. However, for the purposes of this consultation we are given no costing whatsoever.</p> <p>The paper is heavily slanted towards option B but the public is asked to support proposals which may be and, in the current economic climate, very likely to be quite unviable.</p> <p>It may be very difficult, if not impossible, in the current conditions to arrive at valuations for the various sites to be sold. we are told in the press that the developments now underway at Canada water are selling well. One wonders how many are sold to let and how many mortgages will turn out 2toxic2. It would be interesting to see how the Bermondsey spa development sells. The point i am making is that at the present time</p>	<p>We have considered all responses in the preparation of the preferred option for growth which is more aligned with Option B, with some elements from Option A. By the time we publish the draft AAP, the physical infrastructure, including road improvements, upgrades to walking and cycling routes and energy infrastructure needed to implement the plan will have been identified and costed. This will be set out within a delivery and implementation plan. We will work in partnership with a range of public, private and voluntary organisations in order to ensure what we are proposing is feasible and will be able to be delivered.</p>
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				<p>it seems you have no idea whether either option is financially viable. In my view this consultation is premature until you can say that what you propose can be funded.</p>	
<p><b>315</b></p>	<p>Kathryn Levene</p>		<p>Leisure</p>	<p>Please see my letter attached - The council should accept the obligation to maintain seven islands within its existing funding.</p>	<p>The Preferred Option, Option A, will ensure the refurbishment of the Seven Islands Leisure Centre including the swimming pool as well as a gym and sports hall. It will be retained on the current site.</p>

316	Kathryn Levene		Leisure	<p>The future of seven islands is left in a most uncertain position in your paper. At 5.3 it is stated that the council will do its best to keep it open but it would require substantial investment which the council cannot afford. However they can afford £2.3m for the water sports centre - i wonder how many people use the water sports centre compared to seven islands with its swimming pool and other facilities. There is little sign of the council trying to maintain seven islands. The pool has been closed for many months now. My young daughter does attend the gymnastics class there but we can no longer go swimming. what is the council going to do? Are they going to leave it until there is no option but to demolish with no provision made for a replacement in the area.</p> <p>It is stated that sale of the seven islands site would help to pay for a ne leisure centre but no indication is given of the shortfall or how it would be met and i cannot see that a site for a new centre is provided in your plans.</p> <p>It simply is not good enough for the council to say that it cannot afford to maintain the centre. I realise that it may not serve tourists but only local residents but do they not matter in your plans for the area now?</p> <p>I should be pleased to hear that the plans will be amended to provide for the council to accept the obligation to maintain seven islands in a proper condition so that it remains open at least until full funding is</p>	<p>The Preferred Option, Option A, will ensure the refurbishment of the Seven Islands Leisure Centre including the swimming pool as well as a gym and sports hall. It will be retained on the current site.</p>
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				available to build and open a new centre.	
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317	Kathryn Levene		Leisure - Tourism	The area doesn't need a hotel and the council should concentrate on the existing population rather than promote tourism that will increase the problems of the area.	Although there is a hotel in the AAP area (the Hilton) and a youth hostel, there is scope to provide new facilities which would benefit residents and tourists alike. A study published by the GLA in 2006 estimated that Southwark needs to provide an additional 2,500 hotel beds by 2026 to meet growing needs in south London. The preferred option allows for the provision of new hotels, at the South Dock Marina and the town centre close to public transport. This approach would compliment the preferred options in other parts of this report and the resolution of other issues including the aim to improve pedestrian and cycle links, enhance access to the docks and river and use development opportunities to provide or reinstate the Thames Path.
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318	Kathryn Levene		Shopping	(SHOPPING OPTION A)Please see my letter - to consider demolition of surrey quays is quite untenable.	The preferred option for shopping is option B. We would like to improve Canada Water town centre by working with landowners to improve and expand shopping floorspace, provide a wider range of shops and services, as well as places to eat, drink and relax. Regarding comments about parking in the town centre, our preferred approach is to use development opportunities to ensure that retail and leisure uses in the town centre share car parking as there is evidence that these car parks are underused. For example, surveys undertaken on the Decathlon site suggest that on Saturday during peak periods, around 65% of spaces are in use. During the weekday peak, this falls to 30%. On the Leisure Park site, recent surveys indicated that that during peak periods on Saturday evening around 54% of spaces were in use. This fell to 45% during the Friday peak.
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319	Kathryn Levene		Shopping	<p>A central point in the proposals under option B is the demolition or substantial remodelling of the surrey quays shopping centre. A picture is included at 3.1 showing your vision of the future which seems very much like the sort of open development dating from the 1960s many of which have been enclosed over the years to provide clean, warm and safe areas people actually want. It is suggested that one of two department stores might be attracted to this new development which it would seem would have a reduced amount of car parking. This is a bold proposal at a time when major retailers are going to the wall and all the latest's developments including department stores have been in enclosed malls with more than adequate parking. I think it was at Peckham that a ten storey car park was built and within weeks only a small part of the ground floor spaces were ever used because people were afraid to go into other floors or leave cars there. I cannot think an underground car park at surrey quays would be any different. Tesco have recently expanded their store and the centre seems to work reasonably well and it is well used by local people. This is a relatively new centre and i am astonished to see it suggested that it should be demolished to create a larger centre - but not one which will compete with the elephant or Peckham which i think do not - but not have any department store - in a form which harks back to 1960.</p> <p>It would be interesting to know if these proposals have been put to actual retailers</p>	<p>The preferred option for shopping is option B. We would like to improve Canada Water town centre by working with landowners to improve and expand shopping floorspace, provide a wider range of shops and services, as well as places to eat, drink and relax. Our preferred approach would include an open shopping environment as this will provide an opportunity to create a more distinctive environment, more mixed use areas and generate more life and vitality in the streets of the town centre. Regarding comments about parking in the town centre, our preferred approach is to use development opportunities to ensure that retail and leisure uses in the town centre share car parking as there is evidence that these car parks are underused.</p>
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				<p>and what their views have been. I am sorry to be critical but even in better economic times this seems like a pipe dream by someone who wants to turn the clock back a few decades repeating all the mistakes that were made back then.</p>	
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320	Kathryn Levene		Shopping - Albion Street	(ALBION ST OPTION A) Albion street needs attention not surrey quays. The removal of the library will add to the problems on this street. If a new library is needed it should go here.	Our preferred options for Albion Street is option B which includes Improving access from the town centre and from St Mary's conservation area, reinforcing the viability of the shopping parade by restricting the number of hot food takeaways and exploring the potential to establish a market, possibly with a Scandinavian theme. Our preferred approach would also include improving the appearance of shops fronts, working with TfL to secure funding for streetscape improvements and continuing to explore the potential to reconfigure Albion Street Primary School providing a mixed use scheme. We will continue to consult with local people and stakeholders to explore the vision for the street and this will inform the final proposals we set out in the draft AAP. A new library will soon be constructed nearby next to Canada Water Tube Station.
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321	Kathryn Levene		The vision and objectives	<p>While there is always room for some improvement, the present centre serves the area well and has attracted many new people as it is. The wholesale redevelopment which is proposed is quite unnecessary and your vision of the future looks a step back into the past.</p>	<p>The aim of the AAP is to help create a more distinctive town centre. Currently the area around the Canada Water basin contains areas of vacant land, warehouse stores and large areas that have been used as car parking. Considering that the Rotherhithe peninsula is centrally located in London, the town centre currently contains substantial amounts of surface car parking, an out of town style shopping and entertainment facility area and several vacant sites around the Canada Water tube station. The range of shops in the town centre is very limited. The shopping centre and Leisure Park currently turn their backs on one another which is not attractive or functional. The architecture of the centre is also quite bland and lifeless. There are also very few places for people to eat or drink out in the area. There is an opportunity to improve the area and create a more functional and attractive area for people to use. Over the lifetime of the Plan, Canada Water will face strong competition from other centres. Unless new investment is made at Canada Water, it is likely that the centre will decline and the retail space currently on offer will deteriorate.</p>
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322	KB Atalar		any other comments	<p>I felt that the wording of the "Issues and Options" (November 2008) consultation is heavily biased towards option B. Whilst the document gives the illusion of balanced representations of advantages and disadvantages for each step of the proposal, it is clearly worded to make option B seem like Option A with more added value.</p> <p>Example (Section 4.1)</p> <p>Quote:  Regeneration with a focus on homes - option A  Regeneration with a focus on homes, shops, leisure and jobs - option B  End quote.</p> <p>A food-based analogy would be:  Cheeseburger - option A  Cheeseburger with chips, drink and a dessert - option B</p> <p>At the end you can choose one of these or neither. Most people would clearly choose option B if they didn't read the entire, long document.</p> <p>The consultation should be repeated with a less biased and independently appraised document distributed. The preparation of the document could involve a range of representatives from the local community who are likely to be directly affected.</p>	<p>We grouped options under A and B to ensure they were consistent with one another and to show that by implementing some options, this would mean that others could not be implemented. We tried to ensure that the options provided genuine alternatives. We have already undertaken two consultation stages, in the preparation of the document. The first stage was the scoping of issues, and the following stage was setting out the issues and proposed options to address the issues.</p>
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323	KB Atalar		Homes	<p>Both Options increase housing density to undesirable levels. Additionally, the building of new homes in existing car parks at Surrey Quays Shopping Centre will result in families having to travel further for their groceries. This will negatively impact on traffic congestion, air pollution and quality of life for those families living on the peninsula.</p>	<p>Our preferred approach is to set a density level of between 200-350 habitable rooms per hectare (hrh) over much of Surrey Docks and Rotherhithe wards, because it is recognised that the area outside of the Core Area of Canada Water is suburban in character and density should be in proportion to the existing character. However, our preferred approach will allow higher density over 700 hrh in the Core Area, recognising that the area has good access to public transport and is appropriate for higher density living as more shops and services will be directed to the Core Area. We have collected evidence to suggest the car parks are underused and not used as efficiently as they could do. Our preferred approach is to promote sustainable transportation and direct investment to improve connections in the area.</p>
324	KB Atalar		Homes - Bedroom Mix	<p>Well this is Hobson's Choice! I object to the illusion of choice offered by this question.</p>	<p>At the issues and options stage, we needed to present possible options for growth and refine the options through consultation and through an emerging evidence base to determine the most appropriate approach to facilitate growth for the area.</p>

325	KB Atalar		Leisure	<p>Assuming it is maintained and run by the council then Option B is acceptable. If a private gym or leisure centre opens in the area it will most likely be too expensive a luxury for low-paid workers and will be unacceptable. This demographic group are already over-represented in various categories of ill-health (such as heart disease, obesity and diabetes) that are directly related to insufficient exercise.</p>	<p>The Preferred Option, Option A, will ensure the refurbishment of the Seven Islands Leisure Centre including the swimming pool as well as a gym and sports hall. It will be retained on the current site.</p>
326	KB Atalar		Shopping	<p>Too much new home development. Not enough parking for the grocery store (Tesco). This will mean families with children will have to travel further by car to pick up heavy shopping, and will result in increased congestion as they will have to leave the peninsula to do so. This will also create more pollution. Safeguarding the Tesco site with a considerable amount of free parking should be a priority. Neither of these options made any mention of what would specifically happen to the Tesco shop and it's associated parking (and indeed customers) that I could see. This should be clearly and specifically addressed in the consultation.</p>	<p>The preferred option for shopping is option B. We would like to improve Canada Water town centre by working with landowners to improve and expand shopping floorspace, provide a wider range of shops and services, as well as places to eat, drink and relax. Regarding comments about parking, our preferred approach is to use development opportunities to ensure that retail and leisure uses in the town centre share car parking as there is evidence that these car parks are underused. A supermarket and associated parking would be retained in the town centre.</p>

327	KB Atalar		The vision and objectives	<p>Vision: Disagree. Canada Water is already an "attractive place to live", "particularly for families" due to low housing density, convenient shop parking &amp; open spaces.</p> <p>Objectives  S1: Agree  S2: Agree if "convenient local facilities" includes keeping a grocery store on the scale of the current Tesco &amp; providing many car parking spaces to help local families do grocery shopping  T1: Disagree. Reduced parking provision will prevent families from shopping at the local Tesco. Car clubs are unlikely to be taken up by many  T2: Agree  L1: Agree. Cinema &amp; bowling alley are much-loved by local community &amp; should be retained  L2: Disagree: the scale of proposed tourism should be very modest (this should be included in the objectives)  P1: Disagree. Currently vague, it should specify that new buildings must be small &amp; unobtrusive  P2: Agree  P3: Agree  P4: Agree  H1: Disagree. Must specify small number of new homes  H2: Disagree. Canada Water should not have a high density of residents  C1: Agree  C2: Agree</p>	<p>S2: It is unlikely that Tesco would move out of the area. A supermarket would be retained.</p> <p>T1: The emphasis within the preferred options is on sharing spaces. At the moment, existing car parks are not used efficiently. Creating town centre car parking which are shared by all users would create additional capacity. New car parking would be provided in accordance with the Mayor's standards in the London Plan.</p> <p>L2: The area has a number of tourism attractions which contribute to the diversity and cultural richness of the area. Some new facilities, such as a hotel, will help add to the character of the town centre.</p> <p>P1: Some tall buildings can act as landmarks, make it easier to find your way around the area and help create some variety.</p> <p>H1: The area has the capacity to provide new homes, which are currently greatly needed in Southwark and London. The Mayor has designated Canada Water as an area for intensification which can provide at least 2000 new homes.</p> <p>H2: Much of the AAP area has been designated as a suburban area in the preferred options. High densities would however be allowed around the tube stations and in the town centre as these areas have better access to public transport.</p>
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328	KB Atalar		Transport	<p>Large-scale improvements to the road network are necessary. However, removing all the parking at the Surrey Quays Shopping Centre is unfair and discriminatory against larger families who must use private vehicles to regularly transport large amounts of basic grocery shopping to their homes on the peninsula. To expect these people to either walk or use public transport is unreasonable. Instead, they are likely to drive to more distant stores such as Asda on Old Kent Road or Tesco on Old Kent Road. This will increase traffic and pollution, especially given the number of people that currently shop at Tesco at peak hours.</p>	<p>The emphasis within our preferred option is to ensure that car parking is shared by town centre uses. Parking levels should be within London Plan maximum standards.</p>
329	KB Atalar		Transport - Walking and Cycling	<p>Wider peninsula is absolutely fine at the moment in terms of walking and cycling accessibility and routes. There is no need to push through Option B by including such superfluous objectives.</p>	<p>Noted. However, some improvements should be made if accessibility of the town centre is to be improved.</p>

330	KB Atalar		what are the boundaries of the AAP?	Quebec Industrial Estate should not be part of the core area. It is clearly demarcated by Quebec Way as being outside of the core area which ought to include the Surrey Quays Leisure Park, print works and Mulberry Business Park as its most lateral extent.	This site is included in the AAP as a development site as it is suitable for a residential led-mixed use development. However, it has been excluded from the Core Area. Some business use should be retained on this site as part of a business cluster. Some community facilities such as pre-school facilities should also be provided. On the Russia Dock Woodlands frontage buildings should be at the lower end of the height range and set back from the boundary in order to protect the sense of openness in Russia Dock Woodland and its nature conservation value.
331	Keith Welling		any other comments	<p>I think most peoples dream place to live would be; safe, clean, cultured and green with good shops / schools / health / entertainment / leisure and children facilities. Canada Water is a few of these but still has a long way to go, for example, how horrible is Lower Road, great for a kebabs or fried chicken but needs drastic improvements.</p> <p>From a personal point of view i have lived here for 12 yrs, have a baby daughter but I do not envisage that i will remain in the area to see whether this project improves things. My wife tells me that the other new mothers on her anti-natal course are also planning to leave the area so there are obvious concerns that this isn't the right place to bring up a new family.</p> <p>If you are attempting to build a new</p>	Comments noted. It has been recognised that the Canada Water area currently does not fulfil its potential. There are many opportunities to build upon some of the area's key strengths. The substantial amounts of surface car parking, the out-of-town style shopping centre and entertainment facilities and the vacant sites around the tube station currently do not promote a vibrant town centre. We are seeking to improve the area through encouraging investment, which will create new affordable and family homes, more effective community services, new places to work, improved shopping and leisure facilities, transport improvements, improved schools and improved public spaces.

				<p>prosperous community -in all things not only financially - it's key to retain those that begin life here in apartments by convincing them that it is a great place to bring up their kids, currently I'm not convinced it is.</p> <p>Good luck</p>	
332	Keith Welling		Leisure	<p>Going back to Leisure and Entertainment are saying that it's cheaper to build a new centre with pool than refurb Seven Islands? Can't see how this is possible and environmentally this cannot be good. Might as well keep Seven Islands but would be nice if the pool and gym were open from time to time or are you deliberately driving it into the ground so you can build yet more flats on the site?</p>	<p>The Preferred Option, Option A, will ensure the refurbishment of the Seven Islands Leisure Centre including the swimming pool as well as a gym and sports hall. It will be retained on the current site.</p>

333	Keith Welling		The vision and objectives	<p>More shops close to Canada Water, a new school and a few new houses will not make this a great place to live, although i do concede it might improve things slightly. If you are going to follow this route then please build quality houses rather than the generic red bricked, paper walled and UPC windowed ones that are typical of the area and make sure there is space for independent shops and even a market within the new shopping area.</p> <p>There needs to be a greater emphasis on the heritage of the area i.e. the docks and the green spaces we have such as Russia Dockland and Southwark Park. Currently Russia Dockland is no go area apart from lads walking their Pit Bulls and Southwark Park is great but is an under valued and under used resource.</p>	<p>Noted. A range of shops would be provided in the centre, including units suitable for independent shops. The council is currently carrying out an open spaces study and preparing an investment strategy for Southwark's open spaces. This strategy will inform the policies in the draft AAP.</p>
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334	Louise Cooper		Homes	<p>We are writing with a great deal of concern over the proposed development of the Seven Islands Leisure Centre and more importantly the area know commonly as 'The Fishponds' that runs behind the houses of Gomm Road and Anne Moss Way in Rotherhithe.</p> <p>As residents of Gomm Road we are horrified by the current proposals and the effect they will have not only on our quality of life but also the abuse of public parkland, which although overgrown is part of Southwark Park. This land should be correctly maintained for the use of all local residents and visitors to this fine Victorian Park and not used for a five storey development as planned. This land is most definitely not brown field but is green space and should remain as such.</p> <p>In addition to this the residents of both the aforementioned streets that back onto this area of parkland would have many months of noise pollution and be left with a development that would not only overlook their property and destroy privacy but devalue considerably their homes. Gomm Road in particular is a unique street in the area, made up of Victorian properties with a heritage plaque for the founder of the abbey field and Carr Gomm Movement - Sir Richard Carr Gomm on one of the houses. Any proposed high rise development would be unsympathetic to the area and would change the character and nature of the street.</p>	<p>The Core Strategy Preferred Options paper sets out that we will review existing open spaces in the borough to decide whether more should be protected. We are proposing to allocate the Fish Farm site as open space in the AAP and to retain the Seven Island Leisure Centre and support refurbishment.</p>
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				<p>We would ask in addition that consideration be given to the residents not only of Gomm Road and Ann Moss Way but to the area as a whole when planning further use of the seven islands site.</p> <p>We hope you take seriously our concerns over this proposed development which is strongly opposed not only by ourselves but by the residents of both streets and do not go ahead with such a project that would be of no benefit to the area and would destroy parkland as well as a peaceful existence for those living there.</p> <p>Yours faithfully</p> <p>James &amp; Louise Cooper</p>	
335	Louise Cooper		Places	<p>Future developments should not be of such a size as to replicate some of the disastrous 1960s towers that still remain a blot on the landscape in many areas of Southwark. It is my understanding that a proposal for a ten storey building is being considered and this would be an eyesore for all concerned.</p>	<p>We are taking forward Option B as our preferred option. Section 3 of the Preferred Options report sets out the proposed approach to tall buildings within the AAP area. We are encouraging a range of building heights in the core area to create a more interesting townscape. We have set out design principles to guide new development to ensure new development achieves high design and environmental standards. We have acknowledged that the design and height of new buildings will need to respect the lower-rise character of surrounding areas.</p>

<b>336</b>	Lucy Owen	Port of London Authority	any other comments	Figure 8 (Page 25) shows new links across the River and comments are provided above concerning the proposed Sustran crossing. Figure 8 also shows a 'new river link' but it is not clear exactly what this would be. Any potential river links need early discussions with the PLA to ensure that they would not have a detrimental impact on navigation, the environment and river regime.	Comments noted. Our preferred approach is to support new and proposed improvements to pedestrian and cycle connections, such as the Sustrans Bridge across the Thames, as this will help maximise the number of trips made by sustainable types of transport.
<b>337</b>	Lucy Owen	Port of London Authority	Leisure - Tourism	Page 37 - Option B: Mixed Regeneration. It is noted that the boat yard at South Dock would be retained however, it is not clear whether there would be any reduction in floorspace to make space for the other facilities. As you will be aware, Policy 4C.12 of the London Plan protects waterway support facilities such as boatyards and proposals to remove or redevelop essential facilities such as boatyards for non supporting uses should be refused unless it can be proved that the requirements set out in paragraph 4.172 of the London Plan are met.	The preferred option will support the use of the docks for water related leisure and tourism activities which do not affect their openness or surrounding residential amenity. It will permit proposals for small scale local convenience shopping, cafes and restaurants where opportunities exist. All the floorspace for the boatyard will be retained at South Dock Marina, the underused car parking site would be developed to provide space for shopping facilities, such as a convenience store or chandlers, a cafe/restaurant and possibly a small hotel.
<b>338</b>	Lucy Owen	Port of London Authority	Places - Energy and water	Energy and Water - Given the riparian nature of the Borough, has any consideration been given to the use of the River for the transport of materials to and waste materials from development sites?	This would be a sustainable way of moving freight, however there are no working wharves in the borough.

339	Lucy Owen	Port of London Authority	Places - Network of open spaces	Page 42 - Option B: Mixed Regeneration. It is noted that habitat and biodiversity enhancement would be undertaken in all water bodies. Any such improvements would need to be carefully designed and would need to be in appropriate locations as there are a number of potential issues between ecological enhancements and the safety of vessels navigating on the Thames.	Comments noted. We are taking forward Option B as the preferred option. Section 3 sets out our proposed approach to open spaces.
340	Lucy Owen	Port of London Authority	The vision and objectives	<p>Generally agree with the vision and objectives however, given the riparian nature of the Borough it is considered that under 'Transport' reference should be made to River transport. In particular, River Transport should be mentioned in policy objective T1.</p> <p>Concerned about the wording of objective P3. This appears to encourage informal recreation on the Thames. Given the tidal nature of the Thames and the many competing uses and users on the River, the PLA would be concerned about informal recreation taking place on the Thames in this location. The wording should therefore be clarified.</p>	Objective T1 contains a reference to public transport which covers all means of travel and further clarification is provided later in the preferred options report which states the preferred option for public transport states that we will work with Transport for London (TfL) to improve the frequency, quality and reliability of public transport, including river transport in the area in the area.
341	Lucy Owen	Port of London Authority	Transport - Public Transport	(OPTION B) Page 34 (Option B Mixed Regeneration). Supportive in principle of the desire to explore increasing the frequency of services on the existing river routes and exploring the potential for a new ferry stop. This approach is supported by planning policy with the London Plan seeking for a 5% increase in passengers and freight	Noted. The council is in discussion with TfL and London River Services on improvements to river services.

				transported on the Blue Ribbon Network from 2001-2011. Any new or expanded facility would need to be in an appropriate location and not have a detrimental impact on navigation, the environment and river regime.	
<b>342</b>	Lucy Owen	Port of London Authority	Transport - Walking and Cycling	It is noted that the Council would support improvements to pedestrian and cycle access across the Thames through the provision of the proposed Sustrans bridge. It needs to be ensured that any proposed crossing of the Thames does not have a detrimental impact on navigation, the environment or river regime.	The AAP will be supportive of the Sustrans Bridge. However, the proposal is currently unfunded and therefore the plan, while supportive, will not be reliant on the bridge being delivered.
<b>343</b>	Lucysinclair		Homes - Bedroom Mix	The peninsula really needs more bigger family houses - there are hardly any 4 bedroom family homes at sensible prices. Its also not just about number of bedrooms - so many new builds have only 1 reception room (living/dining combined) which is very crowded for a family to live in, irrelevant how many bedrooms there are.	Our preferred approach is to ensure that at least 30% of new homes have 3 or more bedrooms. This reflects our vision for the area to ensure that the area remains attractive for families. It will also complement the investment we are making in schools, leisure facilities and open space.
<b>344</b>	LW		Community - Childrens Services	I'd like to know more details about the above before deciding.	Further detail is provided within the community section of the preferred option report.

345	LW		Community - Police	Although I agree that the Safer Neighbourhood team should be a part of the police station, I strongly prefer that the station was fully operating.	Our preferred approach is to designate the existing police station so that police facilities should be retained on the current site unless appropriate replacement facilities can be provided elsewhere in the AAP area. Other allowable designated uses include residential, retail, business and community uses. Our preferred approach to community facilities overall is to locate local facilities together so that the services required by the community such as facilities for the police, are provided in accessible locations in a way in which different facilities can complement and support each other. We will only seek the provision of such facilities where there is a clear requirement and an identified body who will manage them on a viable basis.
346	LW		Shopping	I would like to see a balance between residential and shopping areas and a safer, smarter environment with good community facilities. Too much emphasis on shops will bring more traffic.	Our preferred option for both shopping and homes is option B. An increase in housing and the development of the shopping centre is consistent with option B. In order to make the preferred options workable, together with TfL, we will need to take action to improve the road network.
347	LW		The vision and objectives	I agree that the environment needs investment but feel that housing should be a priority.	Noted. Our preferred approach for housing is option B which will provide new homes in the AAP area through development of sites that we identify in the preferred options report.

348	LW		what are the boundaries of the AAP?	I agree on the boundary but am concerned that there are so many options to think about. It is clear from meetings I have attended and people I have spoken to in the area that there is still a community here and although we live in a 'triangle', do not feel isolated from each other.	Noted.
349	M Mills		any other comments	If you can, do a planning for real exercise, with visual models, and education about costs. This needs a pragmatic, dynamic process. Not all the options are large developments - using current resources efficiently will be increasingly important. Use public support.	We are developing a consultation programme which we will endeavour to be more interactive and more informative as part of developing our evidence base to guide the AAP preparation, we are undertaking feasibility studies in order to ensure the proposed policies can be implemented. We will have costs for the physical infrastructure required to implement the plan when we publish the draft AAP. Financial viability is also being assessed to ensure that the value generated by development will support costs associated with the implementation of supporting infrastructure.

350	M Mills		Community - Business	Option B seems good, though I do not know where the employment sites at Canada Water now are. Need action now that would be in keeping with these aims, e.g. how is workshop space being made available to local businesses - there were difficulties in accessing.	The preferred options anticipate provision of around 12,000sqm of business space. Our recently undertaken employment land review suggests that there is a need for space to suit small and medium sized businesses whose needs are not being met by the existing office stock which is view as being out-dated. There is a Need for this stock to be generated primarily by the local market rather than the regional market. Southwark's Sustainability SPD encourages developers to market their business space locally to ensure awareness of opportunities which are available.
351	M Mills		Community - Faith Premises	There is a big demand for Sunday meeting spaces. Demand for evening spaces is much lower. Need to spread the facilities and services around the area, so protect current centres, generally.	Comments noted. Our preferred approach is to locate local facilities together so that the services required by the community including, housing services, health centres, community space and facilities for the police are provided in accessible locations in a way in which different facilities can complement and support each other. In line with Core Strategy preferred options, we will continue to protect floorspace in community use, unless it can be demonstrated that such floorspace is surplus to requirements.

<b>352</b>	M Mills		Community - Health	Concern about pct plans to leave Albion Street.	Our preferred approach is to work with the primary care trust (PCT) to meet the needs generated by the increased population in the area by providing new health facilities in the core area. These facilities will complement existing facilities.
<b>353</b>	M Mills		Homes	Options for Hawkstone - option B - should be considered if tenants support this and an affordable housing development partner is available. More housing should be kept affordable.	Our preferred approach for the Hawkstone Estate is to refurbish John Kennedy House and the low rise blocks. Refurbishing is a more financially viable option.
<b>354</b>	M Mills		Homes - Affordable Housing	Affordable housing must remain a priority, and discussions about planning gain must be better understood by residents.	The provision of affordable housing within developments is a government requirement. The Council is required to set out its affordable housing requirements within its planning policies.
<b>355</b>	M Mills		Homes - Bedroom Mix	Same?	At the issues and options stage, we needed to present possible options for growth and refine the options through consultation and through an emerging evidence base to determine the most appropriate approach to facilitate growth for the area
<b>356</b>	M Mills		Leisure	Seven Islands pool seems to be closed, so it would be a shame for it to then be closed for refurbishment.. It may not be fit for purpose, but if a new leisure centre was built from scratch, what guarantee would there be for any new build? I think the new school should include the best possible swimming pool, with a view to leisure centre use outside school hours. Otherwise, I feel there	The Preferred Option, Option A, will ensure the refurbishment of the Seven Islands Leisure Centre including the swimming pool as well as a gym and sports hall. It will be retained on the current site.

				needs to be a more informed debate about the cost of a new leisure centre, and options for raising that money, with a real understanding of the significance of these options, e.g. the loss of affordable housing.	
<b>357</b>	M Mills		Leisure - Tourism	Again there is a financial driver, and given economic circumstances there could be real benefits in unpackaging 'hotel' and 'tourism activities'. These could be done sympathetically with community involvement and be very successful, but if the motivation is solely a maximum financial return, this will clash with other local aims. We need more info on the range of actual costs and options.	Noted the development of tourism and visitor accommodation and facilities provides an opportunity to provide facilities for both local people and visitors and would also enable the council to fund much needed improvements to the docks and the amenities for people in the area.

358	M Mills		Places - Building Heights	Range of heights is ok, but density and car ownership need allowance.	<p>We are taking forward Option B as our preferred option. Section 3 of the Preferred Options report sets out the proposed approach to tall buildings within the AAP area. We are encouraging a range of building heights in the core area to create a more interesting townscape. We have set out design principles to guide new development to ensure new development achieves high design and environmental standards. The PO report sets out that car parking in the town centre should be located within buildings, basements or other appropriate areas in order to minimise the visual impact. Density within the proposed Core Area of the AAP area may exceed 700hrh provided design criteria are met and improvements to the public realm are provided. The proposed density for much of Surrey Docks and Rotherhithe wards will be between 200-350hrh to keep with the existing suburban character of these areas.</p>
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359	M Mills		Places - Energy and water	I thought best practice was already expected for new development - shouldn't they already aim to reduce storm water run off? Not sure about H&P and SELCHP.	We are taking forward Option B as the preferred option. We have set out in section 3 of the preferred options report our preferred approach to energy requirements in new developments. We are also undertaking an energy study to look at feasibility of using local energy networks. The draft Core Strategy sets out the proposed spatial policy for environmental standards, including water efficiency, in new development. The AAP will need to be in conformity with the Core Strategy
360	M Mills		Places - Network of open spaces	Some environmental improvements could be carried out through small amounts of funding to local organisations already working on the waterways and woodlands. I agree more with A.	We are taking forward Option B as the preferred option. Section 3 sets out our proposed approach to open spaces.

361	M Mills		Shopping	<p>In the current economic climate... I would favour option A over option B, and it is crucial to protect existing shops elsewhere on the peninsula. I would like more options to shopping at Tesco, personally, but there are other issues with the shopping centre footprint. If the bingo hall and cinema could be rebuilt over the top of the centre, they could share car parking.</p>	<p>The preferred option for shopping is option B. Over the coming years the Canada Water area will face strong competition from neighbouring centres. There is a risk that small scale improvements (option A) to the shopping centre and its appearance will be unlikely over the longer term to provide the boost that the centre needs. Regarding comments about parking, our preferred approach is to use development opportunities to ensure that retail and leisure uses in the town centre share car parking. The shopping parades on Albion Street and Lower Road are “protected shopping frontages” in the Southwark Plan. Our preferred option in the Core Strategy and the Canada Water AAP is to maintain this status In the wider AAP area we will use development opportunities to provide more facilities for day to day convenience shopping, provided they are small scale.</p>
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362	M Mills		Shopping - Albion Street	The two options aren't exclusive. The street should be improved, and it's important that the shops stay. But it is not essential to redevelop a building in order to offer a service from there - the service depends on staffing. I'm concerned that a replacement use for the library will bring less vitality and regeneration than the existing library does!	Our preferred options for Albion Street is option B which includes exploring the potential to establish a market, possibly with a Scandinavian theme, Improving the appearance of shops fronts and working with TfL to secure funding for streetscape improvements and continuing to explore the potential to reconfigure Albion Street Primary School providing a mixed use scheme (including residential units).The shopping parade on Albion Street is a "protected shopping frontage" in the Southwark Plan. Our preferred option in the Core Strategy and the Canada Water AAP is to maintain this status. We will continue to consult with local people and stakeholders to explore the vision for the street and this will inform the final proposals we set out in the draft AAP
363	M Mills		The vision and objectives	At the moment I am concerned that the town centre vision does not have a viable transport plan. Because of current levels of road congestion, I would be concerned about the car use needs of the housing currently being developed, as well as that which is to come.	We are aiming to make sure that the area is highly accessible, particularly by sustainable types of transport, such as walking cycling and public transport and to reduce the impact of new development on the road network. For more detail please see section 3.2 Transport: improved connections, of the preferred options report.

<b>364</b>	M Mills		Transport	To me, option A should be ongoing, in any case, and option B is necessary too - more car free development, AND changes to the highway network. Periodic tube and rail closures leave bus a very poor alternative where there are no bus lanes! It may not be possible to discuss the multimodal study with the community, but I feel there is a need to publicly examine options for more significant changes to the highway network. There are parts of this which are not possible to change, but there should be discussion about what is possible e.g. rerouting of bus routes, more one-way systems..?	Noted. We have set out a number of options for improvements to the road network in the preferred options report. This will be consulted upon in August and September 09.
<b>365</b>	M Mills		Transport - Public Transport	Lack of bus lanes means gridlock for bus users too! Improving public transport means looking more into all options at this stage. Transport on its own needs a large public debate.	Noted. The council will continue to discuss the potential for new bus services with TfL.
<b>366</b>	M Mills		Transport - Walking and Cycling	As many routes - or the infrastructure of these routes - should be protected as possible. Improving them does not always have to be costly.	Noted.
<b>367</b>	M Mills		what are the boundaries of the AAP?	I think that roads usage is a key part of improving the area, and have not seen anything to explain how traffic congestion in the larger area from Jamaica Road to Evelyn Street will be addressed.	Road improvements are explained in more detail in the preferred options report.

368	margeo'connor		any other comments	i live in the low rise maisonettes on R.O.R with a patio and I would not be happy to have to move to a flat in a 10 storey or more block, so I would like to see more houses with gardens for residents without families.	We are promoting more family housing to be built within the AAP area. The AAP will need to be in conformity with the Core Strategy, which sets out the requirement for 30% provision of family housing in major developments. Our preferred approach is also to maintain the suburban character of the wider AAP area (outside of the core area) to allow densities within 200-350 hrh, which will complement the existing character of the area.
369	Margret Cotrel		Homes	Dear Planners,  I do not want my home demolished. I want my home properly and carefully repaired and refurbished.	We are preparing a strategy for our estates which will take into consideration issues such as the existing condition of homes and the capacity to increase the number of homes on a site. We have considered all the estates in the AAP area and our priorities are currently to refurbish low rise blocks and John Kennedy House on the Hawkstone Estate.
370	Marie-Claire Blake		any other comments	I think there is a real opportunity for re development - Canada water is in a fantastic location - close to city and canary wharf. it is in an area that will only become more popular & it is important that the plan accurately reflect its future as a vibrant community for both business and pleasure.	Comments noted. We have set out our proposed vision and objectives within the Preferred Options paper to guide growth and future development of the Canada Water area. The vision sets out what we want to be achieved over the next 15 years and the objectives cover shopping, transport, leisure, places, homes and community. The AAP will look at a set of measures that are needed to help the area fulfil its potential and build on some of its strengths.

371	Marie-Claire Blake		any other comments	I think there is a real opportunity for re-development - Canada Water is a fantastic location - close to city & Canary Wharf. It is an area that will only become more popular and it is important that the plans accurately reflect its future as a vibrant community for both business and pleasure.	Comments noted. We have set out our proposed vision and objectives within the Preferred Options paper to guide growth and future development of the Canada Water area. The vision sets out what we want to be achieved over the next 15 years and the objectives cover shopping, transport, leisure, places, homes and community. The AAP will look at a set of measures that are needed to help the area fulfil its potential and build on some of its strengths.
372	Mark Fairhurst	Mark Fairhurst Ltd	any other comments	<p>The new leisure centre could become a centre of excellence for the city and expand on the existing facilities provided at Seven Islands Centre.</p> <p>A 50 metre swimming pool would be preferable.</p>	Our preferred approach is to support provision of new leisure facilities and also support improvement of existing facilities. We propose to retain the Seven Islands Leisure Centre and refurbish it.
373	Mark Fairhurst	Mark Fairhurst Ltd	The vision and objectives	<p>The masterplan should be directed at a mix of potential user groups a families, students, couples, and single people due to it's city centre location and potential to become a vibrant hub of activity.</p> <p>Weighting the provision of housing to families will prevent the area from becoming a truly vibrant area.</p>	The vision references families due to the existing characteristics of the area and the growing demand for family sized residential provision across the borough and London as a whole. In accordance with our Core Strategy Preferred options, at least 30% of new homes would have 3 or more bedrooms. Further details regarding equality and the AAP are explained in the associated Equality and diversity Impact Assessment (EQIA)

374	Met Police Authority		Any other comments	<p>REPRESENTATIONS ON BEHALF OF THE METROPOLITAN POLICE AUTHORITY CANADA WATER AREA ACTION PLAN - ISSUES AND OPTIONS</p> <p>I write on behalf of our client the Metropolitan Police Authority (MPA) with regard to the above draft document. The MPA provide a vital community service to the borough of Southwark and policing is now recognised within the 2008 London Plan as being an integral part of social infrastructure.</p> <p>The MPA have previously made representations on a number of documents within the Southwark LDF, including the Core Strategy (appended to this letter), Aylesbury Area Action Plan, the Walworth Road Supplementary Planning Document and the Section 106 Planning Obligations Supplementary Planning Document. This previous correspondence sets out the strategic and national planning policy framework which supports policing provision.</p> <p>Initially I review the context to the representations, then set out the relevant planning policy framework in support of the MPA's position, and finally provide a number of representations.</p> <p>MPA Site Locations within the AAP According to the MPA property list, Rotherhithe Police Station falls within the boundary of the AAP; this has been designated as a possible site suitable for new homes. The MPA make their</p>	Comments noted
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			<p>representation regarding this in the following paragraphs.</p> <p>Metropolitan Police Estate - Asset Management Plan Southwark (November 2007)</p> <p>The need for additional police facilities is highlighted in the Metropolitan Police Authority's Asset Management Plan for Southwark. Section 10 of the enclosed Asset Management Plan for Southwark gives a summary of police estate requirements in the borough. These requirements include the establishment of new policing facilities including a Safer Neighbourhood Team Base and front counter services necessary to deliver a more effective locally focused police service.</p> <p>Mindful of the planning policy framework set out above, a number of representations regarding the emerging policies are made below.</p>	
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375	Met Police Authority		community	<p>5.6.4 Police</p> <p>The MPA support Option A as this would provide a Safer Neighbourhood Team Base at the redeveloped Rotherhithe Police Station. However, it is recommended that this policy be expanded to include the provision of front counter facilities on site, as outlined in the enclosed Asset Management Plan for Southwark (2007). The policy should also ensure that adequate replacement policing facilities are provided where necessary prior to the redevelopment of the Rotherhithe Police Station; any new/replacement floorspace allocated for policing provision as part of a redevelopment scheme should be provided, and at a peppercorn rent for a minimum of 25 years.</p> <p>Recommendation: The MPA suggest the following addition to the text: - Should the site/wider area come forward for redevelopment, the impact on policing should be mitigated by providing relevant policing floorspace in an appropriate and accessible location, and including front counter facilities within any redevelopment proposal at a peppercorn rent for a minimum period of 25 years.</p>	<p>Our preferred approach is to locate local facilities together so that the services required by the community including facilities for the police are provided in accessible locations in a way in which different facilities can complement and support each other. We will only seek the provision of such facilities where there is a clear requirement and an identified body who will manage them on a viable basis.</p>
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376	Met Police Authority		Homes	<p><b>5.5 Homes: High Quality Homes</b></p> <p>The MPA would like to indicate their support for 'Option B' as this would help to meet the need for homes within Canada Water, as outlined in previous representations made to the Core Strategy (Issues and Options) which is appended to this letter.</p> <p><b>5.5.2 Affordable Housing</b></p> <p>The MPA favour Option B; however, they recommend that an overall target of 50% of new homes across the area be affordable, in accordance with the adopted London Plan. The MPA wish to ensure an adequate provision of intermediate housing and in particular key-worker housing across the Borough. It is noted that the Southwark SPD on Affordable Housing (September 2008) recognises Key Worker Housing as a form of Intermediate housing, for which the police are eligible.</p> <p><b>General Recommendation</b></p> <p>The MPA recommend that all developments be built in accordance with 'Secured by Design' principles and that this requirement is reflected through emerging AAP. Increased Safety and Security can be achieved through the Council and the MPA working together to help the MPA achieve</p>	<p>Our preferred approach is for 35% affordable housing to be provided within the AAP area, with at least 70% as social rented and the rest as intermediate housing. The Core Strategy Preferred Options also sets out the expectation for developments to achieve a high standard of design. We have adopted supplementary planning documents which set out design requirements to provide further guidance to our existing policies and these will be updated to reflect the new LDF.</p>
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				<p>their Estate Strategy aims, thus providing more relevant and responsive policing than can currently be provided with the outdated facilities and infrastructure.</p> <p>I trust this is appropriate and the objectives of the MPA will be reflected in the Area Action Plan. Please do not hesitate to contact Poonam Kara or myself, at this office should you have any queries.</p>	
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377	Met Police Authority	Summary	of the options	<p>Section 4 - Summary of the Issues and Options</p> <p>The MPA would like to indicate their support for 'Option B Regeneration with focus on homes, shops, leisure and jobs' as this would allow for an increase of homes of all tenures, and an increase of business space. However, this will need to be supported by relevant mitigation policy in order to ensure that adequate policing can continue.</p> <p>Recommendation: The following wording should be inserted: - The MPA wish to be consulted on any large scale developments (which equal or exceed the following thresholds: 200 residential units; 10,000sqm floorspace; or 250 car parking spaces) as they come forward through the development control system; mindful of the potential impacts of large scale development and how it can impact (individually and cumulatively) upon policing.</p>	Comments noted
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378	Michael Daniels		Community - Business	<p>Agree with OPTION B. The Core Area's unique location between Canary Wharf and The City/London Bridge should be leveraged to provide office accommodation for support and IT companies servicing these financial centres.</p>	<p>Comments noted. Our preferred approach is to create a wider mix of uses at Canada Water, including new office and light industrial space, to help bring more vitality to the centre. Our research suggests that there is a need to provide flexible business space to meet the demands of the local office market. Future occupiers would be likely to be public sector organisations or SMEs providing services to other local businesses, mainly in the information technology, creative industries, and professional services sectors.</p>
379	Michael Daniels		Community - Police	<p>Rotherhithe Police station should be retained to service the growing residential and visitor population of the AAP area.</p>	<p>Our preferred approach is to designate the existing police station so that police facilities should be retained on the current site unless appropriate replacement facilities can be provided elsewhere in the AAP area. Other allowable designated uses include residential, retail, business and community uses. Our preferred approach to community facilities overall is to locate local facilities together so that the services required by the community such as facilities for the police, are provided in accessible locations in a way in which different facilities can complement and support each other. We will only seek the provision of such facilities where there is a clear requirement and an identified body who will manage them on a viable basis.</p>

380	Michael Daniels		Leisure	<p>Agree with OPTION B.</p> <p>The eastern edge of Canada Water basin itself (current Decathlon sheds) should be designated as a 'restaurant quay', providing cafes / restaurants / al-fresco dining along the waterfront. Attractive dining options are currently scarce within the AAP area: this solution will take full advantage of the dockside location, providing residents and visitors with the waterside dining experience which has proven so successful at Butler's Wharf and overseas.</p>	<p>The preferred option will support provision of new leisure and entertainment facilities of an appropriate scale in the town centre. In addition to this we will support provision of new cafes and restaurants of an appropriate scale through the redevelopment of the following sites: Site A, site B, the shopping centre and overflow car park, the Decathlon site and Surrey Quays Leisure Park.</p>
381	Michael Daniels		Leisure - Tourism	<p>Agree with OPTION A.</p> <p>Unfortunately, the concept of tourism at South Dock is fundamentally flawed. The location is simply too remote: it will become another Tobacco Dock. Better to focus restaurants, cafes, and tourist infrastructure in the Core Area, especially around Canada Water itself.</p>	<p>The preferred option will support provision of new leisure and entertainment facilities of an appropriate scale in the town centre. In addition to this we will support provision of new cafes and restaurants of an appropriate scale through the redevelopment of the following sites: Site A, site B, the shopping centre and overflow car park, the Decathlon site and Surrey Quays Leisure Park. It will support the use of the docks for water related leisure and tourism activities which do not affect their openness and permitting proposals for small scale local convenience shopping, cafes and restaurants where opportunities exist. Some development on the boatyard site would have the potential to bring more life to the area and take advantage of the Marina, the Thames Path and links to Canary Wharf.</p>

382	Michael Daniels		Places - Building Heights	<p>Agree with OPTION B. Tall buildings should only be built in clusters: single tall buildings always seem to resemble stumps, regardless of their individual architectural merit.</p>	<p>We are taking forward Option B as our preferred option. Section 3 of our preferred options Report sets out our preferred approach to building heights within the Core Area of the AAP. We are encouraging a range of building heights in the area to create a more interesting townscape.</p>
383	Michael Daniels		Shopping	<p>Agree with OPTION B A quality anchor store such as Marks &amp; Spencer is needed and would complement, not compete, with Tesco. This would attract a broader customer demographic with a higher discretionary spend to support the smaller independent shops.</p>	<p>Comments noted.</p>
384	Michael Daniels		Shopping - Albion Street	<p>Agree with OPTION B. The best ways to bring more life to Albion Street are:</p> <ol style="list-style-type: none"> <li>1. Where possible build shop fronts on both sides of the street. The old library should be redeveloped to provide retail on the ground floor with affordable residential or offices above.</li> <li>2. Provide safe pedestrian routes to Canada Water by extending Clack Street south to Surrey Quays Road / Needleman Street.</li> </ol>	<p>Our preferred options for Albion Street is option B which includes Improving access from the town centre and from St Mary's conservation area, reinforcing the viability of the shopping parade by restricting the number of hot food takeaways, exploring the potential to establish a market, possibly with a Scandinavian theme, Improving the appearance of shops fronts and working with TfL to secure funding for streetscape improvements and continuing to explore the potential to reconfigure Albion Street Primary School providing a mixed use scheme (including residential units). We will continue to consult with local people and stakeholders to explore the vision for the street and this will inform the final proposals we set out in the draft AAP</p>

<b>385</b>	Michael Daniels		Transport	<p>Agree with OPTION B.</p> <p>1. Unfortunately, reducing parking provision in new developments would only lead to congestion and frustration as drivers attempt to park elsewhere.</p> <p>2. Best to improve parking efficiency: one carpark convenient to both the shopping and leisure zones where shoppers can park during the day and leisure users can park at night.</p>	<p>Noted. The emphasis within our preferred option is to ensure that car parking is shared by town centre uses. Parking levels should be within London Plan maximum standards.</p>
<b>386</b>	Michael Daniels		Transport - Public Transport	<p>Agree with OPTION B.</p> <p>A new ferry stop at the end of Railway Avenue would be very welcome, and will reinforce St Mary's Conservation Area as a visitor destination.</p>	<p>Noted. The council is in discussion with TfL and London River Services on improvements to river services.</p>
<b>387</b>	Michael Daniels		Transport - Walking and Cycling	<p>Agree with OPTION B.</p> <p>1. Safe pedestrian links between Albion Street and Canada Water should be provided by extending Clack Street south to Surrey Quays Road / Needleman Street.</p> <p>2. Funding should be sought for the Sustrans bridge.</p>	<p>Noted. Proposals on site should incorporate the potential to create a link through to Clack Street if the Albion Estate is redeveloped at some point in the future.</p> <p>The AAP will be supportive of the Sustrans Bridge. However, the proposal is currently unfunded and therefore the plan, while supportive, will not be reliant on the bridge being delivered.</p>

<b>388</b>	Miss N Taylor		Homes	(HOUSING OPTION B)The Canada - two tall towers by Canada Water tube station should be knocked down and re-built	We are preparing a regeneration and housing investment strategy for the improvement of our estates which will include consideration of issues such as the condition of homes and the capacity to increase the number of homes on the site. We have considered all the estates in the AAP area and we have identified our priorities i.e. those estates where it would be more financially viable to refurbish as opposed to redevelopment. As a result of feasibility work, we are currently proposing to keep the Canada Estate towers.
<b>389</b>	Miss N Taylor		Transport	(THE ROAD NETWORK AND CAR PARKING OPTION B) Should think of green options for the environment	Noted.
<b>390</b>	Miyoko Sasai		Shopping - Albion Street	I cannot comment on albion street. ask people who live there.	Noted.

391	Mr A Hartley		Homes	<p>I am writing in response to proposals to develop land behind seven islands Leisure Centre commonly known as the 'fish farm'.</p> <p>while i would broadly support redevelopment of the leisure centre itself, which is in a terrible state of repair - i am very worried to hear plans to develop the fish farm area and strongly oppose any development here for the following reasons:</p> <p>1)According to the CWAAP, the proposal is to build a residential development of between 3-5 storeys high. Existing houses in Gomm Road and Ann Moss Way are only two stories high, so homeowners including myself would suffer being overlooked by the new properties, as well as losing natural light. Even if the proposed development were two stories high, there would still be issues of overlooking and loss of natural light which i would find intrusive and would adversely affect my quality of life.</p> <p>20 With the development being crammed into what is affectively a quite narrow strip of land between Gomm Rd and Ann Moss Way, i fear there will be problems with noise, not just from the construction work , but also from residents who will be living cheek by jowl with Ann Moss Way and Gomm Rd.</p> <p>3)Additional housing will bring need for extra parking, bringing extra noise and pollution. Additionally, if residents of the proposed housing cannot find enough parking within the development they may be tempted to park in Gomm Road, where residents already struggle to find parking - an issue</p>	<p>Our preferred approach is to protect the Fish Farm site as open space, with an opportunity for the introduction of a community use.</p>
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			<p>which has been reported to MP Simon Hughes who has promised to look into this.</p> <p>4)Mature trees - there are over a dozen - on site will need to be removed. I cannot believe that with so many underdeveloped brownfield sites already existing in Southwark, the local authority would approve destruction of wildlife habitats to fulfil housing stock needs.</p> <p>5)Wildlife recently seen living in the fish farm includes a pair of great spotted woodpeckers, a pair of sparrow hawks, a family of foxes, squirrels, blackbirds, jays, bluetits, coal tits and chaffinches. Many of these would be wiped out by the proposed development.</p> <p>Your sincerely Mr A Hartley</p>	
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392	Mrs Lindsay		Homes	<p>Could you please explain to us both, as I am of the understanding Addy House is to be demolished. Its OUR HOME and the area we so much love. Please send us some information on How/when/Why and whos STUPID idea this is. why try and fix something that aint BROKE!</p> <p>Regards</p> <p>Mr and Mrs Lindsay</p>	<p>We are preparing a regeneration and housing investment strategy for the improvement of our estates which will include consideration of issues such as the condition of homes and the capacity to increase the number of homes on the site. We have considered all the estates in the AAP area and we have identified our priorities i.e. those estates where it would be more financially viable to refurbish as opposed to redevelopment. Our preferred approach includes the refurbishment of John Kennedy House and the low rise accommodation on the Hawkstone Estate to bring them up to Decent Homes standards.</p>
393	Ms Suraya Adnan		Homes	<p>(HOUSING OPTION B) Gwent Court, Rotherhithe St (and shops) needs redevelopment.</p>	<p>We are preparing a regeneration and housing investment strategy for the improvement of our estates which will include consideration of issues such as the condition of homes and the capacity to increase the number of homes on the site. We have looked at all of the estates in the AAP area and we have identified our current priorities as being: to refurbish the low rise blocks and John Kennedy House on the Hawkstone Estate as these do not meet "decent" homes standard.</p>

394	Ms Suraya Adnan		Places - Building Heights	(BUILDING HEIGHTS OPTION B) I would like to see tall buildings around Canada Water Station and other transport hubs.	We are taking forward Option B as our preferred option. Section 3 of our Preferred Options report sets out our preferred approach to building heights within the Core Area of the AAP. We are encouraging a range of building heights in the area to create a more interesting townscape. The location of buildings on valuable sites next to transport hubs will mean that there will be more money available to assist in funding other improvements within the area, such as public realm and transport improvements. We have set out on a plan the generally acceptable buildings heights within the areas of the AAP.
395	Ms Suraya Adnan		Transport - Public Transport	(PUBLIC TRANSPORT OPTION B) I strongly support the new river pier at Rotherhithe station which would make my commute much easier  I believe an improved bus service is required at peak times on Rotherhithe Street and Salter Road.	Noted. The council is in discussion with TfL and London River Services on improvements to river services.  TfL recognise the need for improved bus services. The council will work with TfL to help deliver these.
396	Ms Suraya Adnan		Transport - Walking and Cycling	(WALKING AND CYCLING OPTION B) I strongly support the footbridge from Rotherhithe to Limehouse as do many of my fellow residents	The AAP will be supportive of the Sustrans Bridge. However, the proposal is currently unfunded and therefore the plan, while supportive, will not be reliant on the bridge being delivered.

397	N Llewelin		Homes	(OPTION B) Gwent Court on Rotherhithe Street should be redeveloped.	We are preparing a regeneration and housing investment strategy for our estates which includes consideration of issues such as the condition of homes and the capacity to increase the number of homes on the site. We have considered all the estates in the AAP area and we have identified our current priorities i.e. those estates where it would be more financially viable to refurbish. Our preferred approach is to refurbish homes in John Kennedy House and the low rise blocks on the Hawkstone Estate to bring them up to Decent Homes Standards
398	N Llewelin		Places - Building Heights	(OPTION B) Building Heights. Well designed tall buildings should be substantially higher in appropriate areas, e.g around Canada Water Station. This will integrate high density living around transport hubs.	We are taking forward Option B as our preferred option. Section 3 of our Preferred Options report sets out our preferred approach to building heights within the Core Area of the AAP. We are encouraging a range of building heights in the area to create a more interesting townscape. The location of buildings on valuable sites next to transport hubs will mean that there will be more money available to assist in funding other improvements within the area, such as public realm and transport improvements. We have set out on a plan the generally acceptable buildings heights within the areas of the AAP.

399	N Llewellyn		Transport - Public Transport	<p>(OPTION B) Likewise the new river pier at Rotherhithe station is much needed and will integrate tube and river services very well for residents.</p> <p>An improved bus service is required at peak times on Rotherhithe Street and Salter Road.</p> <p>Surrey Canal Road station is essential for phase 2 of East London line extension and must be funded.</p>	Noted. The council is in discussion with TfL and London River Services on improvements to river services.
400	N Llewellyn		Transport - Walking and Cycling	<p>(OPTION B) The foot/cycle bridge from Rotherhithe to Limehouse is essential (to encourage more walking and cycling and as an invaluable new river crossing) and must be financed as it is supported by many residents.</p>	The AAP will be supportive of the Sustrans Bridge. However, the proposal is currently unfunded and therefore the plan, while supportive, will not be reliant on the bridge being delivered.
401	Natural England - David Hammond	Natural England	All issues	<p>Thank you for your letter and enclosures dated 7 January 2009 in respect of the above consultation document and seeking the views and comments of Natural England.</p> <p>Overall the Consultation document seeks to identify the preferred option, out of two for the redevelopment of the Canada Water area of Southwark. Option 2 proposes the larger scale development of the area which provides potential for more environmental and biodiversity gain and improvements, through a variety of measures and proposals not just from Section 106 Agreements.</p> <p>Given the potential for enhancements and improvements to the area and its biodiversity Natural England would be supportive of Option 2, suitable and appropriate land</p>	Comments Noted

			<p>management and mitigation to be included, where appropriate, which would link in to PPS 1, providing sustainable communities with appropriate infrastructure and access to services as well as being compliant with PPS 9.</p> <p>Objectives for the area include Transport improvements and encouraging and promoting sustainable public transport, including walking and cycling and these are welcomed by Natural England and to be encouraged, Objectives T1 and T2 refer.</p> <p>Improvements and increase in green space provision and links to existing sites are also planned, together with biodiversity protection and nature conservation, Objectives P1, P2, P3 and P4 refer which are also welcomed and supported.</p>	
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402	Natural England - David Hammond	Natural England	Places	<p>5.4 Places Better and Safer Streets, Squares and Parks: The objectives listed here P1, P2, P3 and P4 are supported as mentioned previously.</p> <p>Paragraph 5.4.2 refers to the network of open spaces in the area and makes references to Southwark Park and Russia Dock Woodlands, Sites of Interest for Nature Conservation (SINC) which is welcomed, however, the Council needs to make reference to and include the Canada and Surrey Waters SINC as well, which also runs through the area.</p> <p>Option B also makes reference to the potential for extending the Thames Path in to the area and this would be supported by Natural England, although we would recommend that contact is made with the National Trails Officer to discuss the potential and possibility of undertaking this.</p>	Comments noted. The draft Core Strategy will set out all of the existing SINC's and proposed SINC's. The AAP will need to be in conformity with the Core Strategy.
403	Natural England - David Hammond	Natural England	Summary of the options	<p>Chapter 4: Summary of the issues and Options Under option B there would be more assistance and opportunity to help create additional green links and improve water and landscape quality in the key open spaces on the peninsula. This would also have the benefit of providing leisure and recreational opportunities, health opportunities and quality of life benefits for residents as well as complying with relevant national and local legislation.</p>	Our preferred approach is to help facilitate improvements to links between parks, improvements to waterways and open space and habitat areas

404	Natural England - David Hammond	Natural England	Sustainability appraisal	<p>Canada Water Area Action Plan - Issues and Options Interim Sustainability Appraisal</p> <p>The key sustainability issues identified have recognised the need to maintain and enhance open space provision and promote biodiversity within the area and this is welcomed and supported. However, Natural England would remind the Council of the presence of Canada and Surrey Waters SINC within the Peninsula/Action Plan area</p> <p>The sixteen Sustainability Objectives listed cover the areas that Natural England would wish to see addressed within a Sustainability Appraisal/ Strategic Environmental Assessment and these are broadly supported by Natural England, and in particularly the following;</p> <p>SDO 6 To reduce contributions to Climate Change.</p> <p>SDO 11 To protect and enhance the quality of landscape and townscape, given its reference to the public realm.</p> <p>SDO 13 To protect and enhance open spaces, green corridors and biodiversity. The inclusion of green corridors is especially welcomed.</p> <p>SDO 16 To promote sustainable transport and minimise the need to travel by car.</p>	Noted. The presence of the Canada and Surrey Waters SINC will be added to the baseline information.
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				<p>Relationships to other Plans and Programmes are appropriate and identify suitable legislation that would be recommended by Natural England, whilst the Social, Economic and Environmental Context identifies the issues and topics that Natural England would wish to see contained within such a document.</p> <p>I trust that the above comments are use in the Council's deliberations. However, should you have any queries or wish to discuss any aspects of this Plan please do not hesitate to contact me at the above address.</p>	
<b>405</b>	Natural England - David Hammond	Natural England	Transport	<p>Transport</p> <p>Natural England welcomes the inclusion of consideration of enhancements and improvements to walking and cycling provision for the area, together with consideration of water transport facilities</p>	Noted.

<b>406</b>	NeilK	Resident	any other comments	I am happy for change in Canada Water but do not want Hawkstone demolished after years of neglect and broken promises	Our preferred approach is to refurbish the low rise accommodation and John Kennedy House on the Hawkstone Estate. An assessment has been undertaken for the estate, and financial modelling has identified that it would be more financially viable to refurbish. This would provide bring the homes up to Decent Homes standards
<b>407</b>	NeilK	Resident	Places - Building Heights	I am responding to this questionnaire as I currently live in John Kennedy House and after years of neglect and being promised repairs to the building it seems that one option is now to knock down the building and move people out. I love my flat and living in this block and do not want it demolished. I want money spent to repair the block not rehouse the people in the block.	Assessment has been undertaken on the feasibility of refurbishing the Hawkstone Estate. Financial modelling has been undertaken and it would be more cost effective to refurbish John Kennedy House and the low rise accommodation within the Hawkstone Estate.
<b>408</b>	NeilK	Resident	Shopping	I am responding to this questionnaire as I currently live in John Kennedy House and after years of neglect and being promised repairs to the building it seems that one option is now to knock down the building and move people out. I love my flat and living in this block and do not want it demolished. I want money spent to repair the block not rehouse the people in the block.	The preferred option for the Hawkstone estate and the reasons for this are set out in the preferred options report.
<b>409</b>	NeilK	Resident	Transport	Please do not demolish my block (John Kennedy House) because of traffic.	Noted. The council will concentrate on improving the existing road network rather than build new roads.

<b>410</b>	nik1979		Transport - Public Transport	would strongly support pedestrian/cycling bridge over the river	The council are also exploring options to improve the road network to improve access to the peninsula. Possible options are shown in the preferred options report.
<b>411</b>	palefox		any other comments	There is now a once in a lifetime opportunity to make the Rotherhithe Peninsula an internationally-admired model of environmentally-friendly public planning. Please ensure that the overarching consideration is how we lessen our environmental impact whilst delivering a built environment that includes exciting landmark architecture and encouragement of wider range of leisure and social activities delivered by both the public and private sectors.	We have set out our proposed vision and objectives within the Preferred Options paper to guide growth and future development of the Canada Water area. The vision sets out what we want to be achieved over the next 15 years and the objectives cover shopping, transport, leisure, places, homes and community. The AAP will look at a set of measures that are needed to help the area fulfil its potential and build on some of its strengths.
<b>412</b>	Pascal Guignard		Community - Childrens Services	I believe that enough has been done in the area with regards to schools and education	We are aiming to transform teaching and learning by investing in education through the borough-wide Southwark schools for the future (SSF) initiative. This includes building a new secondary school with a sports specialism in Rotherhithe to meet the growing population in the north of Southwark. This will be a five-form-of-entry (750 pupils aged 11-16) school plus sixth form (150 pupils)

413	Pascal Guignard		Leisure - Tourism	I am not in favour of either option as they do not meet the need of the borough's population	The preferred option will protect and strengthen arts, cultural and tourism facilities in the area through. This will allow us to strengthen the areas attraction for tourists and also improve the choice of activities on offer for local people.
414	Patrick Horan	Southwark Disablement Association	The vision and objectives	I am choosing option b as it provides new facilities for the area & its making it grow. it will provide a new swimming pool and leisure centre.	Noted.

415	Paul Battley		any other comments	The Tesco shop is a vital local amenity as the only readily accessible large supermarket on the peninsula - continuity of trading must be preserved during any changes to the shopping centre.	Comments noted. We will seek to improve the Canada Water town centre, encouraging more investment into the area and to provide a wider range of shops and services. Our preferred approach to growth is for Canada Water to become a major town centre in our hierarchy of town centres throughout the borough. The approach will involve significantly expanding the shopping floorspace within the centre. Our overall objective is to create an accessible, distinctive town centre which is well connected into the surrounding street network, and has a range of shops, restaurants, and community and leisure facilities within mixed use developments.
416	Paul Battley		Community - Police	The site does not seem to lend itself to mixed uses. However, I'm not opposed to the option.	Noted.
417	Paul Whittlesea		any other comments	This sometimes comes across as a less than honest approach to giving options to the redevelopment to the area overall. Option B is generally presented as if it is the better option without really offering any explanation why a lot of it cannot be done under A - e.g. on business space section, why cannot 'Aim to maximise the proportion of goods and services procured locally' be in option A? It isn't clear how the extra work under B would be funded; yet parts of A are presented as if they cannot be afforded. On the flip side, the sections on children's services, health and	We grouped options under A and B to ensure they were consistent with one another and to show that by implementing some options, this would mean that others could not be implemented. We tried to ensure that the options provided genuine alternatives

				<p>police are only presented as option A, which could lead people not voting for B!! While I appreciate this is a work in progress, a Development Plan Document such as this should be deliverable and I'm not convinced that as presented either option is as it stands.</p>	
418	Paul Whittlesea		Community - Business	<p>(BUSINESS OPTION B) On employment, is a large increase in retail jobs desirable? It may help provide some flexible working hours, but will do little to raise aspirations or wages for the area. Does procuring more locally mean from SME businesses or simply larger retailers that happen to be in the area e.g. Tesco, BHS etc.</p>	<p>Our preferred approach to retail is to improve and expand shopping floorspace in the town centre providing a range of shop unit sizes including small shops suitable for independent operators and a new department store. This will evidently lead to an increase in retail jobs available in the area. Our preferred approach to jobs and businesses is to create a wider mix of uses at Canada Water, including new office and light industrial space, to help bring more vitality to the centre. Our research suggests that there is a need to provide flexible business space to meet the demands of the local office market. Future occupiers would be likely to be public sector organisations or SMEs providing services to other local businesses, mainly in the information technology, creative industries, and professional services sectors.</p>

419	Paul Whittlesea		Community - Faith Premises	I cannot see why both options A and B cannot be done for Faith premises, youth facilities and meeting halls. Seems like a choice is being offered where there is none.	Comments noted. Our preferred approach is to locate local facilities together so that the services required by the community including, housing services, health centres, community space and facilities for the police are provided in accessible locations in a way in which different facilities can complement and support each other.
420	Paul Whittlesea		Homes	What is Decent Homes money being used for in Southwark if not the Hawkstone estate? Potential other estates for demolition/redevelopment could be the Silwood, Kirby, Slippers areas.	We are preparing a regeneration and housing investment strategy for our estates which includes consideration of issues such as the condition of homes and the capacity to increase the number of homes on sites. We have considered all the estates in the AAP area and we have identified our current priorities i.e. those estates where it would be more financially viable to refurbish. Our preferred approach is to refurbish homes in John Kennedy House and the low rise blocks on the Hawkstone Estate to bring them up to Decent Homes Standards.

421	Paul Whittlesea		Leisure	<p>LEISURE OPTION A) As a family that lives adjacent to Seven Islands, the existing buildings provide protection from possible mixed development (potentially 5 storeys high) that figure 9 suggests could be built at the end of our garden under option B. While Seven Islands is a bit scruffy and the pool isn't suitable for our young children, there is no reason why as part of potential funding under the Community Infrastructure Levy the centre could not be made better. You don't offer a realistic suggested site for a replacement pool. How about using the roof for electricity generation e.g. solar or wind that can be used for the centre/sold to the grid? What does the PCT have to say about this? They can use their Health Act 1999 powers to co-fund any work that improves health of local people with the Council, particularly of the preventative sort. Regarding the Fish Farm site linked to Seven Islands, what appraisal has been done of wild life and trees? We would be utterly opposed to any options that allow development that would overlook our house, add significant noise or compromise the current lack of access for criminals to our back garden. If the site were to be developed for anything, how about low level (quiet) ground source heating for the Seven Islands pool or secure allotments. Is this area not Metropolitan or Borough Open Land?</p>	<p>The Preferred Option, Option A, will ensure the refurbishment of the Seven Islands Leisure Centre including the swimming pool as well as a gym and sports hall. It will be retained on the current site. As part of the refurbishment sustainable resources will be examined. The Fish Farm will remain as open space</p>
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422	Paul Whittlesea		Leisure - Tourism	(TOURISM OPTION B) Regarding hotels and the Olympics, it may be sensible to keep options open to convert hotels into housing once 2012 is over, if the area doesn't warrant keeping hotels going.	Noted the preferred option allows for the provision of new hotels, at the South Dock Marina and the town centre close to public transport. Although there is an existing hotel on the peninsula a study by the GLA in 2006 estimated that Southwark needs to provide an additional 2,500 hotel beds by 2026 to meet growing needs in South London. This suggests there would be demand for hotel beds. Notwithstanding this, hotels could be designed flexibly to enable future adaption.
423	Paul Whittlesea		Places - Energy and water	As before, the options in this section could be presented as if some under B cannot be done under A without any logical explanation why. Why cannot new development under A have its own CHP, make use of SELCHP or use water efficiently? What is the difference between "all development to minimise use of... water" and "use water very efficiently..." Why not build the SELCHP heat infrastructure at the same time as the East London Line extension to minimise disruption, and why not for option A?	We are taking forward Option B as the preferred option. We have set out in section 3 of the PO report our approach to energy and the reduction of carbon emissions. The draft Core Strategy sets out the proposed spatial policy for environmental standards in new development. The AAP will need to be in conformity with the Core Strategy

424	Paul Whittlesea		Places - Network of open spaces	<p>(NETWORK OF OPEN SPACES OPTION B)  How can you propose to afford the additional improvements to the open space network under B, yet do not have the money to refurbish Seven Islands for example? Why does this section refer to safer streets when there are no proposals about this issue? My view is opening up the Fish Farm site, could increase exposure to crime for homes on Ann Moss Way and Gomm Road that back onto this site.</p>	<p>Through Section 106 Agreements with new developments we can secure funding to make improvements to existing open spaces within the area and the public realm. We have set out our preferred option for open space in Section 3 of the PO report. We are also proposing to refurbish the Leisure Centre and to protect the Fish Farm as open space and possibly a community facility</p>
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425	Paul Whittlesea		Shopping - Albion Street	(ALBION ST OPTION A) On Albion St, are options exclusive. Couldn't Albion school be redeveloped as in B and yet protect fewer of the shops as in A for example.	Our preferred options for Albion Street is option B which includes Improving access from the town centre and from St Mary's conservation area, reinforcing the viability of the shopping parade by restricting the number of hot food takeaways and exploring the potential to establish a market, possibly with a Scandinavian theme. Our preferred approach would also improving the appearance of shops fronts, working with TfL to secure funding for streetscape improvements and continuing to explore the potential to reconfigure Albion Street Primary School providing a mixed use scheme. The shopping parade on Albion Street is a "protected shopping frontage" in the Southwark Plan. Our preferred option in the Core Strategy and the Canada Water AAP is to maintain this status. We will continue to consult with local people and stakeholders to explore the vision for the street and this will inform the final proposals we set out in the draft AAP
426	Paul Whittlesea		Transport	(THE ROAD NETWORK OPTION A) I do not agree with the way this is presented here and overall. The consultation appears to be slanted towards B. There is no reason why options in B cannot be in A and vice versa. 'A' could be just as ambitious in many themes. Since when has Lower Road been a 'temporary bus service area'? Why not have car clubs under option B? Presenting	Noted. We are working with TfL to explore options to improve the road network in the area. Car clubs, and green travel plans are already required by the UDP and Southwark's Transport SPD. These will be a requirement under all options.

				the options in this way is rather unhelpful. A right turn out of Ann Moss Way into Lower Road would be very useful if the junction is kept clear.	
427	Paul Whittlesea		Transport - Walking and Cycling	(WALKING AND CYCLING OPTION A) Generally walking and cycling routes seem to be OK currently with proper maintenance, which is more of an important issue.	Noted. Previous consultation undertaken at Canada Water has indicated that there are a number of significant barriers to movement in the AAP area, particularly around Lower Road and Russia Dock Woodlands. Consultation has also highlighted the lack of legibility in much of the AAP area, a problem that is compounded by poor signage and public realm. The AAP preferred options seek to make improvements to walking and cycling conditions in the area. These will be necessary to accommodate a significant rise on residents and visitors which the area is likely to experience.
428	Philip Baker		Shopping - Albion Street	Develop Albion Street into a restaurant street with a daytime market (not necessarily food market, but a themed market similar to Bermondsey Antiques market or Columbia Road Flower market).	Our preferred options for Albion Street is option B which includes exploring the potential to establish a market, possibly with a Scandinavian theme. We will continue to consult with local people and stakeholders to explore the vision for the street and this will inform the final proposals we set out in the draft AAP

429	Philip Baker		The vision and objectives	In principle I agree but want to add there should be efforts to make the "town centre" vibrant until late evening (10 - 11pm). Too many suburban town centres become deserted after the shops shut.	We will support provision of new cafes and restaurants of an appropriate scale through the redevelopment of the sites around Canada Water.
430	Philip Baker		Transport - Public Transport	(PUBLIC TRANSPORT OPTION B) I think that a new bus needs to be introduced to serve the central area of Rotherhithe. The Timberpond Road Area has no bus service, but it has Bacon's college and the new Playing fields which are not obviously and easily connected to the bus network. I appreciate that the 395 bus was withdrawn because of poor patronage but this was mainly due to it being an infrequent, very unreliable bus service which had no fixed bus stops. I didn't like to use it as it meant hanging round on the pavement waiting for a bus service that might or might not turn up - and that outside a school. Perhaps the P12 could be diverted from Rotherhithe roundabout to run down Brunel Road, Salter Road, Lagado Mews, Timberpond Road, Needleman St and Poolman Street into Canada Water bus station.	Noted. TfL recognise the need for improved bus services. Over the lifetime of the plan, the council will work with TfL to identify needs and help ensure improvements are delivered.
431	Philip Baker		what are the boundaries of the AAP?	The total area is fine but the core area should include the whole of Albion Street and all of Lower Road (both sides of the road) between Surrey Quays Station and the Lewisham Boundary. As these areas contain more "heritage" style buildings rather than "new build", the facilities and streetscape should be enhanced to add to the overall feel of the area and avoid a totally modern feel. Albion Street could be turned or developed	Following consultation we have altered the boundary of the core area so that it includes Albion Street because of the development opportunities on Albion Street and the need to improve it. Much of Lower Rd is also included. Further details on traffic management are set out in the preferred options report.

				into a "Restaurant Street" with a street market by day and easy parking by night. Traffic management on Lower Road should add to the already thriving shops with perhaps encouragement to try attract old style family run shops (butchers, bakers etc).	
432	Planning & Environmental Services Ltd		Community - Business	The document should place more emphasis upon employment retention and creation going beyond simply re-providing space pro rata. The current national economic recession, which shows no sign of abating and which is having profound effects upon job availability in all sectors, only emphasises the need to go beyond protection measured only in floorspace terms, and but to enhance employment resources and opportunities of all kinds; a key delivery mechanism for achieving these objectives is to ensure that existing employment is not undermined by unsympathetic policy choices such as juxtaposing incompatible uses, in this case housing and industry.	Our preferred option is to promote a business cluster primarily focused around Harmsworth Quays print works, through the provision of around 12,000 sqm of new office and light industrial space (Use Class B1) through development on a number of sites. To help enhance employment opportunities and resources further, one of our objectives is to create a wider mix of uses at Canada Water, including new office and light industrial space, to help bring more vitality to the centre. Our research suggests that there is a need to provide flexible business space to meet the demands of the local office market. We would target training and employment opportunities which are created by new development towards local people and aim to maximise the proportion of goods and services procured locally and open up supply chain opportunities for local businesses.

433	Planning & Environmental Services Ltd		Homes	<p>A fundamental test of site suitability for residential development is the character and scale of adjoining land uses. Figure 11 shows HQP potentially encircled by sites where housing may be approved. It is a B2 use and by its nature in terms of noise and activity which proceeds 24/7, is not a good residential neighbour. Its appearance and visual dominance does not offer an attractive outlook for future residents. There is no prospect of HQP's use discontinuing during the lifetime of this Plan and indeed, it makes a major contribution to employment and economic well being of CW. The possible adverse consequences for its business from nuisance claims by future residents underlines that if there is to be a residential component on nearby sites, the mix of uses, design and building control components must undergo most careful scrutiny and be enforced throughout planning and building stages. These requirements should be written into policies emerging as part of this Plan making process.</p>	<p>We have considered potential impacts Harmsworth Quays may have on adjoining new residential development and therefore considered an appropriate mix of uses for the Core Area of Canada Water. Section 3 of the PO report sets out our approach for enhancing social and economic opportunities and we propose to promote a business cluster primarily focussed around Harmsworth Quays print works.</p>
434	Planning & Environmental Services Ltd		Leisure	<p>Site E and the Mast Leisure site represent planning opportunities to reprovide the leisure facilities for the peninsular, and not being environmentally sensitive uses, would be an appropriate planning neighbour for HQP with fewer design and construction compromises necessary to deal with HQP's operational characteristics. The negotiations with applicants on surrounding sites have demonstrated that HQP is a significant constraint upon scheme design when mixed uses including residential are proposed as</p>	<p>The Preferred Option, Option A, will ensure the refurbishment of the Seven Islands Leisure Centre including the swimming pool as well as a gym and sports hall. It will be retained on the current site.</p>

				Figure 11 suggests. Either of Site E or Mast Leisure offers a well located leisure option within reasonable walking distance of Canada Water station and on a number of bus routes and close to the shopping centre.	
<b>435</b>	Planning & Environmental Services Ltd		The vision and objectives	The importance of "employment" should be expressly included in the Vision which is a key component of sustainable development along with those other uses and services which the Plan is to enhance, especially as HQP will directly influence how some of the Vision and Objectives are delivered. Development control measures applied to planning applications will be given more force if employment is recognised expressly in the Vision.	One of the 15 objectives which are set out to help deliver the vision is to provide more local employment opportunities.
<b>436</b>	Planning & Environmental Services Ltd		Transport	The emphasis should be on improvements to the highway network which keep traffic moving freely, and on reducing private motor vehicle ownership and usage especially associated with residential developments, which otherwise adds to congestion and impacts adversely upon business efficiency and costs when business vehicles are delayed on their journeys.	Noted.

437	Planning & Environmental Services Ltd		Transport - Walking and Cycling	<p>HQP are concerned with the implications of the "new links and new green links" shown on Figures 5 &amp; 6. Its site is totally surrounded by security fencing and no public right of way will be permitted on foot or on bicycle through it. The links shown present a misleading picture. The company has no plans to vacate the site in which there has been huge investment in modern technology. The Plan proposals should reflect the reality which is the HQP presence and which will not enable the links and green links to be delivered as shown.</p>	<p>Noted. The preferred options do not rely on the creation of new links through HQP.</p>
438	Planning & Environmental Services Ltd		what are the boundaries of the AAP?	<p>Figure 3 should be amended to identify the HQP site as one mentioned in the report. Its scale and operational characteristics impact upon development of named sites surrounding it fundamentally to influence design, mix of uses and environmental and building control measures for those sites which will enable HQP to continue to fulfil its role as the single largest employer at Canada Water and ensure a satisfactory environment is provided for occupants of the new developments. Figures 4, 6, 7, 9 &amp; 11 demonstrate graphically, regardless of which option is pursued, the scale of HQP relative to surrounding sites for which proposal options are made, yet HQP is anonymous on those plans.</p>	<p>Noted. HQP will be located on a plan. The preferred options report sets out further guidance on development on surrounding sites and how they should respond to HQP.</p>

<b>439</b>	Residents of Gomm Road		Homes	<p>Re: Proposal regarding building developments to the rear of Gomm Road (Fish Farm)</p> <p>Most of the residents of Gomm Road have been her for many years and can remember when the park used the area a flower nursery, before it came known as a 'fish farm'.</p> <p>Although it is now overgrown, it would still affect the outlook of Gomm Residents if it is used for building developments.</p> <p>It is metropolitan land, so it should not be used for development anyway. Therefore we, the residents of Gomm Road rigorously oppose this motion.</p>	<p>Our preferred approach is to protect the Fish Farm site as open space, with an opportunity for the introduction of a community use.</p>
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440	Richard Davies		any other comments	<p>Option B is clearly the more ambitious and worthwhile plan and it is unclear to me why Option A is included at all, other than potentially to provide a 'default' or 'low cost' alternative. We should avoid Option A at all costs and focus on Option B in nearly all cases.</p> <p>In my opinion the most critical aspect of the plan is the development of the new high street and redevelopment around the shopping centre and leisure sites. Having a real high street in Canada Water with nice shops, restaurants, bars, pubs and so on would instantly make the area vastly more attractive to live in. I feel the area is currently a 'half-way-house' between a suburb and an industrial estate gone wrong. The corrugated iron fences that plague the leisure park and industrial estate make me sometimes feel like I am living in a police state, and the poor quality architecture of the shopping centre and surrounding buildings, the difficulty in walking between areas and the bland modernity of many of the new developments make it seem that the area is cheap and run-down. This can all be easily improved by making some careful choices.</p> <p>You will gather that one crucial aspect that I do not think is addressed in this document is a plan for how the area will look from an architectural point of view. Guidelines should be put in place NOW that establish what the character of the buildings should be to make sure they endure and we do not</p>	<p>We have set out our proposed vision and objectives within the Preferred Options paper to guide growth and future development of the Canada Water area. The vision sets out what we want to be achieved over the next 15 years and the objectives cover shopping, transport, leisure, places, homes and community. The AAP will look at a set of measures that are needed to help the area fulfil its potential and build on some of its strengths. We will seek to improve the Canada Water town centre, encouraging more investment into the area and to provide a wider range of shops and services. Our preferred approach to growth is for Canada Water to become a major town centre in our hierarchy of town centres throughout the borough. The approach will involve significantly expanding the shopping floorspace within the centre. Our overall objective is to create an accessible, distinctive town centre which is well connected into the surrounding street network, and has a range of shops, restaurants, and community and leisure facilities within mixed use developments. The AAP will need to be in line with the Core Strategy, which will set out the strategic policy for high standards of design.</p>
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			<p>want to tear them down after another 30 years (as we are doing now!). In my view this is not a trivial or purely aesthetic aspect of planning that can be addressed later down the line, but is something that is overwhelmingly crucial in ensuring that an area is successful versus others. The aesthetics will determine how people feel about themselves and where they live, whether they view it as a long-term place to make a life or somewhere that will 'do for now' before moving on, and how they treat the environment and their neighbours. I believe the difference pleasant surroundings make between a person enjoying life and struggling through each day is quite substantial. Please address this in your strategy.</p> <p>One way forward could be quite simple: in my view when considering the design of any new buildings, if it is possible to apply such words in their description as 'modern, innovative, sleek, cheap, bland' then the design should be rejected. Designs should only be approved if it is possible to use such words to describe them as 'beautiful, majestic, ornate, solid, classic, robust'. We should not be swayed by cheap, modern architecture that the developers will almost certainly try to push our way and that will look old and tired after only a few years, but instead look for our template at the designs of buildings in London and Docklands that have truly stood the test of time and that people admire and revere.</p>	
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				<p>Thank you for the obvious extensive effort that has been put into the plan thus far. I look forward to further involvement and seeing the results!</p>	
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441	Richard Davies		Community - Business	<p>(OPTION B) New business space should be provided in conjunction with revival of the town centre, but not massively so. Office space is currently unoccupied in Tavern Quay etc. and will only become filled if the area is successfully brought to life. Also, both options make a similar statement "Training and employment opportunities would be targeted towards local people and we would aim to maximise the proportion of goods and services procured locally and open up supply chain opportunities for local businesses." This sounds bureaucratic, distortionary and faintly absurd given the 'local area' is completely arbitrary. Training and employment opportunities should be awarded to which ever person or firm is best for the job.</p>	<p>We have recently undertaken an employment land review which suggests that there is a demand for business space for small and medium sized enterprises which is not being met by the current stock of business space.</p> <p>Southwark successfully operates a workplace coordinator scheme which developers are required to sign up to. Sites are given targets for the training and employment of local people. This works particularly well for construction type jobs, but it also useful in other sectors including catering, retail and office work.</p> <p>Businesses around the City and Canary Wharf have a range of requirements which require servicing, including, design, printing, education/training, catering, financial advice, real estate advice, accountancy etc. Southwark encourages businesses to develop procurement practices which ensure that local businesses are aware of opportunities.</p>
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442	Richard Davies		Homes - Affordable Housing	<p>I am extremely confused by the Affordable Housing options. The Fact Box states that Affordable Housing is housing that is (in one fashion or another) subsidised by the government to make it more affordable for the tenant. Hence an 'Affordable House' should be physically identical to a 'market' house, and its status as an Affordable House or otherwise can be changed depending on policy later down the road and is not a planning consideration. So why is it addressed in this document? More detail is needed as to what we are actually trying to decide here.</p> <p>That aside, if the problem the council is trying to address is the inaffordability of 'market' housing, then restricting supply of housing to the market by designating them 'affordable' seems to me a perverse strategy that will only work to exacerbate the price of 'market' housing and reduce affordability further. As a home-owner in the area I am hence presented with perverse incentives, and therefore would prefer to see 100% of new housing designed 'Affordable' - as reducing the number of 'market' homes should keep prices high and support the value of my own private dwelling.</p>	<p>The status of affordable homes and potential changes to affordable housing provision is a planning policy consideration. The percentages of affordable housing and the mix of affordable homes within developments i.e. social rented or intermediate, are set by planning policies. London Boroughs are required to prepare policies for the provision of affordable housing. This is set out within the London Plan. The definition of affordable housing is set out within the Preferred Options Report</p>
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443	Richard Davies		Homes - Bedroom Mix	<p>(BEDROOM MIX OPTION B) On bedroom sizes the for/against box for Option B states the following: "If we require more family housing, it will mean that we have to be imaginative about the way we provide private outdoor space. Rather than having gardens, some family homes would have access to balconies, patios or roof terraces instead. All family homes however would have access to a usable private outdoor space." This is not true. More family housing could mean that developers will need to focus on building traditional town houses with gardens. Why not have rows of town houses where the bottom two stories form a traditional house with a garden, and have 3 stories of flats on top? There are other ways of building new homes without focussing on high-rise flats.</p>	<p>Our preferred approach is to ensure that at least 30% of new homes have 3 or more bedrooms. This reflects our vision for the area to ensure that the area remains attractive for families. It will also complement the investment we are making in schools, leisure facilities and open space. The provision of adequately sized private amenity space for family sized accommodation can be incorporated into flatted developments, through the use of small gardens at ground floor level and balconies and roof terraces. We will not be able to plan for traditional town houses across the entire AAP area to accommodate family accommodation, as we are proposing a density within the Core Area to be higher than the wider AAP area, with densities permitted at above 700hrh. This is to ensure we can provide over 2,000 new homes in line with the London Plan policy for the area. New homes planned within other areas of the AAP which are more suburban in character, would have a lower density in order to reflect the existing character.</p>
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444	Richard Davies		Leisure - Tourism	<p>(TOURISM OPTION A) With regard to Tourism Option B - what do you mean by 'activities' in South Dock Marina? Even with the house-boats removed I think the marina would still be pretty full and I'm not sure what scope there is for activities in any case. More information needs to be provided to make a judgement.</p> <p>One 'wild idea' that might be considered is having a floating public swimming pool in Greenland Dock in the summer months. Such pools have been successful in Berlin (<a href="http://freshpics.blogspot.com/2008/06/floating-swimming-pool.html">http://freshpics.blogspot.com/2008/06/floating-swimming-pool.html</a>) and Brooklyn, NY (<a href="http://www.nytimes.com/2007/06/30/nyregion/30pool.html">http://www.nytimes.com/2007/06/30/nyregion/30pool.html</a>).</p>	<p>Noted. The preferred option supports the use of the docks for water related leisure and tourism activities which do not affect their openness or the natural habitats/ wildlife in the area. A boatyard will be retained at South Dock Marina which would also provide space for shopping facilities, such as a convenience store or chandlers, a cafe/restaurant and possibly a small hotel or residential accommodation.</p>
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445	Richard Davies		Places - Building Heights	To me, the height of new buildings is not the issue. The design of the buildings and what they look like is far more important to me than the heights. I am fine with tall buildings as long as they look good - and equally I am adverse to low-rise buildings if they look bland and shabby. Not enough information/detail in this regard is provided here to made a choice.	We are taking forward Option B as our preferred option. Section 3 of the Preferred Options report sets out the proposed approach to tall buildings within the AAP area. We are encouraging a range of building heights in the core area to create a more interesting townscape. We have set out design principles to guide new development to ensure new development achieves high design and environmental standards. We have acknowledged that the design and height of new buildings will need to respect the lower-rise character of surrounding areas, and it is important to ensure that tall buildings are not overbearing on the docks or parks. Further information will be set out in the next stage of AAP consultation
446	Richard Davies		Places - Energy and water	(ENERGY OPTION B) In my view the plan should be neutral and not make politically controversial and arguably ill-informed statements such as: "Carbon dioxide emissions from new development contributing to climate change, which is likely to lead to more extreme weather and flooding, hotter summers and a threat to wildlife and food production." Homes should be better insulated and more energy efficient primarily because this is better and cheaper for the people who will live in them. In my view a CO2 emission target is the wrong measure, and the focus should be on how cheap homes are to heat and live in. That said, while not agreeing with the full rationale	We are taking forward Option B as the preferred option. We have set out in section 3 of the PO report our approach to energy and the reduction of carbon emissions. The draft Core Strategy sets out the proposed spatial policy for environmental standards in new development. The AAP will need to be in conformity with the Core Strategy.

				I do support the proposals put forward here.	
447	Richard Davies		Places - Network of open spaces	(OPEN SPACES OPTION B) Extension of the Thames Path would be welcome, and I am surprised there is not a London-wide project to complete a full uninterrupted path along the south-side of the Thames. You also get chunked-off the river-front just south of Rotherhithe before Greenwich, which massively spoils what would otherwise be a great connection between the two water-side towns. The suggested water-link between Canada Water and Greenland would also be welcome, but I suspect this would be massively expensive. Like the bridge to Canary Wharf, in my opinion it should only be considered if it does not prejudice other more critical parts of the plan.	We are taking forward Option B as the preferred option. Section 3 sets out our proposed approach to improving existing pedestrian routes. We will look for opportunities to fund improvements through several means, including allocating resources to our transport Local Implementation Plan, Cleaner, Greener, Safer funding where relevant projects are agreed and S106 Agreement contributions from developments. We will seek to secure funding to implement improvements to routes which are outside of the core area. The Thames Path would be extended where development opportunities exist.
448	Richard Davies		Shopping	(SHOPPING OPTION B) I welcome redevelopment of the shopping centre, but care must be taken not to repeat the same mistakes. Why is it that we are already considering substantially redeveloping a centre that was only built a relatively short time ago? There are many good examples of shopping centres that endure in London (e.g. Whiteleys) and we should model	We would like to improve Canada Water town centre by improving and expanding shopping floorspace, providing a wider range of shops and services, as well as places to eat, drink and relax. Our vision is to move away from a covered shopping centre concept to a high street type model.

				development around cloning them (there is no need to reinvent the wheel when good templates exist!).	
<b>449</b>	Richard Davies		Shopping - Albion Street	I have no strong opinion on the second question as I have never visited Albion Street.	Noted.
<b>450</b>	Richard Davies		The vision and objectives	<p>There should also be an emphasis on using good classic architecture, and avoiding bland, modern, and cheap-building designs and techniques that blight many regeneration projects a few years down the road after the 'shine' on the 'modern' concrete buildings has worn off. I would revise something along the lines of:</p> <p>Canada Water should be a vibrant AND AESTEHTICALLY ATTRACTIVE town centre with a distinctive LOOK, CHARACTER AND identity which reflects its unique location around the former dock basin. It must reach out to the wider peninsula, ensuring that the area is accessible, particularly on foot, by bicycle and by public transport. It will contribute to achieving a great network of parks and open spaces, which together with the docks and the River Thames, can help make Rotherhithe known as a fantastic destination to visit, relax in and have fun. It will provide good quality homes, AN</p>	Noted. Objectives P1 includes the aim to ensure that the design, scale and location of new buildings help to create streets and neighbourhoods which have varied character. The places section of the preferred option report describes our preferred approach to urban design, open spaces and energy.

				ATTRACTIVE-LOOKING ENVIRONMENT, and great schools to help make Rotherhithe an attractive place to live, particularly for families.	
451	Richard Davies		Transport - Walking and Cycling	(WALKING AND CYCLING OPTION B) I am in favour of Option B here, but when budget becomes an issue I believe this is an area where the ambition could be scaled back to ensure more critical parts of Option B survive into the final plan. With the exception of the traffic, I personally believe transport in the area is not too bad. Maximum 'bang for buck' would come from improving the Walking and Cycling Option A. The bridge would be very good (especially for me as I work in Canary Wharf), but seems expensive and would be worth dropping from the plan in order to focus efforts on getting the new high street and other town centre improvements.	Noted.  The AAP will be supportive of the Sustrans Bridge. However, the proposal is currently unfunded and therefore the plan, while supportive, will not be reliant on the bridge being delivered.

<b>452</b>	robcaune		Community - Health	the current health centre site should be retained	Our preferred approach is to work with the primary care trust (PCT) to meet the needs generated by the increased population in the area by providing new health facilities in the core area. These facilities will complement existing facilities.
<b>453</b>	robcaune		Homes - Affordable Housing	The need for affordable housing is unclear.	The provision of affordable housing within developments is a government requirement. We have a need for affordable homes in the borough.
<b>454</b>	robcaune		Leisure - Tourism	it seems inappropriate to create a tourism activities at south dock marina which has very limited access and is the heart of a residential area.	We would like to strengthen the areas existing tourist attractions and also improve the choice of activities on offer for local people. Some development on the boatyard site would have the potential to bring more life to the area and take advantage of the Marina, the Thames Path and links to Canary Wharf.

<b>455</b>	robcaune		Places - Building Heights	Would prefer any new buildings to be restricted in height to 4 - 6 stories.	We are taking forward Option B as our preferred option. Section 3 of the Preferred Options report sets out the proposed approach to tall buildings within the AAP area. We are encouraging a range of building heights in the core area to create a more interesting townscape. We have set out design principles to guide new development to ensure new development achieves high design and environmental standards. We have acknowledged that the design and height of new buildings will need to respect the lower-rise character of surrounding areas, and it is important to ensure that tall buildings are not overbearing on the docks or parks. Further information will be set out in the next stage of AAP consultation
<b>456</b>	robcaune		Transport	Any development should make adequate provision for car parking - one of the current advantages of Surrey Quays is its car access and such access is important for shopping.	The emphasis within our preferred option is to ensure that car parking is shared by town centre uses. Parking levels should be within London Plan maximum standards.
<b>457</b>	robcaune		Transport - Public Transport	There needs to be better access to and from the peninsula	Noted. The council will continue to discuss the potential for new bus services with TfL.

458	robcaune		Transport - Walking and Cycling	would support pedestrian and cycle access to Canary wharf (i.e. the proposed bridge) as an additional alternative to overcrowded tube	The AAP will be supportive of the Sustrans Bridge. However, the proposal is currently unfunded and therefore the plan, while supportive, will not be reliant on the bridge being delivered.
459	Robert Kehr		any other comments	Childcare??? You have taken a big focus on families (which i think is fantastic) but as of yet i have read absolutely nothing that indicates that you are planning to take into consideration families with newborns/young children? If you are attracting families, or people who want to have families then surely this should be taken into account. Currently there are no childcare facilities available to the local residents. Even within the Southwark region in general affordable and available childcare is very difficult to find. To incorporate a childcare centre should be mandatory too. There is no point focusing on creating jobs and schools (especially with your plans to increase school capacity in the area), especially if residents still have to leave the area to put a child into childcare and then come back. A very big oversight.	We will seek the provision of new pre-school facilities to meet the demands of the growing population, where there is a need. It is reasonable to expect that residential developments should make a contribution to the provision of new community facilities as a direct result of the proposed development (related in scale and kind). This is required for developments including 10 units and above and schemes providing a net increase of 1000sqm or more of office gross internal floorspace area. The money is then used to help fund the development of supporting community facilities, such as childcare.

460	Robert Kehr		Homes	(OPTION A) I would express concern if we were to lose any existing green space in the area. I am all for additional developments and new homes but only on existing utilised land. I wouldn't support redevelopment of Fisher Athletic grounds for example.	We recognise the importance of protecting open spaces on the peninsula and will seek to improve these spaces wherever possible and where necessary. Fisher Athletic's football pitch is part of a much larger area of open space (metropolitan open land) and will be retained as open space. MOL has a similar status to greenbelt and should not be built on except in exceptional circumstances.
461	Robert Kehr		Leisure	(OPTION B) Would the new swimming pool be heated and sufficient for babies/small children? Would there be a separate pool for them? At the moment the nearest is in Deptford (Wavelengths centre) which takes quite a while on the bus to get to.	The Preferred Option, Option A, will ensure the refurbishment of the Seven Islands Leisure Centre including the swimming pool as well as a gym and sports hall. It will be retained on the current site.
462	Robert Kehr		Places - Network of open spaces	(OPTION B) Would there be any redevelopment of Southwark Park Tea house? It really is in a beautiful location and right near the child play area, for parents it is in a perfect location. In winter though when it is quite cold, it is so small that you cant really spend much time at the play grounds as there is no where you can go and sit down to have a warm tea. A nice walk around the park is always enjoyable.	We are taking forward Option B as the preferred option. Section 3 sets out our proposed approach to open spaces. We are currently preparing an open spaces study and preparing an investment strategy for Southwark's open spaces, so that we can identify where improvements are needed. It is unlikely that the Southwark Park tea house would be redeveloped.

463	Robert Kehr		Shopping	(OPTION B) Is it possible to include the development of a weekend markets? I do love borough markets it is however bursting at the seams and taking small children there is a nightmare. I much prefer to buy my food and produce from market stalls than large corporations. It would certainly add to town centre feel that you want to create. I would also disagree with any moves of junk food places to open up in the area such as burger/kebab/fish n chip takeaway shops.	Our preferred option for shopping is option B which supports the provision of new markets in the action area, possibly at the new plaza outside Canada Water tube station, or on Albion Street. In section 3 we recognise the importance of controlling the amount of A5 uses and aim to provide a variety of retail uses.
464	Robert Kehr		The vision and objectives	With regards to Schooling, this appears to have been left out. If you want to create a better community entice families then surely you would want to have a focus on better childcare, schooling and after school community activities.	We have set out within our Preferred Option our commitment to ensuring that the social and community infrastructure, such as schools, are put in place in the area to benefit local people and the growing population. We have set out our preferred approach for a new secondary school with a sports specialism and also the redevelopment of Albion Primary School, to provide a better education experience for its pupils in up to date facilities
465	Rotherhithe Hack		any other comments	Option A is vastly preferable. It respects the existing character of the area and would provide less disruption. Option B seems to be directed at providing opportunities for property developers rather than the local community, and would probably create more problems than it solves.	We are taking forward elements of Options A and B as our preferred option, however primarily Option B.

<b>466</b>	Rotherhithe Hack		Transport	Just don't muck about with unnecessary controlled parking zones on the peninsula.	Noted. An extension of the existing CPZ maybe necessary however to prevent parking demands generated by new development over spilling into surrounding streets. The council would consult on any CPZ extension separately.
<b>467</b>	Rotherhithe Hack		Transport - Public Transport	Don't see why you can't press for more frequent buses within option A.	Noted. The council will continue to discuss the potential for new bus services with TfL.

468	Sally Dowman		any other comments	<p>I am very disappointed to see that neither of these 2 reflects that master plan that was put together in 2005. There was a lot of consultation on that plan and I fully expected to see that plan built or at least well underway by now. Instead the options presented now are significantly worse, with the suggestion being that the facilities promised in that plan are only possible at the expense of high rise development. The time frames are ridiculously long and the options are not what we had been led to expect.</p> <p>For me top priority is the inclusion of stringent green requirements in any development, minimisation of the climate change impact and protection of all existing green spaces in Rotherhithe, including the nature reserve area located on the edge of Canada Water. "improvements" to Russia Dock Woodland, Stave Hill Ecology Park and Surrey Water should only be undertaken if they enhance the ecological value of these sites.</p>	<p>We have taken into the account the significant amount of consultation already undertaken in the area, which related to the preparation of the masterplan. The masterplan was prepared for only a part of the town centre. Work on the development of the council owned sites within the town centre has been progressing; however, we have needed to review the existing planning framework for the area, in order to consider other opportunities for improving the area and to deliver changes that the community have expressed are needed. We are looking at a wider set of measures that are needed to help the area fulfil its potential and build on some of its key strengths. Planning Legislation sets out that Development Plan Documents should be looking at a time frame of between 10-15 years, setting out a vision and objectives to deliver change. Section 3 of the Preferred Options report sets out our approach to open spaces and energy efficiency. We seek to support the creation of new open spaces and protect and improve existing open spaces. We are currently preparing an energy study for the area, looking at the most effective way of using local energy networks. An energy strategy, infrastructure requirements and appropriate local target will be set out in the draft AAP.</p>
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469	Sally Dowman		Leisure	<p>(OPTION B) Canada Water needs a coherent, well thought out and integrated solution. Piecemeal development must not be allowed and safeguards must be built in to ensure that only part of the plan is ultimately carried out. This is of particular concern in a time when the economy is struggling and there is a real risk that developers might pull out of part of the project. I would hate to see the area developed unsympathetically or as a hotchpotch or mismatched developments.</p>	<p>Noted. The Area Action Plan Preferred Option will provide a coherent planning approach to the development of this area.</p>
470	Sally Dowman		Places - Energy and water	<p>(OPTION B)It would be negligent for the Canada Water area to be developed without insisting on the highest possible environmental standards. Every opportunity must be taken to minimise the greenhouse gas emissions associated with the initial build and the ongoing running of the developments. Enabling a greener way of life, discouraging use of cars and facilitating walking, cycling and use of public transport must be a top priority.</p> <p>The consultation document refers to developments needing to use water very efficiently, sustainable drainage systems and the desirability of use of grey water. These must be minimum standards for Option A &amp; Option B.</p>	<p>We are taking forward Option B as the preferred option. We have set out in section 3 of the PO report our approach to energy and the reduction of carbon emissions. We will set out an energy strategy, infrastructure requirements and local targets within the draft AAP.</p>
471	Sally Dowman		Transport	<p>(OPTION B) am totally against the building of any new roads. Perhaps something could be done to ease congestion for buses while discouraging car use?</p>	<p>Noted. Our preferred option concentrates on improving the existing road network rather than build new roads.</p>

472	Sally Dowman		Transport - Walking and Cycling	(OPTION B) I would very much like to see the pedestrian/cycle bridge proposed by Sustrans included in the scope of the Canada Water Area Action Plan and built.	The AAP will be supportive of the Sustrans Bridge. However, the proposal is currently unfunded and therefore the plan, while supportive, will not be reliant on the bridge being delivered.
473	Sally Dowman		what are the boundaries of the AAP?	I would very much like to see the pedestrian/cycle bridge proposed by Sustrans included in the scope of the Canada Water Area Action Plan and built.	The CWAAP issues and options included support for improvements to pedestrian and cycle access across the Thames, through the provision of the proposed Sustrans bridge between Rotherhithe and Canary Wharf. However, currently, funding has not yet been identified. While the AAP would be supportive of the bridge, it cannot rely on its implementation.
474	se16resident		Community - Childrens Services	I dont have kids, so dont have an opinion	Noted.
475	se16resident		Leisure	I have no opinion on this issue. I am a member of the gym at the Hilton, so use this facility	The Preferred Option, Option A, will ensure the refurbishment of the Seven Islands Leisure Centre including the swimming pool as well as a gym and sports hall. It will be retained on the current site.

476	Simon Hughes MP		community	<p>8. Community: Social and economic opportunities</p> <p>Local businesses</p> <p>It is very important to maximise local employment opportunities in the manufacturing, retail and commercial sectors. There is more and more case for employment to be as near to people's homes as possible. Southwark need to be more proactive in maximising apprenticeship, training and employment opportunities for local residents with every local employer. The greatest growth in employment is likely to be in small businesses and there is always a great need for business units which can have flexible space use. It is important that there is space and place for activities which may be less quiet and less neighbour friendly, but are nonetheless important to our local economy - for example, boat and vehicle maintenance and construction industry related work.</p> <p>The council should identify which sites give business opportunities that minimise adverse transport consequences. The river should be used as much as possible in all business and economic plans.</p> <p>New School</p> <p>I have long argued for a new school in Rotherhithe and I hope that this will be a priority for the plan over the next few years.</p>	<p>Comments regarding local businesses noted. Our objective is to create a wider mix of uses at Canada Water, including new office and light industrial space, to help bring more vitality to the centre. Our research suggests that there is a need to provide flexible business space to meet the demands of the local office market. Future occupiers would be likely to be public sector organisations or SMEs providing services to other local businesses, mainly in the information technology, creative industries, and professional services sectors. In addition we would target training and employment opportunities which are created by new development towards local people in accordance with the Core Strategy preferred option and our existing planning guidance (Supplementary Planning Documents). Comments regarding schools noted. Our preferred approach is to work with partners and school governors to provide a new education campus on the site of Rotherhithe Primary school. This would comprise either an "all-through" school or separate secondary school and primary schools.</p> <p>Comments regarding police provision are noted. Our preferred approach is to locate local facilities together so that the services required by the community including facilities for the police are provided in accessible locations in a way in which different facilities can complement and support each other. We will only seek the provision of such facilities where there is a clear requirement and an</p>
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			<p>This is supported by over <math>\frac{3}{4}</math> of people who completed my online survey and it is an issue which is regularly raised with me.</p> <p>I am not against the proposal for a 3 - 18 school although other primary schools in the area must also be feeders into the secondary part of the school.</p> <p>My preferred site would be the Rotherhithe Primary School proposal. As this would put the new school very close to the Lewisham boundary it is really important for the community that the admissions policy of any new school ensures priority to Southwark residents.</p> <p>I strongly support a relationship which would link the new secondary school (which should be a secular and not a faith school) with Bacon's and possibly St Michael's and all local primary schools in SE16.</p> <p>Police</p> <p>The local police should be based in the most accessible place possible and should be accessible 24 hours a day, 7 days a week. The council should work with the new Borough Commander, local councillors, our two GLA members and the MP to ensure the best possible site for our police base. I am in favour of the community hub idea of the police base including community wardens and other services.</p>	<p>identified body who will manage them on a viable basis.</p>
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477	Simon Hughes MP		Homes	<p>7. Affordable homes</p> <p>The most regular problem which people contact me about is the lack of affordable housing in the borough and this is particularly a problem in Rotherhithe where long established communities have difficulty in remaining together because of the prohibitive cost of housing. As much affordable housing as possible should be built while maintaining the 'suburban' character of the area'. I strongly support a 50% affordable housing policy, the priorities are council and social housing for rent, and affordable shared ownership as well as affordable property for owner occupation. It is vital that the strategy allows families, but also single people, couples and retired people to afford to stay in the area. Every encouragement should be given for extended families to be able to live near to each other.</p> <p>I believe demolition of existing housing should only happen in exceptional circumstances and it is important for planners to remember that we are talking about people's homes. I would keep and modernise as much as possible of the Hawkstone Estate and all other council property in the area. There is a logical case for demolition of the low rise blocks along Hawkstone Road facing the park, as part of a development in the community interest which supports the existing Rotherhithe Primary School and a new local secondary school</p>	<p>Our preferred approach is to ensure that 35% of homes in new development are affordable. There is a continuing need to provide affordable homes in the area and our preferred option will help meet these needs. It will also ensure that we create mixed neighbourhoods which provide a range of affordable and private homes. The proposed tenure mix for the area is at least 70% social rented housing and the rest intermediate. Our preferred approach is consistent with our approach in the preferred options of the Core Strategy.</p> <p>Our preferred approach is also to ensure that at least 30% of new homes have 3 or more bedrooms. This reflects our vision for the area to ensure that the area remains attractive for families. It will also complement the investment we are making in schools, leisure facilities and open space. We will also ensure that new homes are continued to be provided for couples and single people. We acknowledge that the design and location of tall buildings within the Core Area of the AAP will need careful consideration.</p>
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				<p>and community sports facilities. This needs to be part of a plan agreed with the tenants and residents of the Hawkstone Estate, and must ensure that at least as many council or similarly priced social housing for rent is provided to replace locally anything demolished. It is important for residents of the Hawkstone Estate that they have certainty as soon as possible.</p> <p>I do not support additional high rise blocks in SE16, unless a particular proposal has clear community support and contributes to meeting local housing needs.</p>	
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478	Simon Hughes MP	Leisure	<p>5. Leisure</p> <p>It is clear that the current Seven Islands Leisure Centre is not fit for purpose and there is a strong desire in the community for a better leisure centre. I also do not believe that the current site, on a main road, is the best or safest location for a leisure centre and I would support a new leisure centre site.</p> <p>Swimming is very important and the new leisure centre should definitely have a swimming pool. This should be part of a borough wide and London wide swimming strategy which allows all schools to provide swimming for all pupils every week. I am also keen for the council to consider seriously re-providing a lido as until about twenty years ago there was a very popular one in Southwark Park. Lidos are hugely popular and well used where they exist across the country. A decision as to whether this lido should be back in approximately its old site in Southwark Park or elsewhere in SE16 should depend on where it can maximise attendance and ease of access. There is a huge potential for swimming pool facilities to be of use to people of all ages and physical abilities. There may also be scope for additional temporary swimming provision elsewhere in the area from time to time.</p> <p>Southwark Park should also be developed for cricket. I am very supportive of Southwark Park being the host for an athletics track and</p>	<p>The Preferred Option, Option A, will ensure the refurbishment of the Seven Islands Leisure Centre including the swimming pool as well as a gym and sports hall. It will be retained on the current site. There will also be improvements to other sports facilities including the sports centre in Southwark Park which will become a training venue for the Para-Olympic games in 2012; a £2.3m refurbishment of the Surrey Quays water sports centre; and the installation of new sports pitches at Mellish Fields. There are currently no plans to provide a Lido in Southwark Park. Funds for this would need to be identified. However, the AAP is flexible as a lido could be provided it does not have a detrimental impact on the openness of the park. In relation to Tourism our preferred approach is to protect and strengthen arts, cultural and tourism facilities in the area through:</p> <ul style="list-style-type: none"> <li>• Continuing to protect business and community uses in the strategic cultural area around St Mary's conservation area;</li> <li>• Supporting the use of the docks for water related leisure and tourism activities which do not affect their openness and permitting proposals for small scale local convenience shopping, cafes and restaurants where opportunities exist. A boatyard will be retained at South Dock Marina which would also provide space for shopping facilities, such as a convenience store or chandlers, a cafe/restaurant and possibly a small hotel.</li> </ul>
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			<p>accompanying facilities, built and managed in a way that would be fully used by people from across Southwark and beyond.</p> <p>Fisher FC is Rotherhithe's local football club. Times have been difficult for the club recently and remain very difficult at the time of this submission. Whatever the immediate future for Fisher I do not think that the Salter Road ground is the best venue for a local football club and believe it would be better for the community and the club if it were to move closer to Surrey Quays tube station and bus stops. I shall be writing separately to the council to suggest ways of ensuring maximum viability for local sport in SE16.</p> <p>Tourism</p> <p>We should make maximum use of the docks and the river for the recreational use of local residents and tourists. The marina, Canada Water and the canals all have a role to play. Fishing should be encouraged in a managed way which would also bring in participation from across the borough and beyond. Development of the piers from Cherry Garden around to Greenwich would allow tourists to be brought to the area, for example for walking tours of Rotherhithe Village and visits to the Brunel Pumphouse. A strategy that seeks to bring people in by river would be popular and increase employment. It is important, however, that prices of tourist facilities locally should always guarantee full accessibility to all the</p>	<ul style="list-style-type: none"> <li>• Providing a new hotel through development in the town centre.</li> </ul>
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				<p>local resident community. The successful 'Event' in Southwark Park, the Bermondsey Carnival and the Rotherhithe Festival could carefully be developed so that they not only engage more and more local residents, but also bring in visitors to increase revenue and success.</p>	
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479	Simon Hughes MP		Places	<p>6. Places</p> <p>Green and open spaces</p> <p>Rotherhithe is a special area which has some wonderful green space and woodland which every effort should be made to preserve and improve where possible. It is very important, therefore, that it retains the 'suburban' not 'urban character. Canary Wharf and the Isle of Dogs and Rotherhithe and Surrey Docks are two entirely different communities and the physical characteristics that are very special about our community should be retained.</p>	<p>We are taking forward Option B as the preferred option. Section 3 sets out our proposed approach to open spaces. We are proposing to change the density to 'suburban' in much of the Surrey Quays and Rotherhithe wards which will set the density between 200-350hrh to reflect the existing character of these areas.</p>
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480	Simon Hughes MP		Shopping	<p><b>3. Shopping</b></p> <p>Most people would rather see smaller, independent shops and the shopping centre does not currently have a particularly inviting character. However, I do not believe that it should be demolished, especially as it was built in the fairly recent past. It is also extremely important to look after existing traders and local businesses. I believe that the best way forward would be to add to the range of shops in the shopping centre, to maximise shopping from all across SE16 and the northern part of Lewisham and Greenwich. It is very important that nothing is done which further undermines shopping in Lower Road and any development should be seen as supporting and developing Lower Road shops. The traffic, public transport, cycling and pedestrian routes around the area should also be planned to bring Lower Road and the current shopping centre closer together. One obvious way of doing this is to extend the shopping centre down to Surrey Quays tube station so that it is a direct continuation of Lower Road. All these plans need to make sure that they are compatible with the development of the Elephant and Castle as a shopping centre for people in SE1, Se11 and SE17 and commuters passing through. The feel of the shopping centre at Surrey Quays needs to be different both from the regenerated Elephant and Castle and from Canary Wharf across the water.</p>	<p>The preferred option for shopping is option B. We would like to improve Canada Water town centre by improving and expanding shopping floorspace, providing a wider range of shops and services, as well as places to eat, drink and relax. A range of shop unit sizes will be provided including small shops suitable for independent operators and a new department store. Over the coming years the Canada Water area will face strong competition from neighbouring centres and the shopping facilities at Canada Water will require investment in order to maintain and improve them. There is a risk that small scale improvements to the shopping centre and its appearance will be unlikely over the longer term to provide the boost that the centre needs. Our preferred option for Lower Road will include measures to improve the pedestrian/cycle links to the shopping centre. The shopping parades on Albion Street and Lower Road are “protected shopping frontages” in the Southwark Plan. Our preferred option in the Core Strategy and the Canada Water AAP is to maintain this status. Our preferred option for Albion Street includes Improving access to Albion Street from the town centre and from St Mary’s conservation area, exploring the potential to establish a market, possibly with a Scandinavian theme and Improving the appearance of shops fronts and working with TfL to secure funding for streetscape improvements as part of the improvements around Rotherhithe station.</p>
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				<p>Albion Street</p> <p>I do not agree with either option and believe that we should protect and develop the existing parade. I have become more and more convinced over the years that there is a great opportunity here to relate the development to our history and promote this area as the place in London and Britain which most reflects the Scandinavian and Baltic links with our capital city. The council should talk to the Finnish, Norwegian and Swedish communities and the businesses in London with Scandinavian and Baltic backgrounds and interests so that shopping, commercial activity and leisure activity could appeal to this group in particular but obviously to the wider community as well. There is scope for building on the very successful Christmas markets which the three Scandinavian communities hold every year.</p>	
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481	Simon Hughes MP		Transport	<p>4. Transport</p> <p>It is vitally important that the road layout is better designed and the majority of people in my survey supported some new developments to fund improving the traffic flow situation.</p> <p>I would be more ambitious than the options described and press for extra and more frequent bus routes and a cycle bridge over the Thames at Rotherhithe. It seems to me that, with the development along Hawkstone Road, it would be logical for Hawkstone Road to be closed during weekdays from 7am to 6pm for better and safer access. Please see further responses below.</p> <p>Jamaica Road and Lower Road have seen fatal accidents in the recent past. The traffic flow and permitted turns need to minimise any chance of this happening in the future. Transport for London need to be persuaded to have a dedicated bus lane strategy that speeds up traffic flow and does not reduce it.</p>	<p>Noted. The council is currently exploring options to improve Lower Road with TfL and Lewisham. The preferred options report shows the options currently being investigated. This includes two-way movement on Lower Road. We will press TfL to provide more bus routes. Additional routes will be dependant on a business case i.e. sufficient patronage to support them.</p> <p>Comments on Jamaica Road are noted. We are also working with TfL on improvements to Jamaica Road. These should be implemented by 2011.</p> <p>The AAP will be supportive of the Sustrans Bridge. However, the proposal is currently unfunded and therefore the plan, while supportive, will not be reliant on the bridge being delivered.</p> <p>We are also exploring options to improve crossing facilities for children on Hawkstone Road. This could include road narrowing and raised tables.</p>
482	Simon Hughes MP		what are the boundaries of the AAP?	<p>1. The boundary of the AAP area</p> <p>It is important that the council is thinking about Rotherhithe as a whole which in local council terms means the entire wards of Rotherhithe and Surrey Docks.</p>	<p>Noted. The AAP area includes both wards.</p>

483	Sourav		Community - Faith Premises	The new plan should focus on building new community facilities.	Comments noted. Our preferred approach is to locate local facilities together so that the services required by the community including, housing services, health centres, community space and facilities for the police are provided in accessible locations in a way in which different facilities can complement and support each other.
484	Sourav		Places - Building Heights	No higher than 6-7 storey houses should be built.	We are taking forward Option B as our preferred option. Section 3 of the Preferred Options report sets out the proposed approach to tall buildings within the AAP area. We are encouraging a range of building heights in the core area to create a more interesting townscape. We have set out design principles to guide new development to ensure new development achieves high design and environmental standards. We have acknowledged that the design and height of new buildings will need to respect the lower-rise character of surrounding areas, and it is important to ensure that tall buildings are not overbearing on the docks or parks.

485	Sourav		Shopping	Residential development with increased shopping space but current shopping centre should stay.	Noted. The preferred option for shopping is option B. We would like to improve Canada Water town centre by working with landowners to improve and expand shopping floorspace, provide a wider range of shops and services, as well as places to eat, drink and relax. Over the coming years the Canada Water area will face strong competition from neighbouring centres and the shopping facilities at Canada Water will require investment in order to maintain and improve them. There is a risk that small scale improvements to the shopping centre and its appearance will be unlikely over the longer term to provide the boost that the centre needs.
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486	Sourav		The vision and objectives	The plan is demolish the current leisure park and create new facilities. Has additional parking been considered as more new homes are being built.	Our preferred approach is to support the provision of new leisure and entertainment facilities of an appropriate scale in the town centre. There would not be a loss of leisure and entertainment floorspace when developing the town centre. Our preferred approach would be to limit residential parking to 0.3 spaces per home. In addition car free developments will be permitted within the controlled parking zone (CPZ) and the CPZ will be extended to manage the impact of residential development in the core area. A CPZ is an area in which on-street parking is managed, usually through a permit system, typically where demands for limited space from residents, commuters, shoppers and others are in conflict.
487	Southwark Living Streets - Alastair Hanton	Southwark Cyclists/Living Streets	Any other comments	<p>17 We hope that you will be able to arrange for the 2006 Urbed report to be published. We believe that it described the existing walking and cycling routes on the peninsula as the broken spokes of a wheel. We want to see these spokes mended and strengthened. We would like to make progress on some of these improvements forthwith, and are therefore submitting relevant CGS bids.</p> <p>We hope that you find helpful these comments, which are based on the policies of Living Streets and the London Cycling Campaign, and the local knowledge for our members living in Rotherhithe</p>	Comments noted. We recognise the importance of upgrading pedestrian and cycle routes in the area in order to meet the increased demand that will be placed upon them from an increase in the number of people living and working the area. We commissioned a Public Realm improvements study for Canada Water. This information will be part of our evidence base for the AAP and will be used to inform the draft AAP policies.

488	Southwark Living Streets - Alastair Hanton	Southwark Cyclists/Living Streets	community	<p>14. The section on health (page 55) should be expanded to promote development of active lifestyles. Southwark children have some of the worst obesity and asthma rates in the UK. The main causes are inactivity and through motor traffic. Any work at all on Canada Water should explicitly map these health issues and analyse whether new developments will help or make matters worse.</p> <p>15. The plan should lead the way to</p> <p>(i) Canada Water becoming a Business Improvement District, and</p> <p>(ii) the introduction of a Commons Rate for households living within 30 metres of the Thames or other water spaces, just as those living within 600 yards of Putney and Wimbledon Commons pay a Commons Rate.</p> <p>The yield from both these sources could be used for local infrastructure and management improvements.</p>	<p>Comments regarding health noted. Our preferred approach for the area action plan includes options that could benefit the health of young people and the population of the area as a whole. Our preferred approach to transport includes encouraging walking and cycling by providing routes that are safe, direct and convenient for pedestrians and cyclists. In addition we are supporting improvements to sports facilities such as renovating the Seven Islands Leisure Centre and providing high quality open space that could encourage outdoor activities.</p> <p>Comments regarding Business Improvement noted. Our objective is to create a wider mix of uses at Canada Water, including new office and light industrial space, to help bring more vitality to the centre. Our research suggests that there is a need to provide flexible business space to meet the demands of the local office market. Future occupiers would be likely to be public sector organisations or SMEs providing services to other local businesses, mainly in the information technology, creative industries, and professional services sectors.</p> <p>It is envisaged that funding for infrastructure improvements would come from a number of sources, including s106 contributions. We are not currently considering imposing the equivalent of a Commons Rate. Residents from the entire AAP area benefit from open spaces and local water bodies.</p>
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489	Southwark Living Streets - Alastair Hanton	Southwark Cyclists/Living Streets	Summary of the options	1.We understand your reasons for polarising the issues into two options. We agree that this can be a useful strategy for the consultation on Issues and Options. However, we think that the best plan will consist of a "pick and mix" from the two options.	Respondents tended to opt for one or the other option, however we received many responses which incorporated a mixture of options as their preferred approach to growth. We have considered all responses in the preparation of the preferred option for growth which is more aligned with Option B, with some elements from Option A
490	Southwark Living Streets - Alastair Hanton	Southwark Cyclists/Living Streets	Summary of the options	16 Comparing broadly options A and B, we favour option B, but, if harsh economic conditions prevail for longer than you envisage on page 59 and prevent implementation of option B, then we would opt for A, incorporating the wider network of green links from option B.	Noted.

491	Southwark Living Streets - Alastair Hanton	Southwark Cyclists/Living Streets	Transport	<p>2. Thus, within option B, we support two-way traffic in Lower Road, but not a new motor road through the Hawkstone Estate (page 33).</p> <p>3. Walkers and cyclists need river crossings. We understand that the London Mayor will not fund the Sustrans bridge. The two London councils, at each end of the proposed bridge, should explore vigorously, with Sustrans, other sources of money. This is a prime example of the important principle of selective permeability.</p> <p>4. We also urge the re-opening of the pedestrian entrance to the Rotherhithe Tunnel (page 35).</p> <p>5. In relation to option A on page 30, we would like a greatly improved pedestrian link between the shopping centre and the leisure car parks. Car drivers could then park at one to visit the other. Presently, we have one large car park empty at night time and another large car park empty during the day time.</p> <p>6. Page 32 of the paper draws attention to the conflict between traffic between the south-east and central London and local traffic trying to get to and from the peninsula. The plan should include proactive measures, worked out with Transport for London, to address this problem, including the possibility of the extension of the London Congestion Charge south-eastwards.</p> <p>7. Comparing figures 5 and 8, we strongly support the larger network of green routes in figure 8, but not a new motor link to Southwark Park.</p>	<p>2. We are currently exploring options to introduce two-way traffic flows on Lower Road, as set out in our preferred options report. We will not be going forward with the new road through the Hawkstone Estate.</p> <p>3. Noted. The AP will be supportive of the Sustrans Bridge. Given that this is currently unfunded, while supportive, the AAP cannot be reliant on the bridge coming forward.</p> <p>4. Noted. We are continuing to explore this option with TfL.</p> <p>5. Noted. The preferred options report and AAP will emphasise the importance of shared parking and the importance of creating better links between the shopping centre site and the leisure park site.</p> <p>6. Noted. We are exploring options to improve Lower Road with TfL. Any extension to the congestion charging would require the support of TfL and the Mayor.</p> <p>7. Noted. Improved links to Southwark Park will improve conditions for pedestrians and cyclists and will not involve routes for cars.</p> <p>8. i and ii. Noted. Green travel plans are currently required by the Southwark Plan and this will also apply to the AAP area. Shopping trolley parks are a feature that could be investigated through a green travel plan on the shopping centre site, as and when a redevelopment scheme on this site is agreed.</p>
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			<p>8. We urge a much more positive plan for walking and cycling than indicated on page 35. The Rotherhithe peninsula is much like parts of Holland. The plan should aim for levels of cycling comparable to Holland, maybe 30-50% of journeys. And, given the attractive conditions for walking in the peninsula, the emphasis on families and concerns about healthy lifestyles, the plan should explicitly aim for high levels of walking.</p> <p>The plan should incorporate policies for positively discouraging private car use in the area, which is car-saturated. Measures should include:</p> <ul style="list-style-type: none"> <li>(i) shopping trolley parks at blocks of flats within a mile of Surrey Quays shopping centre, which would cut local car use;</li> <li>(ii) travel plans for schools and other destinations;</li> <li>(iii) providing improved short-cuts for walking and cycling and avoiding stopping up unnecessary roads;</li> <li>(iv) charges for car parking at Surrey Quays; and</li> <li>(v) car parking in new developments restricted to provision for the disabled.</li> </ul> <p>Both Southwark Living Streets and Southwark Cyclists would be keen to work with the Council to research and assess what local people would require in order to embed walking and cycling more in the local area (.e.g. what is needed for cycling to attain a modal share of 30% or more) and then to shape the</p>	<p>8. iii Noted. The preferred options seek to provide better links for pedestrians and cyclists.</p> <p>8 iv. The council does not currently have control of car park management. the AAP will emphasise that all car parks should be shared. This would mean that in any redevelopment scheme, it is likely that car parking charges would be introduced to deter long stay and commuter parking.</p> <p>8 v. New town centre facilities should be accessible by a choice of means of transport. Some car parking for town centre uses is appropriate as some parts of the community, such as the elderly and families are more reliant on cars. It is also unlikely that owners/operators would agree to redevelop their sites if no car parking were allowed. car parking will be restricted however to ensure that Southwark Plan/London Plan maximum standards are not exceeded.</p> <p>9. Noted. Bike parking will be improved. In the short term, a new bike station will be provided on site A, adjacent to the tube station.</p> <p>10. While the council sympathises with this view, such changes would be costly and are not currently a priority. Improvements could be made to existing underpasses and bridges to enhance conditions for pedestrians and cyclists.</p>
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			<p>infrastructure with the changes that might be needed to attain these goals</p> <p>9.The plan should make provision for much more and better cycle parking at Canada Water and for all land uses, e.g. the library, shops, cinemas, etc.</p> <p>The interchange needs a really world-class bike park for 300 bikes and expandable. It should be covered, staffed and very secure. It could be supervised by the local newsagent or Decathlon at Surrey Quays (which, incidentally, sells more bikes than all the other Southwark bike shops put together.)</p> <p>10.The design of Salter Road is an anachronism. It should be traffic calmed, with, in places, trees in the centre of the carriageway, and with at-grade pedestrian and cycle crossings where desire lines indicate.</p> <p>11. As the plan indicates (on page 41), walking and cycling should be possible all along the Thames, and this should be restored at Surrey Docks Farm.</p> <p>12. Access to the area is also important. Many people from outside the peninsula simply do not visit at present and do not have the chance to make use of its amenities. We would strongly urge Southwark Council to assess (perhaps in conjunction with the Connect2 project) the quality of the cycling links to the peninsula from two or three key locations in Southwark that, if improved, would allow and encourage greater use of the peninsula by Southwark residents using sustainable modes of</p>	<p>11. There is currently a Cleaner, Greener, Safer project to restore the Thames Path at Surrey Docks Farm. The path would be made permanently open as part of an AAP requirement if the part of the site were to be redeveloped.</p> <p>12. Noted.</p> <p>13. Noted.</p>
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				<p>transport. 13. We fully endorse the need for good signage in what can be a confusing area.</p>	
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492	Southwark PCT - Alex Trouton	Southwark PCT	Homes	<p>(OPTION B) Please see points about high rise homes and density made in a previous section. In particular, if there is going to be a larger number of family size homes, it will be important to ensure that children's developmental needs are taken into account in housing design e.g. provision of safe play space and facilities for parents and children. This would be in addition to the 'usable private outdoor space' mentioned as, although beneficial, it would not fully meet children's' requirements for active play and social interaction. The Neighbourhoods Green project (<a href="http://www.neighbourhoodsgreen.org.uk/ng/">http://www.neighbourhoodsgreen.org.uk/ng/</a>) may be a useful resource for planners. This is a three-year partnership project aiming to highlight the importance of green spaces for the residents of social housing, by providing guidance, support and tools for housing associations, local authority housing departments, ALMOs, tenants associations, and their partners to raise the quality of their design, management and safe use. As they point out: Social housing green spaces are on the doorstep of millions of people, and could provide them with some of the benefits of a quality park, including:</p> <ul style="list-style-type: none"> <li>* tranquillity</li> <li>* play space</li> <li>* health benefits with the natural world</li> </ul>	<p>Comments noted. New developments must meet our currently adopted design criteria, which sets out requirements for the provision of children's play space. We have adopted Supplementary Planning Documents which set out our standards for outdoor space and children's play space. Our preferred approach is to protect all open spaces within the AAP area and to create new open spaces in the town centre and core area to help support the growing population and to help provide relief in what is a built up area.</p>
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493	Southwark PCT - Alex Trouton	Southwark PCT	Leisure - Tourism	<p>(OPTION A)The current economic recession suggests that developing tourism may need to be less of an immediate priority. Priority needs to be given to the leisure and recreation needs of the existing population and ensuring that existing community resources are available to all. Southwark has greatly increased its stock of hotel rooms in the last decade and it may be sensible to look at current pattern of occupancy and demand rather than relying on the projections of the 2006 GLA study cited.</p>	<p>Noted. Our preferred approach is to protect and strengthen arts, cultural and tourism facilities in the area which will benefit not only the visitors but also the residents of the area. This will be achieved through:</p> <p>Continuing to protect business and community uses in the strategic cultural area around St Mary's conservation area;  Supporting the use of the docks for water related leisure and tourism activities which do not affect their openness and permitting proposals for small scale local convenience shopping, cafes and restaurants where opportunities exist. A boatyard will be retained at South Dock Marina which would also provide space for shopping facilities, such as a convenience store or chandlers, a cafe/restaurant and possibly a small hotel and Providing a new hotel through development in the town centre. The proposal for new hotel rooms is following an increase in demand for hotels in this area and the Employment Land Review assessment.</p>
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494	Southwark PCT - Alex Trouton	Southwark PCT	Places - Building Heights	<p>(OPTION B) It is not stated whether the taller buildings will be office space or housing. If the high rise buildings are used for higher density housing, it needs to be born in mind that high rise dwellings have been linked to poorer mental health and tend to reduce the opportunity for social interaction. The evidence is particularly strong with respect to the psychological well-being of mothers with young children. High density living can also increase mental health problems where design or management of the housing is poor quality. For this reason, as well as assessing the design at the planning application stage, an agreement on standards and service should form part of a planning application. Community facilities and resources for residents in large developments also need to be considered. A point is made later on about the importance of green spaces around housing.</p>	<p>Comments noted. We are taking forward Option B as the preferred option. We have set out in Section 3 of the Preferred Option report our proposed approach to tall buildings. We are seeking to achieve a range of buildings heights in the Core Area of the AAP boundary, and any tall buildings will need to be of the highest design quality, aesthetically and also in living accommodation. We have set out design principles to guide new development to ensure new development achieves high design and environmental standards. We have set out in section 3 the importance of planning social and community infrastructure alongside new housing development.</p>
495	Southwark PCT - Alex Trouton	Southwark PCT	Shopping	<p>(OPTION B) We support mixed regeneration as there is some possibility that, if well done, this can play a part in providing a wider range of facilities and providing opportunities for improving levels of social and health equity in the area.</p> <p>We support a policy of increasing local shopping and restricting the number of fast food takeaways. In particular we would like to see consideration given to the provision of economical fruit and vegetables, perhaps by developing and supporting a local co-operative. In terms of streetscape improvements. we would like to see more tree planting wherever possible as this</p>	<p>Supportive comments noted. Option B supports the provision of new markets in the action area as they can help enliven town centres and give more people access to fresh fruit and vegetables. Regarding tree plating and streetscape improvements our preferred option is to ensure that the areas network of parks is strengthened and that new development achieves high environmental standards. Development in the new town centre will be expected to contribute to the creation of an open street environment.</p>

				<p>makes a huge contribution to liveability.</p>	
<p><b>496</b></p>	<p>Southwark PCT - Alex Trouton</p>	<p>Southwark PCT</p>	<p>The vision and objectives</p>	<p>Whilst in agreement with the two community objectives, we would like see specific attention given to psychosocial well-being. To promote social cohesion and social capital by tackling existing local inequalities and providing opportunities and facilities for social interaction and local community involvement.</p> <p>Social cohesion can be undermined by insensitive housing development, dispersal of resident communities or large, intimidating commercial schemes. In large developments, community facilities can be lost and go unreplaced, or become unaffordable. (See London Plan (2004) Policy 3A.15; 16; 23 and 26)</p> <p>In general there seems to be quite an emphasis on encouraging tourism - whilst seeing some merit in this, it needs to be born in mind that there needs to be accessible and affordable community leisure facilities for</p>	<p>We consider that community facilities tend to work well when they are located close to one another. This will create opportunities to share spaces and facilities, making them more convenient for the public to visit and also helps them become more viable. We have set this approach out within our Preferred Options</p>

				local people, many of whom are not well off, as well as for possible wealthier visitors from outside the area.	
<b>497</b>	Southwark PCT - Alex Trouton	Southwark PCT	Transport	(OPTION B) The geography of the area means that it will be important to control motor traffic.	Noted. We are working with TfL to explore options to improve the road network in the area.
<b>498</b>	Southwark PCT - Alex Trouton	Southwark PCT	Transport - Public Transport	(OPTION B) From a health point of view, we support improvements to public transport as this will make it easier for people from deprived areas to access local facilities, employment opportunities, public services and amenities both on the Peninsula and outside it.	Noted.
<b>499</b>	Southwark PCT - Alex Trouton	Southwark PCT	Transport - Walking and Cycling	(OPTION B) We also support the promotion of safe and coherent networks for walking and cycling linking communities, services, facilities and recreation areas. This will support the public health agenda of increasing levels of physical activity for all.	Noted. The preferred options report set out improvements to pedestrian and cycling routes.

500	Southwark PCT - Alex Trouton	Southwark PCT	what are the boundaries of the AAP?	<p>There needs to be consideration given to the Surrey Docks area even if the boundary of the core area is not extended. Surrey Docks scores high in the IMD 2007 for Geographical Barrier to services. This sub-domain measures the distance to GPs, supermarkets/convenience stores, primary schools and post offices. (P.56 of English Indices of Deprivation, 2007 available <a href="http://www.southwarkalliance.org.uk/pdfs/southwarkid2007profile.pdf">http://www.southwarkalliance.org.uk/pdfs/southwarkid2007profile.pdf</a> ) Any development around Canada Water will need to ensure it caters for the needs of this population</p> <p>In general it would be helpful if regeneration documents could reference this IMD data (which is available at borough, ward and SOA level) in order to show how proposed regeneration and development will address particular areas of deprivation.</p> <p>With the exception of some riverside regeneration areas, most of Bermondsey and Rotherhithe (bordering this area if not part of it) is among the 30% most deprived areas in the country.</p>	Additional data on health and deprivation is set out in the associated Sustainability appraisal.
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501	STEL LLC	STEL LLC	Homes - Affordable Housing	<p>We are not in the position to decide. As lease holders we might be even willing to relocate in another area providing that the property and the area surrounding it has equivalent or improved characteristics: property size and view, disability access, tube station and shops at short walking distance, close to central London, etc. plus moving expenses and compensation for lost revenue on the rent. Otherwise monetary payment for all of the above.</p>	<p>We are preparing a strategy for our estates which will consider issues such as the existing condition of homes and also the capacity to increase the number of homes on the site. We have considered all the estates in the AAP area and our current priorities are to refurbish the low rise blocks and John Kennedy House on the Hawkstone Estate as these do not meet "decent" homes standard. If we increase the amount of investment that goes into the core area of the AAP boundary, by building more homes, shops and business space, there will be more funding available to improve existing housing in the wider AAP area.</p>
502	STEL LLC	STEL LLC	Places - Building Heights	<p>In order to answer this question we would have to view the project of the buildings and their location. We do not have enough knowledge to answer the question.</p>	<p>We are taking forward Option B as our preferred option. Section 3 of the Preferred Options report sets out the proposed approach to tall buildings within the AAP area. Further information will be available at the next stage of consultation of the AAP. The AAP will set out design principles and an indicative masterplan for development however detailed design of any proposed tall buildings will be provided at the planning application stage for the development of individual sites</p>

<b>503</b>	STEL LLC	STEL LLC	Places - Energy and water	The suggestion is to provide new technology under-the-floor-heating systems for all the new buildings. It reduces consumption costs and CO2 emissions, besides making the indoor environment healthier.	We are taking forward Option B as the preferred option. Section 3 of the preferred options report sets out the expectation for new developments to minimise the amount of energy used. The draft Core Strategy sets out the proposed spatial policy for environmental standards, including design standards in new development. The AAP will need to be in conformity with the Core Strategy
<b>504</b>	STEL LLC	STEL LLC	The vision and objectives	We did not study the visions and objectives for Canada Water. As mentioned above, we still think demolition is the only reasonable choice.	Comments Noted
<b>505</b>	STEL LLC	STEL LLC	what are the boundaries of the AAP?	We did not study your intentions in details, but we do agree that something should be done. Due to neglect, the buildings are in such condition that demolition seems the only reasonable choice. The only positive things we would not want to be touched are the trees in the area that make it look nice. We are looking forward to seen a regenerated area, but with the old tall trees and some green around it.	Noted.
<b>506</b>	Surrey Quays Ltd	Surrey Quays Ltd	Leisure	it is difficult to select one option as there may be merits of doing both option A&B. However if the seven islands site is unable to accommodate the range of uses required then this may dictate the need to identify a new site.	The Preferred Option, Option A, will ensure the refurbishment of the Seven Islands Leisure Centre including the swimming pool as well as a gym and sports hall. It will be retained on the current site.

<b>507</b>	Surrey Quays Ltd	Surrey Quays Ltd	Places - Energy and water	(OPTION A)option A is considered to be the most commercially policy position to take in order to stimulate and not frustrate development growth and regeneration. if future policy is too onerous then when added to other planning requirements may create a situation where sites are not viable for development, particularly in marginal locations.	We are taking forward Option B as the preferred option. We have set out in section 3 of the PO report our approach to energy and the reduction of carbon emissions. The draft Core Strategy sets out the proposed spatial policy for environmental standards in new development. The AAP will need to be in conformity with the Core Strategy
<b>508</b>	Surrey Quays Ltd	Surrey Quays Ltd	Places - Network of open spaces	(OPTION B) whilst option B is supported in principle, it is considered that the second bullet point is overly prescriptive. Future reference or expansion of this point should be flexible as follows 'As part of any future expansion of the shopping centre consideration should be given to the creation of new public open spaces.'	We are taking forward Option B as the preferred option. Section 3 sets out our proposed approach to open spaces. We have acknowledged that it will be important to create new open spaces in the town centre and the core area of the AAP in order to assist the growing population and to provide relief for the built up area.
<b>509</b>	Surrey Quays Ltd	Surrey Quays Ltd	Shopping	(OPTION B) Shopping - whilst the principle of option B is supported the associated commentary relating to the demolition of the shopping centre is too prescriptive. It is considered premature to specify how any future enhanced shopping provision will be configured and it should also be noted that the complete demolition of the shopping centre is unlikely to be a viable option. The continued success of surrey quays shopping centre is due to the critical mass of retail it provides within an undercover environment which can be accessed by a choice of means of transport. It is also considered that demolishing the shopping centre and creating a network of streets is not necessarily the only way of creating a	We would like to improve Canada Water town centre by working with landowners to improve and expand shopping floorspace, provide a wider range of shops and services, as well as places to eat, drink and relax. The AAP will provide policy to support this vision. The AAP does not seek to prescribe a masterplan. It does however provide principles which can be applied feasibly to accommodate several implication scenarios.

				<p>distinctive and vibrant town centre. references to the future redevelopment and/or extension of the shopping centre should remain flexible. In terms of the second bullet point(department store) it is considered that such references should be replaced with 'additional anchor tenant' to ensure all options remain open.</p>	
510	Surrey Quays Ltd	Surrey Quays Ltd	Shopping - Albion Street	<p>(OPTION B) Albion street - it is considered that the existing retail provision could be consolidated and the focus of the street becomes community based.</p>	<p>Our preferred options for Albion Street is option B which includes Improving access from the town centre and from St Mary's conservation area, reinforcing the viability of the shopping parade by restricting the number of hot food takeaways, exploring the potential to establish a market, possibly with a Scandinavian theme, Improving the appearance of shops fronts and working with TfL to secure funding for streetscape improvements and continuing to explore the potential to reconfigure Albion Street Primary School providing a mixed use scheme. We will continue to consult with local people and stakeholders to explore the vision for the street and this will inform the final proposals we set out in the draft AAP</p>

511	Surrey Quays Ltd	Surrey Quays Ltd	The vision and objectives	It is considered that the vision should go further in terms of it's reference to shopping by outlining the aspirations of the council to escalate the town centre up the retail hierarchy (as identified in the core strategy issues and options). This would accord with the strategic Central London Sub-Regional Development Framework (2006) that identifies its potential as a major centre.	Our preferred approach is to work with landowners to improve and expand shopping floorspace in the town centre, provided that necessary improvements are made to transport infrastructure, through the promotion of new space on the following sites: Surrey Quays shopping centre and overflow car park, Site A, Site B, the Decathlon site, Surrey Quays Leisure Park and Site E. Canada Water would move up our hierarchy of centres to become a major centre.
512	Surrey Quays Ltd	Surrey Quays Ltd	Transport	(OPTION B) we have outlined what makes a successful shopping destination in question 3. Part of the success of surrey Quays shopping centre in the provision of good quality parking. If the retail offer at surrey quays is improved/extended, then it follows that adequate parking will need to be provided in order to maintain its attractiveness and allow it to compete effectively with other retail centres. Whilst residential development may provide an opportunity for reduced parking provision, future car parking policy relating to surrey quays shopping centre should be flexible.	The emphasis within our preferred option is to ensure that car parking is shared by town centre uses. Parking levels should be within London Plan maximum standards.

513	Suzanne Chambers		any other comments	<p>My ideal would be that the Canada Water area would be more accessible; less of a functional place for food shopping and petrol. A more relaxing place where you go more often. A shopping village rather than a carpark with shops; a greener feel paths, grass, water flowers and seating would help this.</p> <p>For the wider peninsular I would like to see the river more integral to the community as I have mentioned above.</p> <p>Thank you for this opportunity to make these suggestions. I wish more people had known about this form, a flyer in with our council tax bill would have been a good idea.</p>	<p>Comments noted. It has been recognised that the Canada Water area currently does not fulfil its potential. There are many opportunities to build upon some of the area's key strengths. The substantial amounts of surface car parking, the out-of-town style shopping centre and entertainment facilities and the vacant sites around the tube station currently do not promote a vibrant town centre. We are seeking to improve the area through encouraging investment, which will create new affordable and family homes, more effective community services, new places to work, improved shopping and leisure facilities, transport improvements, improved schools and improved public spaces.</p>
514	Suzanne Chambers		Community - Faith Premises	<p>(OPTION B) The ageing community should also be provided for not solely the children / youth groups.</p>	<p>Comments noted. Our preferred approach is to locate local facilities together so that the services required by the community including, housing services, health centres, community space and facilities for the police are provided in accessible locations in a way in which different facilities can complement and support each other. This will include community space that can be used by people of all ages, not just the young.</p>

515	Suzanne Chambers		Leisure - Tourism	<p>(OPTION B) A hotel with facilities open to local residents not just hotel guests would be good. Rotherhithe could be a nice place to come for afternoon tea..</p> <p>* could South Dock Marina be part of this idea? (see above comment)</p>	<p>The preferred option is to supporting the use of the docks for water related leisure and tourism activities which do not affect their openness and permitting proposals for small scale local convenience shopping, cafes and restaurants where opportunities exist. A boatyard will be retained at South Dock Marina which would also provide space for shopping facilities, including potentially a convenience store or chandlers, a cafe/restaurant and possibly a small hotel or residential accommodation. It is likely that the restaurant/ bar/ cafe uses would be available to the public.</p>
516	Suzanne Chambers		Places - Network of open spaces	<p>(OPTION B) Make water and the river a feature whenever possible. Landscaping should be softer than at present with grass raised flower beds etc - but a good maintenance program needs to be included as the present area is very overgrown; the Deal Porters sculpture on Canada Water cannot be seen from the path anymore.</p>	<p>We are taking forward Option B as the preferred option. Section 3 sets out our proposed approach to open spaces. We will require detailed landscaping plans to be submitted for any new development, so that we can ensure that the right improvements are made and are continued to be maintained.</p>

517	Suzanne Chambers		Shopping - Albion Street	<p>(OPTION A) Make people more aware of Albion Street, encourage Tube travellers to walk this way and use the amenities. Also make the area in front of the church next to the roundabout a 'grand entrance' to the road rather than a fenced off disused public toilet.</p> <p>Albion Street has been on maps of Rotherhithe for centuries play up its history.</p> <p>Convenience stores are all well and good but the area needs cafés and sandwich shops where people in the community can meet and eat together. This type of shop would also sell cakes and deli items to take away like on the continent.</p>	<p>Our preferred options for Albion Street is option B which includes Improving access from the town centre and from St Mary's conservation area, reinforcing the viability of the shopping parade by restricting the number of hot food takeaways, exploring the potential to establish a market, possibly with a Scandinavian theme, Improving the appearance of shops fronts and working with TfL to secure funding for streetscape improvements and continuing to explore the potential to reconfigure Albion Street Primary School providing a mixed use scheme. We will continue to consult with local people and stakeholders to explore the vision for the street and this will inform the final proposals we set out in the draft AAP.</p>
518	Suzanne Chambers		The vision and objectives	<p>(YES) The issue of car parking is a difficult one; no one wants the area to look like a huge car park as it does now, however there still needs to be adequate car parking. People are always going to want to take their cars when they go shopping so they can transport their purchases. Making the area more vibrant in the evening while desirable will also attract cars; safety is also a factor after dark women prefer to take their cars rather than walk or take public transport.</p>	<p>Noted. Our preferred approach is to use development opportunities to ensure that retail and leisure uses in the town centre share car parking.</p>

519	Suzanne Chambers		Transport	<p>(OPTION B)The road network should flow through the centre and out to the wider peninsular. Increasing the Ferry stops is good idea; rebuilding the jetty at King Stairs / Elephant Stairs would also be a good way to bring tourists to the Rotherhithe conservation area. There are very few places along this stretch of the Thames where small craft can moor up and come ashore. *Making our peninsular river craft friendly would be a great asset, with places to launch and moor. It would be great to have the names of all the stairs, piers and historical land marks visible from the river. The influence of the river on Rotherhithe from the past to the present day.</p>	<p>The council has recently signed a Concordat with the Mayor of London, other boroughs and transport operators to improve river transport. Further information can be found at:  <a href="http://www.london.gov.uk/mayor/publications/2009/04/river-concordat.jsp">http://www.london.gov.uk/mayor/publications/2009/04/river-concordat.jsp</a></p> <p>The London Development Agency have also recently carried out a study on London's piers. This suggested that piers in Southwark are operating within capacity. It is unlikely therefore that new piers will be created.</p>
520	Suzanne Chambers		what are the boundaries of the AAP?	<p>(YES) Links with the river would be good for the area and it would be good if these were given 'pink' core area status. Generally London fails to make the most of its river it would be good if Rotherhithe could focus on its proximity to the river to attract tourist as well as residents.</p>	<p>The plan area is focussed on the area where change will be the greatest. This core area includes development sites and areas such as the Surrey Quays shopping centre and Albion Street. To ensure that the impacts of development in the core area are addressed, the wider AAP area is also defined. Links with the river are proposed and these fall within the wider AAP area.</p>

521	Sylvia Fitzgerald		any other comments	I think the idea of making Canada Water a town centre will increase traffic within the area, and more living in the area more costly for residents.	We are seeking to encourage further investment into the area to undertake the improvements that are needed to make the area a better and more functional place to live in. If we can increase the amount of investment to the core area of the AAP area, more funding will be obtained (mainly through S106 contributions) to improve housing, public spaces and parks, the transport network and community facilities in the wider peninsula. It is recognised that the impact of proposed development on the road network is crucial in contributing to the success of the plan, and we are using a multi-modal traffic model to undertake a full assessment of potential impacts of increased development within the town centre.
522	Sylvia Fitzgerald		The vision and objectives	Would council tax be rebanded to make this the dearest place and how about the parking	Our objectives for the area are to encourage people to use sustainable types of transport. Our preferred approach is to ensure that car parking for town centre uses is made available to the general public as "town centre" car parking. We also propose to limit residential parking in the core area of the AAP area and extend the current Controlled Parking Zone (CPZ), however this would need to be consulted upon separately.

523	Tanya Robinson		any other comments	all of the Hawkstone estate to be knocked down and re built lower road to be a 2 way the shopping centre and Southwark park to be updated and better play facilities for children more playgroups for children under 5 and a group for babies under 1 only more jobs to be given to be given to local people	We have considered all the estates in the AAP area and our current priorities are to redevelop part of the low rise blocks and John Kennedy House on the Hawkstone Estate as these do not meet "decent" homes standard. Redeveloping would be more cost-effective than refurbishment. One of our objectives for the area is to improve traffic flows, create a safer, more attractive and convenient environment for pedestrians and cyclists. We are proposing to create a road network which is less complicated. Our preferred approach is also to improve Canada Water town centre, and to improve and expand the shopping floorspace, with a range of shop unit sizes
524	Tanya Robinson		Homes	i believe the whole of the Hawkstone estate should be demolished and re built with more 3 bedroom accommodation and a new play area for the kids the noise and pollution while the work of just and low rise would be unbearable i have 2 small children under 2 with asthma and it would be unacceptable for them to be put through the noise etc the whole estate should be knocked down and re built so it is all new not just 1 block	We are preparing a regeneration and housing investment strategy for our estates which includes consideration of issues such as the condition of homes and the capacity to increase the number of homes on sites. We have considered all the estates in the AAP area and we have identified our current priorities i.e. those estates where it would be more financially viable to refurbish. Our preferred approach is to refurbish homes in John Kennedy House and the low rise blocks on the Hawkstone Estate to bring them up to Decent Homes Standards.

525	Tanya Robinson		Homes	<p>i believe that although addy house and brydale house has been done up they should still be demolished along with john kennedy canute gardens and Rotherhithe school as the building and demolishing for residents would be un bearable and a road running along our door step would be a danger for children being knocked over</p> <p>i have 2 kids under 2 and a 3rd on the way both have asthma and eczema and the building work would cause great problems we moved in here after all the work had been done to avoid these issues</p> <p>also addy house and brydale house would look out of place if new school, buildings, roads etc were built around them as the design would be different and they would stick out t like a sore thumb</p> <p>also there is the on going problem of the lifts always breaking down and the ceiling falling in in brydale house, also a long standing problem of water pipes last year a flat i think 36 had a problem and this year flat 49 and it affects the whole block as it floods over tenants house (Hawkstone R&amp;A will confirm the water pipes lifts and ceiling to you if you ask)</p> <p>so in my opinion it is best to have all the blocks knocked down there was at one point a list go out and the majority wanted all three (john kennedy brydale and addy house</p>	<p>We are preparing a strategy for our estates which will consider issues such as the existing condition of homes and also the capacity to increase the number of homes on the site. We have considered all the estates in the AAP area and our current priorities are to refurbish the low rise blocks and John Kennedy House on the Hawkstone Estate as these do not meet "decent" homes standard. It is proposed that Brydale House should be retained as it has been refurbished relatively recently. However, if we increase the amount of investment that goes into the core area of the AAP boundary, by building more homes, shops and business space, there will be more funding available to improve existing housing.</p>
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				<p>knocked down) i do not know what happened to the list i think the opinions were sent back to 57 john kennedy house as for a while the results were on the notice boards in the lobby so if the majority (which it was + 1 undecided which goes with the majority) wanted demolished why has it not been done and hwy is it still to be decided when they are now saying they may not knock addy and brydale down what was the purpose of this being done it was just a waste of time and paper</p> <p>i await your reply</p> <p>tanya robinson 27 brydale house</p>	
<b>526</b>	Tanya Robinson		Leisure	a warm shallow baby pool is in urgent need and special sessions for under 5 year old	The Preferred Option, Option A, will ensure the refurbishment of the Seven Islands Leisure Centre including the swimming pool as well as a gym and sports hall. It will be retained on the current site.
<b>527</b>	Tanya Robinson		The vision and objectives	I think we need to have new flats and shops and leisure facilities built and the park be upgraded we need to keep up to date with the times and make the one way a 2 way to filter down traffic and pollution of station cars, we need new homes to keep up with the times and to stop the buildings subsiding and the constant same repairs being done time and time again where the building is old and the same problems arise due to being out of	Noted. Our preferred option for the Hawkstone estate and transport network are set out on the preferred option report.

				date john Kennedy, Addy house and Brydale house should be demolished and the tenants re housed	
<b>528</b>	The Coal Authority	The Coal Authority	Any other comments	Canada Water Area Action Plan  Thank you for consulting The Coal Authority on the above.  Just to confirm that we have no specific comments to make on this document.	Comments noted

529	Theatres Trust - Rose Freeman	The Theatres Trust	Any other comments	<p>Canada Water Area Action Plan Issues and Options</p> <p>Thank you for your letter of 7 January consulting The Theatres Trust on the issues and options for the Canada Water Area Action Plan.</p> <p>The Theatres Trust is the national advisory public body for theatres and a statutory consultee on planning applications affecting land on which there is a theatre. This applies to all theatre buildings, old and new, in current use, in other uses, or disused. Established by The Theatres Trust Act 1976 'to promote the better protection of theatres', our main objective is to safeguard theatre use, or the potential for such use but we also provide expert advice on design, conservation, property and planning matters to theatre operators, local authorities and official bodies.</p> <p>Due to the specific nature of the Trust's remit we are concerned with the protection and promotion of theatres and expect therefore to see matters relating to cultural facilities.</p>	<p>The preferred approach is in line with the Core Strategy which sets out protecting arts, tourism and cultural uses and to promote new activities in the right locations.</p>
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530	Theatres Trust - Rose Freeman	The Theatres Trust	The vision and objectives	<p>L2 To promote arts, cultural and tourism facilities in the area.</p> <p>We support this objective and suggest that, although there are no actual theatres in the area, a performance space could be incorporated within the redevelopment of Albion Primary School (item 5.6.2) for use by the local community and would be of great benefit to young people to have the opportunity to express themselves creatively through a theatre facility.</p> <p>Or the development of a performance space within the proposed new library (page 7, item 1.3) as cultural and community activities can be very wide ranging in nature. In seeking to achieve social inclusion and a high quality of life, the council's general approach should be to promote accessibility to a diverse range of uses. Often this can be achieved through multiple-use of facilities on a single site.</p> <p>In recent years, there has been growing recognition that a vibrant cultural life is a necessary ingredient of sustainable communities. Cultural activities contribute to a distinctive local identity, stimulate pride and a sense of belonging, and support individual well-being and enjoyment. Allowing restaurants and cafes in an open plan setting would enhance the use of community/cultural buildings and the improvements (item 5.6.5) should help give an area a sense of local identity and pride and also entertain and stimulate local residents and businesses.</p>	<p>Our preferred approach is to protect and strengthen arts, cultural and tourism facilities in the area, and this approach is consistent with the Core Strategy preferred options which protect arts, tourism and cultural uses in the strategic cultural areas, and promotes new activities in the right locations. The AAP preferred options set out individual sites and proposed uses on those sites. We are encouraging community uses to complement a redevelopment of the Albion Primary school. We consider that community facilities tend to work well when they are located close to one another. This will create opportunities to share spaces and facilities, making them more convenient for the public to visit and also helps them become more viable. In addition, 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. Our preferred approach is also to promote more places to eat and drink in the area and expand the choice available.</p>
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				<p>Participants attending a community/cultural centre would enliven the surrounding area in the evening and provide regular custom for the local bars and restaurants outside normal working and shopping hours.</p> <p>We look forward to being consulted on further LDF documents in due course especially the Core Strategy stages, Planning Obligations and Development Control Policies.</p>	
531	Tom Yates		any other comments	<p>I can't think of any reason whatever to go for option A when option B clearly offers the same benefits and far more besides - much greater regeneration showing more ambition for the area. As a local resident, if anything I'd like to see even more ambitious plans - taller buildings in the town centre and more</p>	Comments noted

				regeneration of the run-down parts. But option B as it stands would be terrific - hope you can get started quickly.	
<b>532</b>	Tom Yates		Homes	(HOUSING OPTION B) Hope this would in turn lead to redevelopment of the other estates in the wider area - Canada, St Mary's, Pynfolds...	We are preparing a regeneration and housing investment strategy for the improvement of our estates which will include consideration of issues such as the condition of homes and the capacity to increase the number of homes on the site. We have looked at all of the estates in the AAP area and we have identified our current priorities as being to refurbish the low rise blocks and John Kennedy House on the Hawkstone Estate as these do not meet "decent" homes standard.

533	Tom Yates		Homes - Affordable Housing	(AFFORDABLE HOUSING OPTION B) Option B by a country mile. I'm not at all persuaded that the social housing quotas achieve much - better to develop more high-quality homes so that supply and demand are better balanced, and so that more homes actually are affordable in the real meaning of the word.	Our preferred approach is to ensure that 35% of homes in new development are affordable. There is a continuing need to provide affordable homes in the area and our preferred option will help meet these needs. It will also ensure that we create mixed neighbourhoods which provide a range of affordable and private homes. The proposed tenure mix for the area is at least 70% social rented housing and the rest intermediate. Any estates which are demolished will be redeveloped to provide a mix of tenures including affordable and private homes Our preferred approach is consistent with our approach in the preferred options of the Core Strategy.
534	Tom Yates		Leisure	(LEISURE OPTION B) Seven Islands is poor-quality, far better to replace it with new facilities than to refurbish it.	The Preferred Option, Option A, will ensure the refurbishment of the Seven Islands Leisure Centre including the swimming pool as well as a gym and sports hall. It will be retained on the current site as we have been unable to identify a new site for the construction of a new leisure centre.
535	Tom Yates		Leisure - Tourism	(TOURISM OPTION B) Enhancements to St Mary's area would be extremely welcome, very pleased to see they're in both options.	Agreed, the preferred option is to continue to protect business and community uses in the strategic cultural area around St Mary's conservation area

536	Tom Yates		Places - Building Heights	(BUILDING HEIGHTS OPTION B) No need for this cautious approach to tall buildings - in the "town centre" (around Canada Water) there's no reason why you can't have plenty. And as for height: once you're having a tall building, a more slender and attractive appearance comes from greater height, not less.	We are taking forward Option B as our Preferred Option. Section 3 of our preferred options Report sets out our preferred approach to building heights within the Core Area of the AAP. We are encouraging a range of building heights in the area to create a more interesting townscape.
537	Tom Yates		Shopping - Albion Street	(ALBION STREET OPTION B) Albion St - support option B as redevelopment of Albion Primary is clearly desirable. But not convinced the shops need to be protected - Canada Water is the centre for shopping in Rotherhithe now, and I don't know if the small shops there are sustainable. Not worth saving them if they're going to be as run down as they are now.	Our preferred options for Albion Street is option B which includes Improving access from the town centre and from St Mary's conservation area, reinforcing the viability of the shopping parade by restricting the number of hot food takeaways and exploring the potential to establish a market, possibly with a Scandinavian theme. Our preferred approach will also include improving the appearance of shops fronts and working with TfL to secure funding for streetscape improvements and continuing to explore the potential to reconfigure Albion Street Primary School providing a mixed use scheme. The shopping parade on Albion Street is a "protected shopping frontage" in the Southwark Plan. Our preferred option in the Core Strategy and the Canada Water AAP is to maintain this status as it is important to provide locally accessible services that people can walk or cycle to. We will continue to consult with local people and stakeholders to explore the vision for the street and this will inform the final proposals we set out in the draft AAP

538	Tom Yates		Transport - Public Transport	<p>(PUBLIC TRANSPORT OPTION B) Again, option B is clearly preferable because the extent of regeneration is greater. But all the emphasis should be on public transport, cycling and pedestrians. Only worth changing the road layout if it helps those objectives.</p>	<p>Noted. The council is in discussion with TfL on improvements to public transport.</p> <p>Comments on the road network are also noted. However, it may be necessary to make improvements to the network to help mitigate any increased traffic volumes arising from development in the town centre.</p>
539	Tony Wilson		any other comments	<p>Maintaining the supplementary buses on Lower Road following the reopening of the East London line (section 5.2.2) adds no value as they would be duplicating the reopened ELL but with far longer journey times. However, much more useful would be retention of the extra buses on route 381, whose usefulness is not directly related the ELL closure. These provide additional peak period capacity from the peninsular towards Rotherhithe, Bermondsey and London Bridge stations; an inability to board buses around the peninsula loop was a common complaint before the ELL closed and it will be an issue when the extra buses are withdrawn. LBS should seek to maintain these extra buses following the reopening of the ELL, as they will feed people from the outer parts of the peninsula to reopened ELL; they are complementary to the ELL rather than replacement for it.</p> <p>I attach an initial concept plan for removing the gyratory around Surrey Quays, a variant of which should be considered whichever option is selected. I don't have access to</p>	<p>Comments noted. We will continue to work with Transport for London (TfL) to improve the frequency, quality and reliability of bus services. TfL have noted that the temporary service on Lower Road would not be retained once the East London Line has reopened as this would duplicate services on the East London Line.</p>

				<p>your data/models but it is based on realistic layouts (I designed the two-way working scheme for Shoreditch Triangle). Key objectives should be:</p> <ul style="list-style-type: none"><li>- to reduce severance between the new town centre and Surrey Quays station/Lower Road shops.</li><li>- to provide a direct two-way route for most bus routes, especially the main routes along Lower Road</li><li>- minimal land/property take, so lower cost and deliverable more quickly</li><li>- buses to be protected from traffic queues (I have removed bus lanes because through traffic is removed from Lower Road to Rotherhithe Old Road.)</li></ul>	
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540	Tony Wilson		Community - Childrens Services	<p>(OPTION A)New secondary school is VERY important, we are surrounded by water on 3 sides and the only school here is oversubscribed and takes children from other parts of the borough, even though there is more choice there. Support a new site on the peninsula itself (i.e. east of Lower Road rather than on Hawkstone estate). I would add the Fisher Athletic site to the list, they have sadly left their stadium derelict for 4 years and a school there could share the new Mellish playing fields which are adjacent with Bacon's College.</p>	<p>There are currently no identified development sites to the East of Lower road. Our preferred approach is to work with partners and school governors to provide a new education campus on the site of Rotherhithe Primary school. This is our preferred site as it is close to public transport links, is in council ownership and would contribute to the overall regeneration of the core area. Bacon's College have agreed to be the sponsor of this new school and as such has guaranteed that all children who wish it and who live on the peninsula will be offered a place at either Bacon's or this new school. This will also allow us to rebuild Rotherhithe primary school. The Surrey Docks Stadium playing field is Metropolitan Open Land (MOL) which is a protected open space and will remain so. Our preferred approach is to designate the site adjacent to the playing field for mixed use (including residential and retail) with required land use to include sports facilities and car parking ancillary to the sports pitch. The use of the site should not compromise the future viability and use of the adjacent playing field as it is MOL</p>
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541	Tony Wilson		Community - Police	(OPTION A) Would prefer the Safer Neighbourhood Team to relocate to one of the several public buildings available in Albion Street (e.g. take over the former civic centre at the library). This would provide better security in this area which could use it, and support the local businesses which are already struggling and will be damaged further with the loss of the library and health centre.	Our preferred approach is to locate local facilities together so that the services required by the community such as facilities for the police, are provided in accessible locations in a way in which different facilities can complement and support each other. We will only seek the provision of such facilities where there is a clear requirement and an identified body who will manage them on a viable basis.
542	Tony Wilson		Homes	(OPTION B) There is a lot of potential to increase density on housing estates to pay for renewal of housing stock, e.g. Albion Estate, Canada Estate, Larch/Beech/Pine Houses, which are close to Canada Water tube and shopping centre. Additional development sites could be considered in medium/long term, e.g. British Gas site on Salter Road, Fisher Athletic pitch if they don't come back, the newspaper print works.	We have set out a list of sites within the Core Area of Canada Water and also outside the Core Area and set out our proposals for regeneration. The Core Area is where change will be the greatest, and therefore sites have been identified for redevelopment in this area. Any other site that comes forward for redevelopment will need to adhere to the policies within the AAP. Fisher Athletic's football pitch is part of a much larger area of open space (metropolitan open land) and will be retained as open space. MOL has a similar status to greenbelt and should not be built on except in exceptional circumstances. There is no proposal for Hemsworth Quays to relocate off the peninsula as this stage.
543	Tony Wilson		Leisure - Tourism	(OPTION B) There should be high demand for a hotel at Canada Water if it is close to the tube, given quick links to central London, 1 stop to Canary Wharf and 2 stops to the O2.	Agreed. The preferred option allows for the provision of new hotels, at the South Dock Marina and in the town centre.

544	Tony Wilson		Places - Building Heights	(OPTION B)I support more tall buildings in Canada Water around the tube and shopping centre.	We are taking forward Option B as our preferred option. Section 3 of our Preferred Options report sets out our preferred approach to building heights within the Core Area of the AAP. We are encouraging a range of building heights in the area to create a more interesting townscape. The location of buildings on valuable sites next to transport hubs will mean that there will be more money available to assist in funding other improvements within the area, such as public realm and transport improvements. We have set out on a plan the generally acceptable buildings heights within the areas of the AAP.
545	Tony Wilson		Shopping	(OPTION B) Strongly prefer remodelling the existing shopping centre to complete redevelopment. Wrapping it with new development could make a marked improvement over what is currently there, but complete redevelopment would entail 2 years of major disruption, loss of amenity and loss of trade to other centres, e.g. Canary Wharf in Tower Hamlets.	We would like to improve Canada Water town centre by improving and expanding shopping floorspace, providing a wider range of shops and services, as well as places to eat, drink and relax. Any reconfiguration/redevelopment of the shopping centre site would be phased to ensure continuity of provision.
546	Tony Wilson		Transport	(OPTION B) Even if Option A is ultimately chosen generally, the traffic remodelling should still take place. It may be possible to reinstate two-way working around Lower Road and reduce severance without a new road being ploughed through the area, and being dependent on more development cash. See attached plans, which are based on the principle of improving bus services, reducing severance on Lower Road between	Noted. We are working with TfL to explore options to improve the road network in the area. These options are set out in the preferred options report. Our preferred option concentrates on improving the existing road network rather than build new roads.

				<p>town centre and Surrey Quays stn, and minimising land take.</p> <p>Also, the bottleneck on Lower Road between the Almshouses and Wells House could be tackled.</p>	
547	Tony Wilson		<p>what are the boundaries of the AAP?</p>	<p>The whole of Albion St west of Swan Road should be included within the Core Area for the following reasons:</p> <p>§ The role and function of Albion Street is directly linked with the Canada Water Masterplan, with the potential relocation of both the library and health centre, which currently give Albion Street a civic function which it will potentially lose;</p> <p>§ There are several development sites whose function and land use should be considered as part of the general strategy for Canada Water, for example as a new base for the Safer Neighbourhood Team;</p> <p>§ It is an area which suffers from exclusion which should be addressed as part of any plan for Canada Water, particularly at night, with poor pedestrian links to nearby Canada Water station and town centre (some of which close at night due to anti-social behaviour and others are unlit).</p> <p>In addition, I think the E. side of Lower Road N of Plough Way should also be included, as this section includes some of the town centre functions of the area (e.g. this is where the banks are currently).</p>	<p>Following consultation we have altered the boundary of the core area so that it includes Albion Street because of the development opportunities on Albion Street and the need to improve it, the east side of Lower Rd Is also included in the core area.</p>

548	Transport for London	Transport For London	How the option will be delivered - The drivers for development in CW	<p><b>Deliverability</b></p> <p>the AAP includes a section or policy on transport-related planning obligations, including the need to collect planning obligations for public transport, walking and cycling. TfL suggests the overall policy on planning obligations should include explicit support for pooled contributions towards transport improvements, as advocated in circular 05/05. The list of identified transport improvements should be worked up in consultation with TfL and details of any section 106 charges should be included. In advance of legislation on the Community Infrastructure Levy (CIL), section 106 contributions can be used to contribute to borough wide transport improvements as well as site specific improvements if the justification is set out in a Development Plan Document.</p> <p>TfL periodically enters into s106 agreements, as co-signatory with boroughs, if TfL is required to provide the transport infrastructure required as part of the agreement. This often assists in determining the details of the scheme and delivery of infrastructure. A reference to this in the policy would be helpful.</p>	<p>Our preferred option is to work with TfL and also Lewisham to explore changes to the road network, so that it is less complicated and easier to negotiate. We will look for opportunities to fund improvements through allocating resources in our borough transport plan (Local Implementation Plan), and s106 contributions or a tariff scheme. Our section 106 Planning Obligations SPD provides a set of standard charges which we make on all new large developments. Where appropriate, these changes will be tailored to ensure that all developments contribute to the cost of necessary infrastructure.</p>
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549	Transport for London	Transport For London	Introduction - Other important documents you should know about	TfL notes the reference in the AAP to the Core Strategy. TfL has already commented on Southwark's Core Strategy, Issues and Options, October 2008.	Comments noted
550	Transport for London	Transport For London	Shopping	<p>Shopping</p> <p>TfL notes that under Option A, there would be regeneration in the core area with a focus on the provision of new homes. The shopping centre would remain in place but new mixed use developments would be built in the car parks around the shopping centre. There would be a small increase in shopping space but the.. catchment area of the shops would not change. In contrast, under Option B there would be regeneration with a focus on homes, shops, leisure and jobs (bringing improvements in the town centre and wider peninsula). The character of the core area would become much more like a town centre, with the shopping centre being demolished or remodelled and the amount of shopping space in the centre being increased substantially. The AAP indicates that Option B would help strengthen Southwark's economy, and amongst other things, encourage more people to shop</p>	Comments noted. We are continuing to test the impact of development on the road network.

				<p>locally.</p> <p>TfL considers that on balance, Option B could be preferable in sustainability terms, if it enabled people to shop more locally and reduce the number of trips made to centres further away. The concern with Option A (as stated in the AAP) being that the catchment of the centre would remain small, with many people living close to Rotherhithe making much longer trips to other centres such as the West End, Canary Wharf, Lewisham and Croydon rather than visiting Canada Water.</p> <p>However, both options A and B acknowledge that car parking restraint is an important demand management tool and TfL supports this approach.</p> <p>Whichever option is pursued (A or B), in accordance with the London Plan, high density and large scale development should be carefully planned and . located where PTAL values are higher. Developers are required to locate higher trip generating development near to major transport nodes, adopt a restraint based approach to car parking and include measures to actively promote the use of sustainable transport as well as any necessary service/capacity improvements. Furthermore, development must not result in an unacceptable adverse traffic and safety impact on the local Transport for London Road Network (TLRN) and Strategic Road Network (SRN). TfL suggests that further assessment of the options and resultant</p>	
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				<p>transport impacts/expected travel behaviour and associated infrastructure requirements should be undertaken before option A or B is selected.</p>	
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551	Transport for London	Transport For London	Summary of the options	<p>The AAP correctly identifies that TfL is the statutory consultee under the Traffic Management Act for the A200 Lower Road, which forms part of the Strategic/Road Network (SRN). Any highway proposals to simplify the gyratory and re-introduce two-way traffic on Lower Road will require permission from TfL under the Traffic Management Act. The Council should therefore consult the TfL Network Assurance team about the details of any proposals at the earliest possible opportunity.</p> <p>TfL would like to make the Council aware that TfL has the aspiration to introduce traffic signals at the Jamaica Road/ Rotherhithe Tunnel Approach/ Lower Road roundabout, and therefore this would potentially affect the proposals on Lower Road mentioned above. TfL therefore suggests that the Council should consult TfL as soon as the Lower Road proposals become a viable scheme.</p> <p>TfL Bus Priority Team suggests that further investigation is required before incorporating two-way working as a potential option for Lower Road. The Bus Priority Team is concerned that this could significantly increase bus journey times due to the likely removal of the bus lane, more complex junctions and greater volumes of traffic on Lower Road.</p>	Noted. The council has been in discussion with TfL on proposed improvements to the local highway network.
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552	Transport for London	Transport For London	The vision and objectives	TfL supports the AAP proposals for car clubs. However, TfL recommends that car club facilities should be generally available to the public and not limited solely to occupiers of new residential developments in accordance with best practice.	Comments noted. We will continue to liaise with TfL in relation to car clubs, however we do not propose to include detail on car clubs within the AAP. This detail will be included within a further Development Plan Document for Development Management Policies.
553	Transport for London	Transport For London	The vision and objectives	<p>Objective T1</p> <p>TfL welcomes the inclusion of travel plans in Policy T1. However, the AAP fails to mention TfL guidance on travel plans or the requirement for developers to submit transport assessments. The AAP should require all major developments to submit a Transport Assessment and Travel Plan based on TfLs Transport assessment best practice guidance document (May 2006). This will ensure that all forms of transport are examined as part of a planning application, that appropriate mitigation measures are put forward and that walking, cycling and public transport are fully taken into account wherever possible. The AAP should also require that travel plans are produced in accordance with TfLs guidance on Workplace Travel Planning and Residential Travel Planning (March 2008) As stated above, TfL also has a number of suggested edits to Policy T1 re parking.</p>	These requirements are already set out in the London Plan and out Sustainable Transport SPD which are both material considerations when assessing planning applications.

554	Transport for London	Transport For London	Transport	<p>Transport</p> <p>TfL welcomes the Councils intention to reduce parking provision in the shopping centre (AAP Policy T1) and notes from paragraph 5.2.1. that existing car parking is not used efficiently. However, TfL suggests that "in the shopping centre" should be deleted from Policy T1 as the objective to reduce car parking provision should not be limited to the shopping centre. TfL also suggests that for clarity "car" should be inserted in front of "parking" in Policy T1 as, for example, it would be inappropriate to seek to reduce cycle parking provision. It would be helpful here (in the policy and supporting paragraphs) to make reference to London Plan maximum car parking standards, as well as any standards adopted by the Borough. The standards themselves and the details should be set out in generic development control policies. Given the good public transport accessibility in the Canada Water AAP area, there is scope to apply car parking standards that are significantly below the maximum standards in the London Plan. The parking policy should also address the needs of disabled motorists as well as considering requirements for drop-off/pick-up facilities for coaches and taxis at interchanges and hotels. Drop-off/pick-up facilities need to be within close proximity of entrances to allow easy access for wheelchair and mobility impaired users. TfL welcomes the AAP proposals for car clubs and car-free residential development.</p>	<p>Noted. The preferred options report refers to the London Plan and Southwark Plan standards.</p> <p>The reference to the reduction in car parking has been removed from the objectives. Instead the emphasis has been shifted to achieving shared car parking. While the area has good access to public transport, there are currently around 2,200 spaces. Commercial considerations imply that a significant reduction in car parking is unlikely to be achievable.</p> <p>Disabled parking will be provided as per London Plan/Southwark Plan standards.</p> <p>The comments on the gyratory and Lower Road are noted. The council has been involving TfL on options for these roads. The council will not go ahead with the new road through the Hawkstone estate option.</p>
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			<p>The AAP (paragraph 5.2.1) states that Lower Road is very congested at peak times when there is a conflict between through traffic travelling between south-east and central London via the Rotherhithe tunnel and Jamaica Road and local traffic which is trying to get on and off the peninsula. TfL notes that any net increase of vehicular flow to/from new developments would exacerbate this situation.</p> <p>TfL is the Highway Authority for Jamaica Road and the Rotherhithe Tunnel and is concerned with any proposals that could affect road safety and the performance of the TfL Road Network (TLRN) to which the above roads are a part. Any impact on the TLRN arising from proposed new developments must be mitigated to an acceptable level. TfL suggests that a reference to this requirement would be useful in the AAP.</p> <p>From a walking and cycling perspective, the proposal to simplify the gyratory (option B) would be welcomed. Under Option A, the AAP refers to the Rotherhithe Multi Modal Study. TfL suggests that this reference is edited to clarify that the Multi-Modal Study was a pre-feasibility study. The options identified have not been economically assessed or investigated in detail. Under Option B, the AAP refers to the Walworth Road project. While it is agreed that the Walworth Road scheme is pleasant for</p>	
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				<p>pedestrians, TfL disagrees that it can be used to argue that the gyratory removal would not result in more congestion. Also under Option B, a new road is proposed through the Hawkstone Estate, TfL is not convinced that this proposal would be viable and is concerned that the existing drawings for this proposal do not include any bus priority measures.</p>	
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555	Transport for London	Transport For London	Transport	<p>Public transport</p> <p>Paragraph 5.2.2 acknowledges that the Jubilee Line is operating at capacity during peak times, is due to be upgraded by 2012 and the East London Line will be reopened in 2010. However, the AAP does not make clear what the impact of the proposed regeneration will be on Canada Water station, the Jubilee Line and East London Line in terms of additional trip generation. It is also unclear as to whether the Jubilee Line improvements post-2012 are envisaged to provide capacity in support of the proposed regeneration.</p> <p>TfL suggests that these points should be clarified as the AAP is developed further. Whichever option is pursued (A or B), it is essential that transport facilities/infrastructure and services are made available to cope with the increase in demand. In both cases, additional bus services will be required.</p> <p>However, contrary to what is stated On page 34, Option A, London Buses is unlikely to retain the temporary supplementary bus services on Lower Road. The main reason is that the East London Line replacement service, which provides an express service between Canada Water and New cross is currently underused.</p> <p>Running a parallel service to the east London Line could not be justified once the East London Line is reopened. In the case of Option B, the rerouting of services would</p>	<p>The council is not envisaging making post 2012 improvements to the Jubilee line. The council is currently using the multi-modal study to help gain a clearer indication of any impacts on public transport services.</p> <p>Comments on bus services are noted. The outcome of further testing of options using the multi-modal study should help inform future discussions on bus service improvements, space requirements and requirements for infrastructure funding.</p> <p>River services: Comments on river services are noted. The council will discuss improvements with London River Services.</p> <p>Walking and cycling: As TfL note, policy on cycle parking, including the need to ensure parking is secure and weatherproof, will be set out in generic development control policies. Potential improvements to the pedestrian and cycling environment are set out in the preferred options.</p>
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			<p>have to be rationalised,. Furthermore, if a High Street is created, London Buses would like the borough to consider making it bus-only in both directions, TfL suggests that the following matters are taken into account when considering additional bus services required:</p> <p>need for new links toward the east of the area (e.g, Old Kent Road; Aylesbury Estate). links to Canary Wharf if jubilee Line upgrade is insufficient to carry future demand from Canada Water plus the East London Line interchange traffic (for physical reasons it has proved very difficult and costly to provide the link by bus),</p> <p>a number of bus services within the area are at capacity and new capacity will be required through the Rotherhithe peninsula, as sites continue to be developed.</p> <p>Reinforcement of the link to the City e.g. Route 47/188 will be required.</p> <p>In order to provide additional services (increased bus frequencies/new routes), additional infrastructure will be required. TfL notes that there is very little capacity available at Canada Water station to cope with additional bus routes terminating there. Further standing spaces, with turning facilities, need to be found in the area (see comment below re safeguarding).</p> <p>Other public transport considerations identified by TfL include:</p>	
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			<p>traffic in Evelyn Road/Lower Road/Bush Road gyratory: any additional traffic could badly affect bus operation, particularly during peaks and weekends, and this would need to be mitigated.</p> <p>impact of pedestrian crossings on Surrey Quays Road re delays to bus operation.</p> <p>TfL notes that the Council proposes to explore the possibility of increasing the frequency of services on the existing river routes and the potential for a new ferry stop at the end of Railway Avenue or Cherry Garden Pier. TfL suggests that these proposals are explored through discussion with London River Services. It is suggested that the London Borough of Southwark and TfL work together to identify a package of transport improvements to be funded by future developers of the area (see comments below re planning obligations).</p> <p>Public transport, map on page 34</p> <p>TfL notes that the map on page 34 correctly specifies that the East London Line extension to Clapham Junction "is not yet committed" (see comments below re safeguarding).</p> <p>Walking and cycling</p> <p>TfL welcomes the emphasis on walking and cycling within the MP and this should be developed with more local detail as the AAP progresses. From a walking and cycling</p>	
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			<p>perspective, option B is preferred although funding for the Sustrans Bridge is uncertain. Furthermore, the reopening of the pedestrian entrance to the Rotherhithe Tunnel is supported, if feasible.</p> <p>TfL suggests that the AAP should be expanded to include a policy requiring secure, accessible and preferably weather proof cycle parking at all new developments, public transport interchanges and key destinations, including the application of minimum cycle parking standards in line with TfL guidelines.</p> <p>The standards themselves and the details should be located in generic development control policies.</p> <p>TfL suggests that careful consideration should be given to pedestrian desire lines, including the existing desire line (s) between Surrey Quays station and Canada Water. Under either option (A: reduction in shopping centre car parking and B: proposed town centre) there is scope to improve the existing pedestrian environment and this opportunity should form an important part of the proposals as the AAP is developed further.</p>	
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556	Transport for London	Transport For London	Transport	<p><b>OMMISSION 1</b></p> <p>The document does not appear to mention freight and servicing. TfL suggests that freight and servicing issues are covered in the AAP, based on 3C.25 of the London Plan (and PPG13), taking into account the sustainability aspects of freight. It is important to consider both construction freight and delivery and servicing requirements when any site is being developed to ensure that there is adequate provision for servicing and delivery needs. Each site should have a freight management strategy which would include detailed drawings showing auto track results (swept path runs) for relevant vehicles (refuse trucks for residential/large HGVs for retail), a construction logistics plan and a delivery servicing plan. TfL would also like to see a commitment to use sustainable freight contractors and consideration of using non-road modes such as rail and water, particularly for bulky loads during construction.</p> <p>Consideration should also be given to the transport arrangements for construction staff. Details of construction logistics plans (for construction of new development) and delivery servicing plans (for occupation) are outlined in the London Freight Plan, viewable at <a href="http://www.tfl.gov.uk/freight">http://www.tfl.gov.uk/freight</a>. Further information can also be provided by the TfL Freight Unit on request.</p>	<p>Omission 1: Freight and servicing will be taken into account in preparing feasibility studies for development sites. Generic development control policies in the UDP require consideration of freight and servicing. Moreover, all major applications will be expected to submit transport assessments that should include details on how sites will be serviced, swept path analysis etc. The council's requirements on details to be submitted within a TA are set out in the Sustainable Transport SPD.</p> <p>Omission 2: Noted. The East London line will be safeguarded in the Core Strategy. Where a need is identified to safeguard land, this will be incorporated into the AAP.</p>
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			<p>OMMISSION 2</p> <p>TfL considers there is a need to ensure the provision of sufficient land for the development of an expanded transport system. The provision of new and improved public transport services cannot be delivered without adequate supporting facilities, such as bus garages/bus stands, coach facilities etc.</p> <p>Providing for improved freight can also involve a land requirement. TfL suggests that the AAP should acknowledge the need to safeguard land for existing and future transport functions, in line with the 'Land for Transport' (March 2007) document which is Supplementary Planning Guidance to the London Plan. As the AAP is developed further, safeguarded land for existing and future transport functions should be Identified</p> <p>Re safeguarding implications for major transport projects affecting the AAP area, the TfL Business Plan 2009/10 - 2017/18 has recently been published setting out an investment programme for the 8 year period. One project is relevant to Southwark in this context:</p> <p>East London line extension to Clapham Junction</p> <p>The Business Plan states (page 45) , In the case of the East London line extension to Clapham Junction, discussions are taking place with the Department for Transport for funding.' TfL suggests that any references to</p>	
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				<p>the East London Line extension to Clapham Junction should be retained until a further Update is available.</p>	
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557	V Hudson		any other comments	I think the idea of making Canada water a town centre would increase traffic within the area and make living in the area more costly for residents. I think the council should consider what the locals want canary wharf is a big shopping area only one stop from Canada water so why change Canada water - or should i say Surrey quays!	We are seeking to encourage further investment into the area to undertake the improvements that are needed to make the area a better and more functional place to live in. If we can increase the amount of investment to the core area of the AAP area, more funding will be obtained (mainly through S106 contributions) to improve housing, public spaces and parks, the transport network and community facilities in the wider peninsula. It is recognised that the impact of proposed development on the road network is crucial in contributing to the success of the plan, and we are using a multi-modal traffic model to undertake a full assessment of potential impacts of increased development within the town centre.
558	V Hudson		Homes	(OPTION A) council houses should remain on current rent status. Why demolish the Hawstone low rise when they are 3-4 bedrooms. only reason for the bad condition of the estate is because of neglect on the councils part. REFURBISH !!!	An assessment has been undertaken on the feasibility of refurbishing the Hawkstone Estate. Financial modelling has been undertaken and it would be more financially viable to refurbish the low rise accommodation and John Kennedy House to "decent homes" standard. Maximum rent levels for social rented homes are set by the government, therefore the refurbishment of part of the estate would not influence the level of rents.

<b>559</b>	V Hudson		Leisure	(OPTION A)why move seven islands as it is in a convenient spot for locals to use	The Preferred Option, Option A, will ensure the refurbishment of the Seven Islands Leisure Centre including the swimming pool as well as a gym and sports hall. It will be retained on the current site.
<b>560</b>	V Hudson		Leisure - Tourism	A new hotel is unnecessary	Although there is a hotel in the AAP area (the Hilton) and a youth hostel, there is scope to provide new facilities. A study published by the GLA in 2006 estimated that Southwark needs to provide an additional 2,500 hotel beds by 2026 to meet growing needs in south London. The preferred option allows for the provision of new hotels, at the South Dock Marina and in the town centre close to public transport.
<b>561</b>	V Hudson		Shopping	(SHOPPING OPTION A) Why build a department store when most people find them expensive	The preferred option for shopping is option B. We would like to improve Canada Water town centre by improving and expanding shopping floorspace, providing a wider range of shops and services, as well as places to eat, drink and relax. A range of shop unit sizes will be provided including small shops suitable for independent operators and a new department store. In the wider AAP area we will use development opportunities to provide more facilities for day to day convenience shopping, provided they are small scale.

562	V Hudson		The vision and objectives	You do not mention parking facilities for residents & would council tax be rebanded to make the area a dearer place to live? The practicality of your ideas would not work. It may look good on paper but it is clear the council has not considered how this would affect residents.	Our objectives for the area are to encourage people to use sustainable types of transport. Our preferred approach is to ensure that car parking for town centre uses is made available to the general public as "town centre" car parking. We also propose to limit residential parking in the core area of the AAP area and extend the current Controlled Parking Zone (CPZ) to avoid car parking over-spilling into neighbouring streets, however this would need to be consulted upon separately.
563	V Hudson		Transport	(OPTION A) Most of the congestion is caused by the closure of Cope street and half of Roth new rd railway bridge and bus lanes in lower road	We are exploring options to enable traffic to flow more freely on Lower Road. This includes reintroducing two way traffic on Lower Road. We need to ensure that the reliability and journey times of buses is not affected by our plans. This is a requirement of TfL.

564	V Hudson		what are the boundaries of the AAP?	I do not think this should affect the Hawkstone low rise. Why change the Hawkstone which is 3-4 bed and the marina which is already popular.	Assessment has been undertaken on the feasibility of refurbishing the Hawkstone Estate. Financial modelling has been undertaken and it would be more cost effective to refurbish the low rise accommodation and John Kennedy House within the Hawkstone Estate. This is to ensure the homes are brought up to Decent Homes standard. Our preferred approach is to support the use of the docks for water related leisure and tourism activities which do not affect their openness and permitting proposals for small scale local convenience shopping, cafes and restaurants where opportunities exist. A boatyard will be retained at South Dock Marina which would also provide space for shopping facilities, such as a convenience store or chandlers, a cafe/restaurant and possibly a small hotel. All of these would be available to the general public.
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565	Wan Tsang		Homes	<p>Dear Sir/Madam,</p> <p>I am writing regarding the Canada Water area Action Plan. The proposal i strongly opposed is the strip of land ( known as the fish farm )between Ann Moss Way &amp; Gomm Road for housing development.</p> <p>Has anybody from your department actually been to look at this strip of land ? In my opinion this strip of land is not suitable for housing development as the space between the back gardens of Ann Moss Way &amp; Gomm Road is far too narrow. Please, i urge you to re- examine &amp; re- consider the proposal of selling this strip of land (the fish farm) for housing development.</p> <p>Yours faithfully</p> <p>Wan Tsang</p>	<p>Our preferred approach is to protect the Fish Farm site as open space, with an opportunity for the introduction of a community use.</p>
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566	Woodland Views Ltd - Kenneth Jassby	Woodland Views Ltd.	community	<p>Representations on behalf of Woodland Views Ltd. regarding the placement of new primary and secondary schools on the Rotherhithe peninsula</p> <p>Prepared and submitted by Kenneth Jassby, PhD* December 30, 2008</p> <p>Background Woodland Views Ltd. (hereinafter "WVL") is the owner of the Quebec Way industrial estate (hereinafter "QW). The property was purchased as a going concern from Southwark Council in May 2002.</p> <p>Approximately 18 months from the above date of purchase, the council notified its intention of re-designating the QW property as a preferred site for a new educational complex. WVL formally appealed the council's surprise decision because at the time of site purchase the council did not signal any plan or intention of changing the site's industrial designation.</p> <p>In preparation for testimony at the appeal, WVL prepared together with KPMG a comprehensive study of the anticipated need for primary school places up until the year 2014, based on the anticipated population growth in the Rotherhithe peninsula up to and beyond the year 2014. The study, presented at the appeal, clearly showed that the needs for new primary school places would best be met by expanding existing</p>	<p>Comments noted. The Quebec Way industrial Estate is not our preferred site for new educational facilities. Our preferred approach is to work with partners and school governors to provide a new education campus on the site of Rotherhithe Primary school. The Quebec Way Industrial Estate is proposed to be designated for residential led mixed use development with some business use retained as part of a business cluster. Other suitable uses include A1 class retail use and D1 class community use.</p>
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			<p>school facilities.</p> <p>With respect to secondary school places, WVL was sensitive to the fact that a decision to establish a new secondary school facility would not be determined solely on the basis of local population trends. WVL indicated that one could select a number of economically viable solutions for establishing a new secondary school on the peninsula, all without expropriating property at high cost recently sold by the council to private parties as an ongoing industrial concern.</p> <p>Our comments regarding the three options offered by the council for review Options A and B (P. 53) of the Issues and Options document support the refurbishment and expansion of existing school infrastructure in order to accommodate both a larger anticipated primary school population as well as a new secondary school facility. WVL strongly support one or both of these options as the most intelligent manner in which to use public funds for educational infrastructure purposes, based on both fiscal and time frame considerations.</p> <p>*Co-owner of Woodland Views Ltd. Option C proposes to establish both primary and secondary school campuses on QW. It is difficult to conceive of any possible service to the public good by adopting this option, for</p>	
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			<p>the following reasons:</p> <ol style="list-style-type: none"><li>1. It has been established that forecasted primary school needs can be met by refurbishing and expanding existing primary schools, thereby providing a vastly improved infrastructure to the general population of primary school children as opposed to only those to be sent to a totally new campus.</li><li>2. There are alternate locations for the establishment of a secondary school, specifically on property owned by the council, and these have of yet not been fully explored.</li><li>3. Compulsory purchase of QW from its private owners will invariably lead to a protracted legal struggle. The council sold this property in 2002 to the present private owners on the basis of an on-going business concern. The question of full disclosure of the council's intentions will certainly arise, considering the fact that within two years of purchase, the council declared its intention of re-designating the site for educational purposes.</li><li>4. Compulsory purchase of QW will be expensive, considering the fact the owners will be entitled to full compensation for the property based on this most probable alternative use, which it has been conceded and agreed is residential or mixed use. At the most conservative estimate, the funds required for purchase of the 2.2 hectare site</li></ol>	
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				<p>would exceed £20,000,000, and these monies would thereby not be available for building purposes.</p> <p>5. In the framework of a mixed use scheme, QW would provide west-east pedestrian walkways to and from the Russian Dock Woodlands (Fig. 7 on P. 21), thereby providing open access to the woodlands for the general public at large and not just for pupils of a new educational campus located on QW. The advantages of this approach are considerable, as described below:</p> <p>5.1 The walkways could be developed as focal points for persons of all ages, providing small-scale retail shops (coffee house, bakery, etc.) and clinics all in the ambience of and emphasis on green development and intimacy.</p> <p>5.2 The walkways would be expected to reduce vehicular traffic to and from the woodlands, as the general public would have direct access to the woodlands from the core of the Canada Water regeneration zone.</p> <p>6. A mixed use scheme for QW would also provide the following advantages for local residents.</p> <p>6.1 The site is arguably the most attractive green site for large-scale residential development in Canada Water, as it is located in a quiet urban setting, and is in direct proximity to the Canada Water core, on the one hand, and the Russian Dock</p>	
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