

~~Canada Water~~ ~~Waterside Village~~

**Planning and Design Principles and Technical Appendices**

~~- Sixth-Eighth~~ Draft – June 2002

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Additional copies of the Planning and Design Principles, Technical Appendices and the Development Offer can be downloaded from the Canada Water web site:

[www.canadawater-southwark.com](http://www.canadawater-southwark.com)

## 1.0 Introduction

**The challenge is to create high quality development that meets government policy and sustainability agenda whilst at the same time engaging with the local community in achieving its aspirations.**

The Planning and Design Principles contained in this document identify the key issues to be addressed by masterplan proposals and provides detailed technical background as appendices. Together with the Development Offer, it forms the Development Brief for the Canada Water ~~Waterside Village~~. This document has been prepared for Southwark Council and includes sections drafted in consultation with representatives of the local community.

### A New Development at Canada Water

The existence of a sizeable area of brownfield land astride an important transport interchange represents a rare opportunity to create a mixed-use development which will, for the first time, provide a vibrant focus for the Rotherhithe Peninsula.

Development proposals for the area need to respond to local aspirations for the preservation and enhancement of the existing character of the residential areas at Canada Water area which is are essentially relatively suburban. This 'suburban feel' is a feature of the Rotherhithe Peninsula which is much valued by the local community. The opportunity to live in an area which on the one hand is green with extensive landscaping landscaping along the roads and developments in the area, has a number of open spaces and is predominantly low in building height, whilst on the other hand is situated only a short distance from central London is the feature which has drawn many people to live at Canada Water ~~Waterside Village~~. It is an area which is unique in London.

The Canada Water dock basin, which lies at the centre of the area, is to be retained in any development and maintained as a wildlife habitat (see also Section 6.38).

### 1.1 Development objectives

New development must build on the many environmental assets of the area. New development must preserve the character of the Rotherhithe Peninsula and build from its many environmental qualities. Development of the core area will have an impact on the entire Peninsula and therefore should be used as an opportunity to improve the quality of life for the whole community.

Canada Water Underground Station lies at the centre of a circle of development within easy walking distance of the public transport facilities and bounded by an outer ring of parks and woodland. The area therefore offers the possibility of a compact nucleus of development at its centre with an extensive outer belt of recreational amenities and natural environment within easy reach.

The main aim is therefore to make Canada Water ~~Waterside Village~~ and its interchange the heart of the community, with a mixed-use development in an attractive, waterfront setting.

The other objectives this Brief addresses are:

- Identifying an appropriate scale and mix of development;
- Identifying opportunities to enhance connections between the Canada Water basin and the surrounding area and with Rotherhithe and Surrey Quays Underground stations; and
- Relate to sites in multiple ownership as the basis for a coherent, phased development plan.

If Canada Water ~~Waterside Village~~ is to provide a new community focus for the Rotherhithe Peninsula, it needs to be distinctive, recognisable, economically lively, broad-based in appeal, well linked to the surrounding community and imaginative in design. Development must take this opportunity to create the public spaces that characterise other successful mixed-use centres whilst recognising the unique qualities that distinguish this area.

~~Public spaces of the highest quality and distinctive architecture should replace the monotony of boxy sheds and blocks of flats that currently characterise the area.~~

The local community's vision for the area as expressed by the Canada Water Campaign looks to achieve:

- Sensitive development of the Canada Water area – preserving natural attraction to wildlife whilst acting as a waterside village centre and a focus for the community.
- Welcoming sustainable development which will enhance the Canada Water – area's attraction as a pleasant residential area close to the centre of London with well maintained parks, water features, gardens and community facilities for young and old alike.
- Supporting development directed towards a safer community and social inclusion of areas adjacent to Canada Water, particularly those surrounding Albion Street and Lower Road.
- Promoting creation of the infrastructure which will reduce local traffic congestion and improve access to the Canada Water area.
- Rejecting high-density town centre or intensive high rise development proposals which would adversely impact on the above.

~~The challenge is then to create a high quality development that meets this vision and fulfills the aspirations of the local community~~

The Challenge is then to create high quality development that engages with the local community and their aspirations whilst at the same time meeting government policy, the sustainability agenda and realising land value.

## 1.2 Sustainability

This Development Brief is predicated on the requirement for the delivery of a sustainable form of development for Canada Water. ~~Waterside Village~~ The principles of sustainable development therefore underpin all sections of this Brief and proposals for the Canada Water sites must demonstrate in detail how they will contribute to achieving these objectives meeting these principles.

In particular, development must make full use of the unique potential offered by the Canada Water ~~Waterside Village~~ sites through appropriate land use that sympathetically uses-utilises scarce and finite land resources and that, by means of integrated transport strategies and mixed land use, minimises reliance on private car journeys.

The term 'sustainability' is used to denote the objective of achieving patterns of human activity which can be permanently sustained by future generations without compromising either social cohesion or global resources.

The pattern of development in towns and cities has a significant impact on both the environment and the opportunities to build communities that are socially and economically sustainable

Government policy reflects an increasing desire to develop models of sustainable development which in their ideal form might:

- Achieve self-sufficiency in consumption of resources including: Energy, materials, water and food;
- Mitigate the negative impact of pollutants and waste products and the consumption of non-renewable energy sources and minerals.
- Sustain a community with all necessary facilities including access to education, training employment, and homes.
- Support bio-diversity and stewardship of natural resources.

- Promote a politically sustainable vision, one which has consensual support through citizen participation and one which embraces contributions from all sectors of society.

**“Good design brings very specific economic, social and environmental benefits to a range of stakeholders... good—design can be shown to bring a variety of benefits, including less crime, a more vibrant public realm, more efficient movement and improved health. All this means less social exclusion and cash savings for the public purse”. Sir Stuart Lipton, Chairman CABE**

## 2.0 Development Context

### 2.1 General location

The sites lie at a strategic location centred on Canada Water Underground Station and the nearby dock. The sites offer the potential for establishing linking routes both to the hinterland to the north and west (including the Canada Water Estate), and to the Canada Water basin itself.

The sites are well served by public transport. The Canada Water Station provides interchange between the Jubilee Line, East London Line and bus services. In addition, Rotherhithe and Surrey Quays stations are within walking distance. Canada Water Station and adjacent sites occupy a strategic position at the heart of Rotherhithe.

### 2.2 Site ownership

Key land parcels form a wider area of significant redevelopment potential comprising several large sites. These are identified on the Location Plan (left –not included) and table below.

In addition to these sites, future development potential is likely to be opened up as part of the planned East London line extension works including possibly the redevelopment of Rotherhithe and Surrey Quays stations.

Site	Ownership	Land use	Approx. area
A	Southwark Council	Open brownfield*	2.5Ha
B	Southwark Council	Open brownfield*	0.8Ha
C	Foreign Property ApS	A1 Retail	1.9Ha
D	Ampurius Holdings	D2 Leisure**	0.6Ha
E	Foreign Property ApS	A1 Retail***	0.8Ha
F	Shopping Centres Ltd†	Car park for G	0.5Ha
G	Shopping Centres Ltd†	A1/A3 Retail & car park	8.1Ha

\*see UDP summary

\*\*with permission for residential/mixed use

\*\*\*with permission for

† Under L.B. Southwark freehold

Land ownership shown is correct at time of publication

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### 2.3 Land Use

The table above indicates the current uses of the Canada Water ~~Waterside Village~~ sites. The Land Use Plan (left – not included) indicates the broad areas of land use for the surrounding area. Land use is zoned into single land uses with only limited and localised areas of mixed use development notably along Lower Road where it forms a local high street, Albion Street with its parade of shops and community buildings, and the more historic, riverside areas of Rotherhithe.

### 2.4 History

The village of Rotherhithe was associated with shipbuilding from as early as the 14th century. The peninsula comprised wet marshland and was therefore a good location for docks, the first of which was constructed in 1696.

The docks, which were named after the trading nations whose goods arrived in Rotherhithe, continued to thrive into the 20th century but the introduction of container transportation led to the closure of the docks in 1969.

Between 1981 and 1996 the peninsula underwent a significant transformation overseen by the LDDC. Development has been largely residential with a variety of tenures. In addition, 840,000 ft.2 of commercial accommodation was completed on the peninsula. One element of this was the Surrey Quays Shopping centre which opened in 1988.

A brief history of the area is given in Appendix 13.

## **Morphology**

Whilst the street pattern, block form and many of the industrial buildings have survived intact along the riverside to the north of Canada Water ~~Waterside Village~~ the built form of much of the Rotherhithe Peninsula today shows few traces of its historic development. The extensive network of docks and canals was comprehensively redeveloped during the 1980's. New roads ignored the historic street pattern: Salter Road bypassed Rotherhithe Street and Surrey Quays Road and its associated industrial and retail development cuts across the historic pattern of land and water.

## **2.5 Extent of consultation informing the design process**

Extensive consultation has been carried out as part of the process to define a Development Brief for the area including the following:

### **MORI POLL**

A MORI poll was conducted -during 2001 to establish local attitudes towards development and community needs.- A key determinant was that residents in the Rotherhithe Peninsula liked the low rise, semi suburban character of the area, being relatively low density, well provided with parks and open space although the need for better facilities at Canada Water ~~Waterside Village~~ itself was quite apparent. -See summary of the MORI findings in ~~appendix~~Appendix .....5

### **Canada Water Campaign**

The Canada Water Campaign (CWC) is a community pressure group established in July 2000 to express community aspirations for the development of the area. The CWC's vision for the area is provided in Appendix 6 and stated in para 1.1 above.

### **Canada Water Consultative Forum**

The Forum was established in April 2001 to establish dialogue between local community groups including the Canada Water Campaign, representatives of other community groups, local councillors and Southwark officers. The Forum holds frequent meetings and will provide the basis for ongoing consultation with Southwark Council and their development partners.

## CTRU

In October and November 2001, the Civic Trust Regeneration Unit (CTRU) carried out a series of workshops with local community groups. -The full text of the CTRU report is included in Appendix 8.

### 2.6 Retail ~~Demographics Analysis~~

The resident population of the Rotherhithe peninsula is approximately 18,500 of which 54% are in social groups ABC1 – above the national average.—

It should be noted that the general influx of more affluent residents across the area from Waterloo to Greenwich requires that we consider Canada Water ~~Waterside Village~~ as having a mixed population with a spending power equivalent to at least the London average but that lack of local provision is resulting in much of this spending draining to other areas. It is clear that local residents would welcome ~~an extended shopping centre providing~~ a greater range and choice of shops within a balanced mix of uses. ~~In consultations the local population have firmly rejected the idea of a town centre/high street development at Surrey Quays.~~

The challenge is to produce a mixed use development which provides the community with a greater variety of retail outlets, cafes and restaurants resulting in the retention of a larger proportion of spending within the area. ~~whilst at the same time preserving the 'green, open, low' characteristics of the area and causing minimal interference with the wildlife and its habitats.~~

The key economic issues include:

- The resident and working population in the immediate area is relatively affluent;
- There is a large hinterland (along the river and inland) where retail facilities are not currently available
- The Surrey Quays Shopping Centre performs a broad number of retail functions but many residents desire more and better quality retail outlets in the area.

### 2.7 Local issues

Through public consultation carried out by the Civic Trust Regeneration Unit, the following issues have been identified:

- Lack of community facilities e.g. leisure centre
- Lack of schools
- Lack of modern youth facilities especially a youth club.
- Need for better integration of recent arrivals into the existing community.
- Congestion on local roads
- Poor local bus services
- Desire for increased opportunities to walk and cycle
- Access to more choice and wider range of shopping.
- Better connections to the historic, riverside areas of Rotherhithe.
- Better connections to Southwark Park/Lower Road, Greenland Dock, Albion Street and the tube stations at Canada Water and Surrey Quays
- Visual impact of high rise buildings
- Need for improved sports facilities
- Need for a library with access to IT facilities

- Nuisance of poorly planned outdoor play areas conflicting with residential properties.
- Need for improved access to jobs and training for local people.
- Desire for increased evening activity
- Opportunities for business start-ups.
- Safety of the open water.
- Need for affordable homes
- Streets are perceived—as 'bleak' and empty
- Community safety issues especially at night
- Poor maintenance, especially the dock basin
- The importance of involving the community in the long-term future of the area.

Of these,—maintenance, community safety and community involvement were identified as the most important issues.

## 2.8 Topic papers

A series of topic papers have been prepared by the Canada Water Consultative Forum, based on advice from the relevant departments at Southwark Council and contributions from the local community. These papers cover:

- Built environment;
- Enterprise;
- Community facilities;
- Social inclusion;
- Housing;
- Green Spaces;
- Education; and
- Transport.
- Health (to be completed)
- Youth (to be completed)

The Topic Papers set out in more detail the important local issues that must be addressed by development proposals.

The full text of these Topic Papers is included in Appendix 11. These papers will continue to evolve in consultation with the community during the course of the project.

### 3.0 Planning Context

**“Much of London’s appeal as a world city is due to the attractive character of its residential areas. The London Plan will seek to protect and enhance those features, which are valued by local communities. Among these are safety and security, privacy, amenity and open space.”**

#### 3.1 National planning policy and guidance

Development sites should accommodate a mix of uses rather than a single use as set out in PPG1 General Policy and Principles (1997).

PPG13 Transport (2001) clearly advocates the need to integrate land use and transportation planning. It highlights the importance of ‘key sites’ that are either in town centres or are close to transport interchanges. Sites which are highly accessible by public transport, should be developed for travel intensive uses (including offices, retail, commercial leisure, hospitals and conference facilities), ensuring efficient use of land.

The need for higher residential densities is emphasised in PPG3 Housing (DTLR 2000) which states that residential developments of less than 30 dwellings per hectare should be avoided. It further states that local planning authorities should adopt policies ‘which create places—and spaces with the needs of people in mind, which are attractive, have their own distinctive identity but respect and enhance local character.’

Canada Water will need a sensitive approach designed to protect the unique character of the Rotherhithe Peninsula. The Government’s Urban White Paper states that its planning policies “do not mean cramming people closer and closer together. It means development at reasonable densities which protect open spaces and respect the need for privacy” The White Paper also recognises that what may be appropriate for one area may be completely inappropriate for another – ‘No two people are the same, no two places are the same, There can—be no one size fits all approach’.

#### 3.2 Regional planning guidance – The London Development Agency and GLA London Plan

The recent consultation document for London’s Spatial Development Strategy ‘Towards the London Plan’ (GLA 2001) seeks to encourage sustainable growth in London. There is a particular emphasis in the document on the need to integrate development decisions and existing and proposed public transport capacity. ~~—Canada Water does not feature in this document as one of the areas to which the policies set out therein would apply. The draft London Plan does however state ‘ Much of London’s appeal as a world city is due to the attractive character of it’s residential areas, The London Plan will seek to protect and enhance those features which are valued by local communities, among these are safety and security, privacy, amenity and open space’.~~

RPG 3 seeks to control the height of developments within the viewing corridor protecting the strategic view of St. Paul’s Cathedral from Greenwich and the viewing corridors protecting the ~~Strategic strategic View views of St. Paul’s Cathedral~~ from Blackheath Point, Richmond Park and Westminster Pier.

#### 3.3 Borough planning policies

The Southwark Unitary Development Plan was adopted in 1995 and is currently under review. The Canada Water ~~Waterside Village~~ area is designated as one of several Regeneration Areas within the Borough. The Council is seeking to stimulate and direct private investment in partnership with the public sector to targeted areas, to assist the local economy, improve the environment and meet community need.

Current policies support proposals which:

- generate employment;
- improve the environment;
- meet the needs of local residents; and
- bring back into beneficial use vacant land or buildings.

Within the current policy framework, proposals might include business, entertainment, housing, shops, ancillary open spaces and community facilities.

New developments should normally be of an appropriate height to:

- fit in with their surroundings;
- create or retain a suitable sense of enclosure;
- avoid excessive overshadowing; and
- prevent microclimatic problems.

Detailed summaries of Planning Policy context are included in Appendices 1.

New development at Canada Water ~~Waterside Village should consider meeting~~ must meet planning requirements at national, regional, borough and local levels:

National	Regional	Borough	Local
<del>Housing Density</del> <u>ies</u> <del>above 30 dwellings/Ha</del>	Efficient use of land	Generate employment	Community focus
Mixed use	Reduced reliance on cars	Improve the environment	Public spaces
Suitable for travel-intensive use	Safeguard strategic views	Bring vacant land into use	Community facilities
	Housing tenure and affordability	Traffic and transport	Public safety
			Congestion
			Environmental quality

## 4.0 Transport

**Harnessing the transport potential at Canada Water ~~Waterside Village~~, through developing and implementing a comprehensive and co-ordinated transport strategy, will be key to ensuring the area's further development into a more vibrant, accessible, sustainable, mixed-use ~~waterside village at the~~ heart of the community.**

### 4.1 Background

The study area is served by two London Underground lines: the Jubilee Line at Canada Water station; and the East London Line at Canada Water and also at Surrey Quays station to the south and Rotherhithe station to the north. It is also served by eight bus routes that provide links to the south and west and directly north via the Rotherhithe Tunnel.

### 4.2 Highway network

The study area is bounded to the west and south by district distributor roads – the A200 Lower Road and A2202 Redriff Road – and to the north and east by Surrey Quays Road, a local distributor.

Rotherhithe has the highest density of cycle lanes in the borough, with notable routes including Rotherhithe Street, the Albion Channel, the ecological park and Russia Dock Woodland, and Greenland Dock.

These networks make the Canada Water area highly accessible. However, local conditions currently prevent this full potential from being achieved. Specific issues include:

- congestion on and severance caused by the local highway network;
- peak-hour congestion on Jubilee Line services;
- the poor range of destinations currently served directly by the East London Line;
- inefficient local bus routing – particularly between the Canada Water interchange and the Surrey Quays Shopping Centre; and
- the poor quality of many walk routes and the presence of major barriers to pedestrian movement.

The development of Canada Water ~~Waterside Village~~ must seek to address these shortcomings, and release the full potential of the transport networks, through the identification and implementation of a co-ordinated transport strategy.

### 4.3 The Public's Perception

Recent public consultation has drawn attention to the following perceptions and ideas relating to transport in the study area:

- Traffic volumes and speeds on Lower Road often make it difficult to cross on foot
- Regular traffic congestion on Lower Road and at the entrance to the Rotherhithe Tunnel, for which the only solution would appear to be highway developments at the strategic level
- Inadequate existing peak hour capacity of Jubilee Line trains and related concerns about the creation of new generators of peak hour tube travel
- The need for more lifts/escalators at Canada Water interchange which reach street level
- Poor weather protection on key pedestrian routes, especially to/from shopping facilities
- Poor signage, mapping, lighting and maintenance of local walk and cycle routes

- Community safety/personal security fears on local walk and cycle routes
- Limited alternatives to car usage for local residents with heavy shopping
- Transport improvements must also focus on regenerating Albion Street and Lower Road
- The existing road network constrains egress from the peninsula:
- The desire to reduce reliance on car use should be balanced against local shopping requirements and provision of adequate and accessible alternative modes of transport.

#### 4.4 Other Transport Issues

Other transport-related issues should also be taken into account in planning development at Canada Water ~~Waterside Village~~. These include:

- Direct bus routing between the Canada Water Interchange and the Surrey Quays Shopping Centre bus stop cluster is currently precluded due to land ownership and community safety issues, since the route would be through what is currently the Shopping Centre car park;
- ~~• ——— A key challenge is to enhance and improve pedestrian movement~~A key challenge is to change the character of most highways in the core area from roads designed primarily for vehicles to streets (and other pedestrian routes) designed to encourage pedestrian movement; and
- Proposals to include the East London Line as part of an 'Orbirail' system in London would enhance the number and importance of destinations served direct from Canada Water, and the general level of service provided.

#### 4.5 Transport Assessment

A comprehensive transport assessment will be required for the development. The first stage of the assessment will be the preparation of a scoping study to enable discussions to take place between the developer and the planning/highway authority's on the issues to be addressed and the data that will need to be collected. At this stage it is envisaged that the transport assessment will need to consider:

- whether the road network can handle the additional traffic demand created by the development e.g. the potential impact on roads in the area and beyond such as the A100, A101, A2, A200 and A201;
- the possible effect of the development on the proposed congestion charging ring road;
- the impact of the development on the capacity of all public transport services in and around the area;
- the protection of bus services in the area from any adverse effects of the development;
- the provision of new bus facilities which should be in line with the London Bus Initiative guidelines;
- encouragement of people to walk and cycle and improvement of the existing pedestrian and cycle networks in the area; and
- increased use of the River Thames for transporting people to and from the area;

Appendix 9 presents further information on transportation issues in the Canada Water area including traffic flow data on Lower Road, accident data for various roads in the area, Jubilee Line A.M. peak hour loading profiles and details of existing public transport service schedules in the area. The community's Transport topic paper is included in Appendix 8.

~~A detailed transport assessment is included as Appendix 12.~~

~~The community's Transport topic paper is included in appendix 11.~~

## 5.0 Context Appraisal

### 5.1 Land utilisation

The pie chart represents an analysis of an area within 750m (about half a mile) of Canada Water Station, it demonstrates that the area is well provided with open space – fully one third of the land area is public open space or water. It should be noted however that the proportion of private open space is less than the average for Southwark. Public open space therefore takes on an increased importance. The diagram also shows that cars take up a disproportionately large share of the land – more than a quarter of the land area is given over to roads and car parking (although this is still less than the average across Southwark).

### 5.2 Character and quality of the public realm

The unique aspect of the Rotherhithe Peninsula is characterised by a generally suburban development form consisting of mainly low and medium-rise housing estates and light industry in contrast to:-

~~This gives residents a feel of tranquillity when set against~~ the intense business activity of the City of London and Canary Wharf both of which are close. -The immediate environs of Canada Water ~~Waterside Village itself~~ are dominated by the Surrey Quays Shopping Centre and retail warehousing sheds, all surrounded by large expanses of car parking and service yards.

The area has many qualities that are valued by the local community, the foremost of which is the extensive areas of green spaces including Southwark Park, Russia Dock Woodland and Stave Hill nature park, as well as areas of open water including Lavender Pond, Surrey Water, Canada Water and Greenland Dock. Some of these areas are classified as Sites of Borough Importance by the London Ecology Unit (see Appendix 15). -This network of spaces provide not only valuable wildlife habitat but also attractive leisure amenity and educational resources including the Pump House centre at Lavender Pond and the Surrey Docks Farm.

The Canada Water dock basin was arbitrarily truncated by the LDDC redevelopment with crude sheet piling forming one edge and its historic connection to Greenland Dock was lost.

Despite this, Canada Water has significant symbolic importance for the identity of the area and the local community. It is important, therefore, that proposals for the area include specific measures for mitigating the environmental impacts of development and enhancing the dock to create a fitting centre-piece for the area. Reduction of the dock area and it's wetland habitat will not be permitted.

The Canada Water basin and Albion Channel provide attractive areas for walking and limited leisure activity. The wider area is well provided for by public open space. Southwark Park, Greenland Dock and Russia Dock Woodland are all within easy walking distance. A smaller park, King George's Field is situated at the junction of Lower Road and Surrey Quays Road.

Key Characteristics of the area can be summarised as:

- Fragmented and discontinuous built form;
- Zoned land use with very little mixed-use development;
- Coarse grain of large development plots resulting in poor permeability;
- Few connections into the surrounding street network especially to the north and west;
- Large areas of car parking and service yards;
- Remnants of the network of waterways provide an important amenity;
- Few remaining examples of historic building fabric provide notable landmarks;

- Service roads instead of streets;
- Incoherent and discontinuous pattern of building frontages and poorly defined public spaces;
- Historic riverside Conservation Area to north;
- Marginal 'high street' (Lower Road) to south; and
- Good amenity spaces within walking distance.

### Quality of the public realm

Key aspects of the public realm are:

- Good quality, extensive open space around periphery of area.
- King George's Field ~~under-utilised and poorly equipped~~ is currently being improved in consultation with the local community.
- Dominated by car parking
- Car-dominated 'high street' (Lower Road) characterised by congested traffic queues at peak hours and fast moving vehicles at other times.
- The public spaces around the Canada Water basin are under-utilised, and need more imaginative design to generate interest and activity.
- Important wildlife haven within part of Canada Water basin.
- Public spaces are described by residents as feeling intimidating especially at night. Some community groups described empty streets as 'bleak'
- Public access to the dock edge should be ~~maintained~~ (subject to protection of wildlife).

Local roads and footpaths are afforded minimal passive surveillance due to the pattern of development, notably:

- Separation of pedestrian and vehicular routes.
- Lack of active frontages ~~along~~ streets that might provide informal surveillance of public areas.
- Buildings set back from roads, often with car parking, changes of level and/or landscaping exaggerating the sense of separation between buildings and public realm.

### Access to public transport

The Isochrone diagram illustrates areas within an equal walking time of Canada Water Underground Station. Access to Canada Water bus and tube stations is compromised by poor pedestrian linkages with circuitous routes especially from Albion Street, the Canada Water Estate and from Lower Road. The wall created by the back of the bus garage particularly disadvantages residents of the Canada Water Estate.

### Ease of movement and access

The areas to the north, west and east of the sites are poorly connected to the tube station in terms of pedestrian or vehicular routes. The Canada Water Estate immediately to the west of the site is separated from the bus and tube interchange by the wall of the bus garage. The

former Pump House and the neighbouring 1930's housing estate form a barrier to movement from the north and connections to Rotherhithe Underground Station and the Thames.

The Albion Channel provides an attractive pedestrian route to the north-east and Needleman Street provides vehicular access to the housing developments to the west. However, these connections are not well integrated into the wider street pattern. Lower Road is heavily trafficked and presents an obstacle to pedestrians to and from ~~the proposed~~ Canada Water ~~Waterside Village~~.

### **Legibility**

Overall, the area lacks a legible centre. The location of the Canada Water bus and tube stations is disorientating for passengers emerging into an open expanse of undeveloped land, separated from major through-routes. This poor sense of legibility is exacerbated by the serpentine arrangement of Surrey Quays Road. From Canada Water Station, there is no physical clue to the direction of Surrey Quays Station to the south. Any indication of a route through is lost in a sea of car parking.

The two 1960's tower housing blocks (Canada Water Estate) and the Pump House chimney provide local landmarks marking the location of Canada Water Station from Surrey Quays or Lower Road. The locations of these and other local landmarks and public buildings are identified on the plan left.

### **Diversity**

The Rotherhithe area is predominantly residential with minimal mixed-use development. Choice in shopping and leisure activities is limited. Overall, there is a lack of diversity that belies the varied communities living in the area.

## **5.4.5.3 Local ecology and wildlife**

### **The dock basin**

The Canada Water dock basin provides an important local amenity both as a public open space and for leisure activities including angling and ornithology. The dock basin includes a wildlife sanctuary which is likely to be affected by any nearby development. The site is, located between two extensive areas of park and natural habitat: Southwark Park and Russia Dock Woodland and form part of an extensive network of open spaces and wildlife habitat.

The major issues for nature conservation at Canada Water are shading, 'confinement', altered microclimate, loss of critical habitat area, and disturbance. – It is important to ensure that the existing arrangement of Canada Water is enhanced and that the significant planned changes to its environs will not alter the value to wildlife. Built form affects shading, microclimate and the physical connectivity to other wildlife areas, creating a sense of enclosure. The resulting outdoor microclimate is as important to people as it is to wildlife and will have a bearing on the use of space by both.

### **Ecological overview**

Local ecology must be considered as part of a network of wildlife habitats where the critical size for sustainable habitat and biodiversity are important issues.

Canada Water is an area of Conservation Importance, feeding into a metropolitan network supporting urban wildlife resources.

Habitats need to be of a critical size to sustain wildlife populations as well as to be linked, either directly or by proximity, to a greater metropolitan wildlife habitat network. – If

metropolitan nature conservation is viewed holistically as a network, clearly any loss of a significant component in that network will impact upon other areas of nature conservation value.

Many of the expanses of water and wetland in the vicinity are designated of Nature Conservation Importance by the former London Ecology Unit (now incorporated into the GLA Biodiversity Group Strategy Directorate). – Designated sites are graded as being of Local, Borough (grade I and II), and Metropolitan Importance.

All development proposals are required to demonstrate how the effects on wildlife will be mitigated during construction and use. Development will be required to demonstrate that there will be environmental improvements to support the wildlife and no long-term detrimental impacts on Canada Water and the wildlife that depend on it.

Full text of the report 'Canada Water: an Overview of Ecological Issues' by Studio Engleback is included in Appendix 15. The community topic paper on Green spaces is included in Appendix 11.

#### **5.54 Infrastructure and services**

The key Infrastructure constraints on the site are:

- The alignment of the Jubilee Line Extension rail tunnel at approximately 12m below ground;
- The alignment East London Line cut and cover tunnel;
- The existing mains services including sewers primarily under Surrey Quays Road;
- The Canada Water Underground Station superstructure, underground booking hall and its associated ventilation, maintenance and escape shafts; and
- The Dock basin and the Albion Channel leading to Surrey Water.

#### **5.65 Engineering constraints**

The main engineering constraints on the site relate to its close proximity to the River Thames and from two key chapters in the historical development of the site, namely the docks and underground railways.

##### **Geology**

Geologically the site is low lying and sits on a flood plain. Although there is flood protection guarding against regular flooding, the whole peninsula is still liable to flooding based on 1-in-100 year flood levels published by the Environmental Agency. The ground conditions near the surface are also quite poor, generally comprising alluvial deposits underlying fill. Pockets of peat lie within these alluvial deposits and the water table is slightly variable.

##### **Dock legacy**

A significant constraint is a step in level of about 3m that occurs along the western edge of the site. This formed the boundary of the old Surrey Commercial Docks and is linked with excavated spoil from building the docks. The step also coincides with where the East London Line comes to the surface in a cutting, north of Surrey Quays, and together they form an impermeable barrier along this side of the site.

Canada Water basin forms the remnant of Canada Dock, which was up to 27 feet deep. Other docks also covered the site. Following closure of the Surrey Docks, the docks were back-filled providing added complexities with ground conditions near the surface. Old dock walls probably remain forming significant obstacles in the ground.

### Underground railways

The East London Line and Jubilee Line Extension both run under the site, crossing one another at Canada Water station. Both railway lines and the underground station form significant constraints to any future development of the site, placing limitations on what can be built over or beside these structures. These constraints extend to above ground structures such as the triangular escape shaft on the Jubilee Line Extension and the brick air shafts above the East London Line tunnel.

### Contamination

The previous presence of a White Lead, Sulphur and Saltpetre works on the site and the amount of back-filling following the docks closure also raises the potential issue of contamination. This needs exploring in more detail.

### Infrastructure

The main infrastructure runs along Lower Road, Redriff Road, Surrey Quays Road and Needham Street, although there is also a main gas main running across the derelict ground at the northern end of site.

### Archaeology

Scattered archaeological finds have been found across the site. It is unlikely there were any permanent settlements on the site before the 18th century however and the risk of finding archaeological finds is thought to be low.

Detailed summaries of Engineering and infrastructural constraints are included in Appendix 2.

### **Constraints summary**

Key constraints on development include:

- Infrastructure including below-ground services;
- Concealed foundations from docks and other structures.
- Underground railway lines and ventilation shafts;
- Poor connectivity of linking routes across the site and into surrounding areas;
- Congestion and severance of Lower Road;
- View corridor height restrictions;
- Potential contamination; and
- Local topography.

### **5.7 SWOT (strengths, weaknesses, opportunities and threats) analysis**

The table right, summarises the principal strengths, weaknesses, opportunities and threats facing the regeneration of the Canada Water ~~Waterside Village~~ area.

#### **Challenges**

The opportunities identified in the table are translated into the following key elements required for masterplan proposals:

- New linkages to north and west.
- New activity spine connecting Lower Road shopping and Surrey Quays Underground Station to Canada Water.
- Enhanced local retail focus including expanded shopping centre provision.
- New public spaces including south-facing, waterside piazza.

- Make best use of close proximity to excellent public transport facilities.
- Transform Surrey Quays Road by the creation of new street frontages along a tree-lined boulevard whilst not creating “a fume filled racetrack”.
- Rationalise development sites around Canada Water Underground Station by localised realignment of Surrey Quays Road.

In addition, the following opportunities will be considered to add value to proposals for the area’s development:

- New/restored routes including possible water connection between Canada Water and Greenland Dock.
- Enhanced wildlife habitat in Southwark Park and/or Russia Dock Woodland.
- 

Strengths	Weaknesses	Opportunities	Threats
Transport connections	Lower Road access to Rotherhithe Tunnel	Better connected pattern of routes and spaces	Piecemeal or uncoordinated redevelopment
Close proximity to City and West End	poor legibility	Improved pedestrian and cycle routes	failure to reconcile community objectives with commercial imperatives
Waterside location	Intimidating and poorly connected pedestrian routes	Creating attractive waterside public spaces	Inefficient or wasteful land use
Close proximity to public open space amenity	Fragmented development form	Potential views from buildings	
Active and vocal local community	Car-dominated environment	Release of car park sites through safe, structured parking provision	Increased traffic congestion
Well endowed with green spaces and wildlife habitat	Shopping and community facilities	New public buildings and space	Overloading of JLE and East London line links due to uncoordinated parallel development in Tower Hamlets, Canary Wharf and in Greenwich
	Segregated building uses	New landmark architecture	
	Fragmented community	New green links connecting existing open spaces and water	

### 5.8 Opportunities for new connecting routes

New development should exploit as many opportunities as are feasible to connect into the existing street network.

Potential connections into Renforth Street and Lower Road are illustrated below. Achieving these connections will be subject to technical constraints and consultation.

#### **Connection Options from Renforth Street**

The plans and associated photographs illustrate potential routes for new movement linkages for vehicles and/or pedestrians that might be investigated further.

#### **Connection Options from Lower Road**

The plans and associated photographs illustrate potential routes for new movement linkages for vehicles and/or pedestrians that might be investigated further.

## 6.0 Urban Design Principles

**All places need a vision of what they want to be: whether they wish to resist or respond to change, compete with other places, or preserve their unique qualities.**

### 6.1 Design Objectives

The planning and design principles set out below avoid prescriptive solutions but identify the essential urban design principles that should guide new development.

**Design Objectives include:**

- Establish an appropriate density of development.
- Provide an integrated movement strategy ~~for including~~ local public transport.
- Extend the existing retail activities in the Shopping Mall, on Lower Road and Albion Street – maintaining – their viability whilst expanding the range and variety.
- Provide a local centre and community focus for the Rotherhithe Peninsula.
- Better integrate Canada Water Station into local street network and increase permeability and accessibility.
- Work with existing environmental assets to create a distinctive sense of place.
- Identify suitable locations for new public buildings.
- To create an attractive, safe and secure public realm. – “Secure by Design”

In addition to these specific requirements, ‘By Design’ published by CABE/DETR sets out the qualities that define good urban design. These have been included in a list of eight principles, highlighted below, that should inform all aspects of the development proposals.

1	Character: A place with its own identity	Promote character by responding to locally distinctive patterns of development – and culture.
2	Continuity and enclosure: A place where public and private space are clearly distinguished	Promote the continuity of street frontages and the enclosure of space by development which clearly defines private and public areas.
3	Quality of the public realm: A place with a good quality public realm	To promote public spaces and routes that are attractive, safe, uncluttered and work effectively for all in society, including disabled and elderly people.
4	Ease of movement: A place that is easy to get to and move through	Promote accessibility and local permeability by making places that connect with each other and are easy to move through.
5	Legibility (ease of understanding): A place that has a clear image and is easy to understand	To promote legibility through development that provides recognisable routes, intersections and landmarks to help people find their way around.
6	Adaptability; A place that can change easily	Promote adaptability through development that can respond to changing social, technological, and economic conditions.
7	Diversity: A place with variety and choice	Promote diversity through a mix of compatible uses that work together to create vital and viable places, and meet a wide range of local needs.
8	Integration and efficiency: A place whose	Promote efficiency through development which

land uses, transport and natural environment are integrated	integrates land uses, transport and the natural environment and reduces the need to travel.
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Together, these qualities can make places that are attractive, lively and interesting. These qualities are also essential factors in creating safer communities where the opportunities for destructive and criminal behaviour are minimised and positive social interactions are encouraged.

### Public Safety and security

The conditions that provide public routes and spaces that are safe and crime-free also help make homes and business premises more secure. When street spaces are visible from buildings and populated with pedestrians then the opportunities for crime are reduced. This principle of passive surveillance with no public space hidden from view, is the fundamental means of ensuring safe streets.

To maximise the passive surveillance of streets, development must face directly onto streets with windows and shop fronts overlooking the street and entrances (and therefore the movement of people) directly off the street (rather than say from a car park)

Lower order routes should feed directly into primary routes to create main routes that have the best chance of being populated at all times.

The location and design of street lighting should pay attention to the needs of pedestrians as well as drivers.

Proposals should take advice on issues relating to security in the DTLR publication "By Design" and Planning Circular 5/94 and should consult with the Metropolitan Police (contact Steve Mumford).

The rest of this section covers specific aspects of urban form and describes the kind of development that is being sought. Essential requirements are highlighted in red.

## 6.2 Structure and Layout

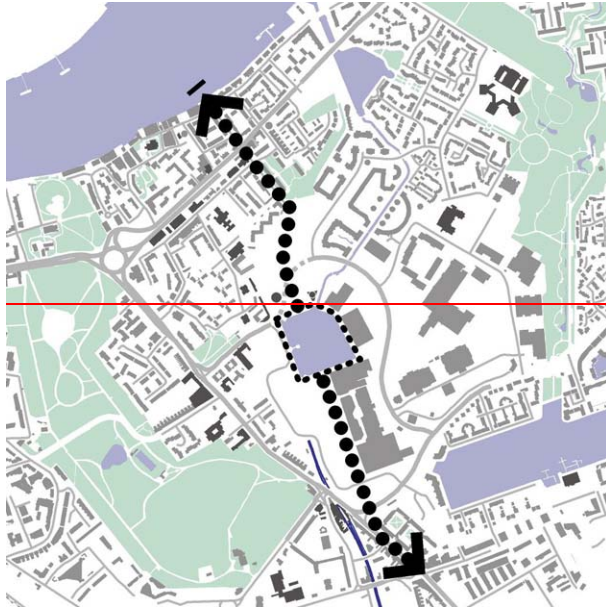
### A new primary pedestrian route-A new structuring spine route

The Canada Water ~~Waterside Village~~ area is in urgent need of new structuring elements that can provide legibility and focus pedestrian movement to enliven public spaces and provide the footfall necessary to sustain the expanded retail and leisure provision that the community at present lacks.

The primary structuring element ~~for pedestrian flow~~ should form a new north/south spine, connecting Canada Water Station and the dock basin with the existing Lower Road shopping street and Surrey Quays Station to the south and with Albion Street, Rotherhithe station and Brunel Road and the historic Rotherhithe riverside area to the north.

– The success of proposals will be gauged by the degree to which they achieve the following:

- Provide public routes that integrate-integrate with new and existing street patterns.
- Maintain a continuous pedestrian flow active route that links from the extending the existing Lower Road shopping up to Canada Water-Waterside Village.
- Line the route with active frontages on both sides.
- Provide the most direct and legible connection between Canada Water and Surrey Quays stations.
- Maximise intelligibility and passive surveillance through extended, axial sight lines.



**NB-Substitute new diagram**

Creating a new pedestrian-extension of Lower Road, aligned with the dock basin would shift the focus of development to Canada Water but without cataclysmic impact on the local shopping at Surrey Quays. These new north/south routes would connect the sites to the Thames and a possible relocated ferry stop.

**Network of roads, footpaths and cycleways—**

The site offers the opportunity to better integrate the surrounding areas by creating new connections. A series of radial routes, mainly pedestrian, should be introduced to provide connections between the two parks and with the Thames.

**New pedestrian/Cycle Routes**

Proposals must include a series of informal routes and spaces radiating from the Canada Water quay side

These routes should be for pedestrians and cyclists only or designed to the lowest order of traffic speeds.

- Linking the Dock Basin to the North and via the existing woodland walk to Surrey Water
- Connecting Southwark Park to the west—and connecting to Russia Dock Woodland to the east.
- 'Green links' network combining landscaped leisure walks and cycle routes connecting east-west across the sites.

[See also Section 5.8.](#)

**New Public Spaces**

A series of public spaces should be created, ranging in size from the large, central space around Canada Water, to smaller, more intimate spaces.

Any redevelopment around the dock, however sensitive, will have an impact on the ecologically fragile planted area within the basin. Instead of suggesting that urban density and wildlife resource are not compatible, a more positive way of looking at the issue is to consider how innovative design might provide new opportunities to support varied wildlife.

A hierarchy of spatial types should be employed, their size and character related to local patterns of movement and activity so as to reinforce legibility and provide variety.

### **The Canada Water Dock Basin**

The Canada Water dock is an important and valued place for the local community and provides a wildlife sanctuary. The dock ~~–~~ must be maintained as a significant place with provision for the tranquil enjoyment of the wildlife.

Opportunities exist to improve the environment for wildlife and the facilities for the enjoyment of wildlife. Any changes to the dock must be shown to improve the environment for wildlife and be based on the ~~–~~ advice of an environmental specialist. Proposals should provide increased protection to wildlife. Investigation should be carried out into the habitat needs of the existing species and potential for enhancement to attract a wider diversity of species.

Other, surrounding open spaces should also be considered to provide new or enhanced habitat for those wildlife species most sensitive to human activity.

The historic configuration of the dock basin provides clues for possible extension of the water and the reintroduction of natural water flow to replenish the basin.

Height and massing ~~must be kept low around the Dock basin to~~ should avoid enclosing the Dock Basin area to the detriment of the wildlife and its habitat.

#### ***The following key principles should be applied to defining the urban grain of the area:***

- The constraint imposed by the Jubilee Line (JLE) and East London Line tunnels. As far as possible, roads should be aligned with the tunnels to avoid structures spanning tunnels. Where construction of the larger blocks around the station makes avoiding the tunnels impossible, the blocks must be designed to span the tunnel and integrate with the existing below ground JLE structures.
- Blocks closest to the transport interchange should be subdivided to create a pattern of individual buildings which will add to the visual diversity and architectural character of the area and allow maximum permeability leading into the public space around the dock basin, whilst still ensuring viable development.

### **6.43 Urban Grain**

~~The creation of~~ ~~–~~ secondary ~~–~~ routes and spaces is necessary to provide a framework for the subdivision of the larger plots into smaller blocks. The secondary network of subdividing blocks will create a highly permeable, fine grain of development with maximum choice and accessibility nearest to the public transport interchange.

### **6.54 Density and mix of uses**

Masterplans should set out a mix of uses. Retail, café and restaurant uses should be ~~primarily~~ included at ground level ~~s~~ to provide active frontages onto the dock side, new public spaces and along Surrey Quays Road. The proximity to an underground station with rapid connections to the West End and to Canary Wharf suggests that a ~~small~~ hotel and leisure uses might also be included. The Underground station could provide direct connection to retail uses both at street level and from the ticket hall.

Wherever possible, buildings should include horizontal sub-division with uses at ground floor that provide activity and animation visible from the street.

Coupled with smaller frontages, this will ensure a rich mix of land uses that will contribute to the vitality and viability of the area.

~~All buildings on the primary street network must contribute to the interest and vitality of the street through ‘live frontages’:~~

~~This includes shopfronts on buildings capable of accommodating ground floor uses such as shops, studios, restaurants, etc.~~

~~A further necessity is for front doors to the upper floor uses to be directly accessed from the street.~~

Southwark Council will support planning applications for buildings designed to allow future conversion of ground floors to accommodate commercial uses as the development programme progresses.

### **Housing mix**

Residential development must include a mix of house types including apartments and large family homes (i.e. 4 and 5 bedrooms) with gardens.

### **Affordable Housing**

There is a need for an increased level of good quality affordable rented housing in the area. It is anticipated that this should be predominantly rented homes provided through a registered social landlord.

Provision must be established on a site-by-site basis. The following provides general guidance for developers:

- All new developments should meet the Joseph Rowntree Lifetime Homes Standards
- Provision should be included for mobility accommodation to meet the needs of disabled/wheelchair uses across all units.
- All homes to achieve an energy efficiency rating of NHER ~~9~~ – 9.5. and best practice Ecohomes Ratings
- All flats to have balconies, terraces or gardens.
- There is a requirement for a significant percentage of units of 4 bedrooms & over. Family homes with gardens are particularly welcome.
- Some fully wheelchair accessible units should be provided across all sectors.
- Affordable housing should form 40% of any new development. This would consist of 25% social rented housing and 15% intermediate housing which could consist of:
  - a Low cost home ownership e.g. shared ownership or shared equity schemes
  - b self-contained rented accommodation at sub market levels targeted at key workers
- A mix of unit sizes including 3, 4 and 5 bedroom accommodation will be required for private and affordable development

Residential development must include a mix of tenure including social housing and key worker accommodation. ~~Such~~ affordable housing must be integrated into any residential development.

The community topic paper on housing is included in Appendix 11.

### **Local parades of shops**

Attention must be paid to local patterns of street connections to create increased footfall past shops and integrate local parades into the proposed main spine.

Development proposals must maintain and enhance the viability of existing parades of shops serving local needs – especially Albion Street and Lower Road.

### **Provision for new and small businesses**

Development must maintain and extend the provision of suitable commercial accommodation for start-up businesses.

### **Retail**

~~Although proposals may extend the existing shopping centre (subject to evaluating impact), the development masterplan should provide a retail spine based on the public street network, accessible around the clock.~~

~~Proposals may extend the existing shopping centre (subject to evaluating impact);~~

### **Community buildings**

Suitable locations for ~~a~~ public buildings (including a library) should be identified.

~~There should be an appropriate balance of provision, with some facilities provided at the centre of the development, preferably sited along a main route. Other, more locally-based neighbourhood resources, should be provided at appropriate sites outside the core area including enhancing existing provision where necessary.~~

Community buildings could also include educational/school buildings, youth facilities, shared office, meeting and performance spaces and advice and information provision. Creatively designed, well managed and run in conjunction with existing thriving, but under-resourced, neighbourhood centres within the area, this could be a model for creating a built environment designed to promote social inclusion and overcome the fragmentation that characterises the area at present.

~~There should be an appropriate balance of provision, with some facilities provided at the centre of the development, preferably sited along a main route. Other, more locally-based neighbourhood resources, should be provided at appropriate sites outside the core area including enhancing existing provision where necessary.~~

See Brief for a Replacement Rotherhithe Library – Appendix 14.

The community topic papers on enterprise, education and community facilities are included in Appendix 11.

## 6.65 Scale, height and massing

The scale of buildings should ~~reflect be sensitive to~~ the ~~predominant nature and~~ character of Canada Water and adjacent areas. ~~Height and density should be low.~~

Consideration should also be given to protecting the amenity of streets and private open space and to ensure optimum climatic and light conditions.

The following key principles have been applied in determining the scale of development in the area:

- ~~Defining building heights~~
- Ensuring effective sunlighting and prevention of excessive wind tunnelling effects
- Promoting a scale of building relative to enclosure of space
- Providing a scale of building to meet a range of needs
- ~~Designing to respond to the scale of the human body through architectural details and features.~~
- ~~Providing buildings which relate to the human scale~~
- ~~Creating new features~~

Careful control of building heights west of the dock will be required to ensure that the dock basin is not overshadowed.

Building heights to the south and west of the dock basin will need to be kept low enough to avoid overshadowing the public area around the water but Plots A and B to the north allow higher building form

### Promoting a scale of building relative to enclosure of space

In promoting a central development around the north side of the Quay, it is recognised that buildings should be of a particular urban scale which give importance to the street and clearly help to define the major space of the Dock Basin itself.

### Creating new landmarks

An opportunity exists in the plan to celebrate particular street intersections and spaces through landmark buildings. ~~In order to preserve the view corridor and~~ backdrop of St. Paul's Cathedral, ~~a~~ maximum building height ~~of 30 metres has been prescribed for all buildings within the view corridor and~~ of ~~30-50 metres within the backdrop zone has been prescribed for all buildings.~~

## 6.76 Buildings

The Development Brief does not provide a prescriptive approach to architectural design but rather seeks to foster design of the highest quality, both in building and spatial terms. A high quality of environmental design in architecture which uses best practice methods is required throughout.

All buildings on the primary street network must contribute to the interest and vitality of the street through 'live frontages'. This includes shopfronts on buildings capable of accommodating ground floor uses such as shops, studios, restaurants, etc.

Architectural design should be consistent with the structure and grain of the masterplan, the design of each individual building should respond to the building's location and relationship to its neighbours (existing or proposed) and public spaces.

These requirements can be achieved by observing the following principles:

- the sub-division of land should promote a finer grain approach to the development of the area encouraging greater architectural diversity;
- a range of building forms and types is essential to creating a robust and adaptable built fabric. Ideally buildings should be designed in a manner, which would permit their adaptation for other uses over time;
- the ground floors of all buildings should be clearly expressed in architectural treatment for example the use of shopfronts, different materials or colonnades. They should have a higher floor-to-floor dimension than the storeys above;
- front doors to separate upper floor uses should be directly accessed from the street.
- blank, windowless facades facing onto public areas should be avoided;
- the primary access to buildings should be from the street with entrances to ground floor units no more than 15 metres apart. The entrances of all buildings should be reflected both in scale and form to establish a clear identity to the building; and
- corners at street intersections should be marked with higher elements and façade treatments to promote the overall legibility of the place.

The following key recommendations are made:

- key landmark buildings should be the subject of international design competitions to ensure the highest level of architectural and sustainable design;
- Energy efficient designs that maximise the potential for recycling and minimises adverse environmental impacts should be used;
- Current best practice benchmarks should be applied. For example, Excellent BREEAM and Ecohomes rates should be achieved.
- the sub-division of land should promote a finer grain approach to the development of the area encouraging greater architectural diversity; and
- High quality of sustainable design in architecture which uses best practice methods should be encouraged.

At a more detailed level, the following principles should be followed:

- a range of building forms and types is essential to creating a robust and adaptable built fabric. Ideally buildings should be designed in a manner, which would permit their adaptation for other uses over time;
- the ground floors of all appropriate buildings should be clearly expressed in architectural treatment for example the use of shopfronts, different materials or colonnades. They should have a higher floor-to-floor dimension than the storeys above;

- ~~the primary access to buildings should be from the street with entrances to groundfloor units no more than 15 metres apart. The entrances of all buildings should be reflected both in scale and form to establish a clear identity to the building. This should be achieved by use of vertical elements which project beyond the building set back line, different façade treatments or larger opening on the façade; and~~
- ~~Corners should be marked with higher elements and façade treatments to promote the overall legibility of the place.~~

### Energy efficiency and recycling

~~Energy efficient designs that maximise the potential for recycling and minimises adverse environmental impacts should be used.~~ There are several ways that designers can improve the environmental sustainability of new buildings including:

- Solar design: including active solar panels, photovoltaic cells, daylight and passive solar gain.
- Natural ~~and passive~~ ventilation including 'stack' effects and shading to reduce heat gains.
- Water: The collection, storage and recycling of rainwater. ~~–~~ The re-use of 'grey' water for house-holds and the re-use of disused, non-potable boreholes to service cleaning and irrigation.
- Earth: The use of temperature difference at depth and the utilisation of aquifers.
- Recycling: including during ~~–~~ construction, deconstruction and use of buildings and their components and materials.
- ~~•~~ ~~•~~ Shading and choice of surface materials to reduce heat gain and reflection
- ~~Current best practice benchmarks should be applied. For example, Excellent BREEAM and Ecohomes rates should be achieved.~~

Development at Canada Water ~~Waterside Village~~ will be expected to adopt innovative strategies and techniques to minimise energy use both in construction and in whole-life use and minimise use of materials from non-renewable sources and negative environmental impacts such as pollution.

## 6.87 Public Space Strategy

The new spatial structure for the Canada Water ~~Waterside Village~~ area should define a clear hierarchy of routes and spaces.

New spaces should be designed to the highest standard and incorporate public art as an integral component of the design process. In terms of overall strategy, the following is recommended:

- the promotion of a robust and uncluttered public realm and streetscape, which facilitates a wide range of activities throughout the year.
- surviving dock artefacts should be retained where possible, complemented with new tree lined paving and street furniture in simple robust materials and form;
- An integrated public realm strategy should be developed to clearly define the standards, materials, and treatment of all items of streetscape. This includes the unified approach to signage, street lighting and paving, notwithstanding that specific projects may have their own detailed requirements;
- the recognition that all components of urban architecture, including bridges and dock edge treatment should be designed as items of public art, and should therefore incorporate artists and architects within the design team;
- the promotion of street tree planting as an integral part of the public realm;
- the integration of best ecological practices into the design and layout of urban parks and spaces, reflecting the need to promote sustainability in all its forms;
- a collaborative approach to be fostered with local artists to accommodate both temporary and permanent installations, festivals and other events; and
- the promotion of a 'percentage for art' strategy to encourage landowners to invest in public art.

### Character and qualities of routes and spaces

The routes and spaces created need distinctive characteristics if they are to contribute to establishing a strong sense of place. Each element should have an individual quality, for instance:

- New spine route, lined with shops.
- Surrey Quays Road defined as a tree-lined boulevard and bus route.
- Major blocks subdivided by secondary streets lined with continuous frontage to create a strong sense of enclosure. – Pedestrian routes to and from the tube station should be weatherproof giving cover from wind and rain – see transport topic paper.
- Shared-surface treatment around the quayside characterised by high quality hard landscape elements.

A series of public spaces should be created for instance: – a south-facing public space on the quayside for sitting and eating close to the water.

Public buildings should make the best use of opportunities for a mutually positive relationship with associated public space – not just to provide a setting for the building but to animate external spaces by creating active building frontages and allowing uses to 'spill' outside.

New development should frame space around the existing tube station and the linking route to new public buildings and the Albion Channel.

## 6.98 Landscape and ecology

–Within the context of Canada Water ~~Waterside Village~~, wildlife considerations should not be ignored. –The challenge for the 21st Century (and particularly in ~~creating the linkage with maintaining~~ the relative tranquillity of the Rotherhithe peninsula as a whole) is to discover a viable interface between the high footfall needs of the ~~Waterside Village focus area~~ and local ecology. –Multi-functional environmental design is a way forward in which the design of the buildings and external spaces ~~provides more value than simple adornment to the urban scene.~~

Development must create a distinctive sense of place rooted in the natural and social heritage of the area.

This can be achieved through:

- Understanding the existing context and working with the best of what exists.
- Establishing patterns of habitat and wildlife whilst recognising that a variety of landscape approaches, formal and informal, can support different species.
- Providing landscape design appropriate to the scale and character of the surrounding development.

Innovative ideas to support biodiversity and enhance local microclimate through the incorporation of natural elements on buildings including roofs, terraces and other surfaces will be welcomed.

## 6.10-9 Public art

Public art takes on many forms. In Birmingham's Centenary Square for example, we see design juxtapositions between 19th Century Victorian statues and the late 20th Century Iron Man by Anthony Gormley. Public art can stimulate, shock and inspire. In a development which should in itself inspire and delight once it is completed, new public spaces should be animated through the introduction of public art.

A comprehensive Public Art Strategy, including cleaning and maintenance ~~is~~ required.

The Strategy should identify appropriate locations including public spaces and at intersections of key routes and define a commissioning strategy. Opportunities may be explored for incorporation of public art as part of signage and interpretation programmes.

A comprehensive commissioning programme should be established to explore the full range of artistic potential, involving flexible community and school exhibitions, in conjunction with more formal art pieces and ~~presentations~~. The assistance of public art agencies should also be drawn upon, in association with specialised programmes and Lottery support.

## 6.4410 Parking and servicing

Generally, parking should be limited to encourage residents to use other forms of accessible transport. ~~Developers should have regard to recent guidance on parking requirements for inner urban developments and satisfy themselves of current thinking within the Local Planning Authority.~~ ~~Particular issues that should be considered are:~~

- alternative modes of private transport;
- the security and storage on site for bicycles/motorcycles/scooters;
- the introduction of car clubs e.g. CARvenience system recently launched by the Council and Avis;
- the introduction of electric vehicles and charging points.

## Car Parking

Extensive areas of surface car parking should be avoided and never placed between buildings and the highway but located in private spaces behind buildings (e.g. courtyards).

~~Consultation with crime prevention officers should take place to ensure that parking design minimises attraction to criminals~~

Multi-storey parking must be lined by single-aspect residential, commercial or leisure development and with active frontages at street level.

Controlled parking and traffic management is essential to avoid detrimental impact on existing residential areas.

~~Consultation with crime prevention officers should take place to ensure that parking design minimises attraction to criminals.~~

Adequate parking provision must be made for those that rely on private cars: for instance parents with children, the elderly or disabled-

~~Whilst alternatives to the car should be encouraged, a realistic balance needs to be achieved which recognises that policies which are designed to reduce the use of the car also~~In order to achieve a realistic balance, proposals should not impact adversely on ~~those~~ some of the most disadvantaged groups within society ~~and thus or~~ operate against social inclusion. ~~In addition public transport is never likely to be a viable option for some people however low their income and these groups will forgo other basic necessities in order to maintain their car use. This has been found to be~~Consideration should be given particularly ~~the case~~ for those working late night shifts and women ~~undertaking~~ multi-multi-purpose trips under time constraints. see- Transport, the environment and social exclusion a report by the Rowntree Foundation – ~~see~~ appendix~~Bibliography.~~

~~The impact and management of commuter parking in existing residential areas must also be considered. A further consideration will be the impact of new development on the area as a whole in terms of 'commuter parking'. This is an issue which cannot be dealt with by parking control alone. The peninsula has many private roads, closes and squares which cannot be made the subject of parking controls and yet these are likely to suffer commuter parking to the detriment of residents. Developers will need to make proposals for assisting local residents in preventing such adverse effects.~~

## 7.0 Management

Sustainable development requires not only good design but also a commitment to the continued management of resources and amenities. Southwark Council seek suitable models for the new development based on tested examples and best practice for a partnership management of amenities and services which may include:

- Parking and traffic management
- Community facilities
- Landscape maintenance and cleaning and the environment
- Maintaining wildlife habitats
- Partnering in the social, economic and cultural regeneration of the Rotherhithe Peninsula.
- Identify vehicles for active participation in decision making.

In many cases, existing community based organisations can and should be involved in management processes.

## **78.0 Bibliography and Glossary**

### **Bibliography**

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#### **4.09.0 Appendices**

- 1 **Planning Policy Summary**
- 2 **Infrastructure and Engineering summary including Geotechnics and requirements for utilities**
  - Gas
  - Electricity
  - Water
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- 3 **Archaeology Statement**
- 4 **Legal rights and restrictions, including covenants and easements where known**
- 5 ~~5~~ **MORI Survey**
  - ~~The full text of the MORI Poll~~[Canada Water Urban Study](#)
  - ~~The full text of the LSE Study~~
- 6 **Canada Water Campaign**
  - The CWC's vision for the area
- 7 **Canada Water Consultative Forum**
  - Summary of CWCF meetings
- 8 **Civic Trust Regeneration Unit**
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- 9 **Site and location plans**
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- 12 **Transport**
- 12 **A Brief History of the Rotherhithe Peninsula**
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- 18 **Glossary**