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Southwark Council

Revised Canada Water Area Action Plan

Urban Design Study

November 2013

www.southwark.gov.uk/canadawateraap

Contents

Section 1: Introduction

1.1 What does this document do

1.1.1 This document sets out the research and analysis which has informed the revisions to the urban design and building height strategy in the Revised Canada Water Area Action Plan (RCWAAP).

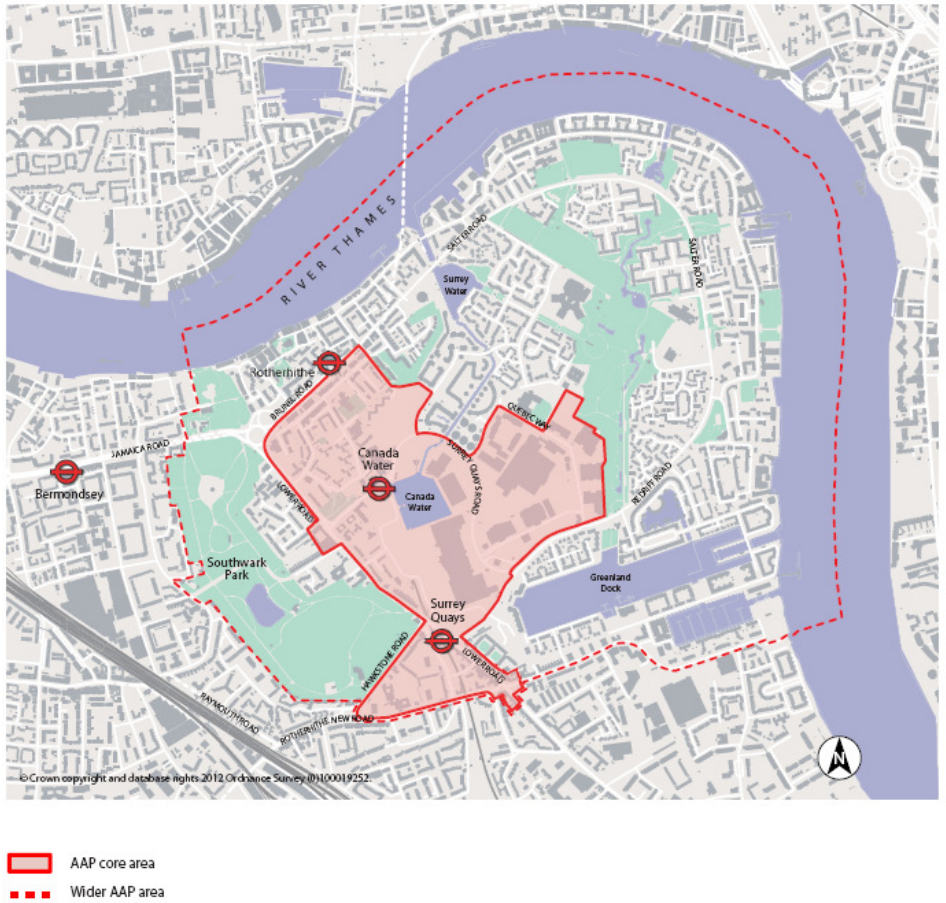
1.1.2 The purpose of the document is to:

- Update the assessment of the character of the Canada Water Action Area which was prepared to inform the 2012 adopted AAP.
- Highlight the changes which have taken place in the area since the adopted AAP was prepared.
- Explain how these changes have informed the revisions to AAP.
- Explain our approach to reviewing urban design policies, including building heights and tall buildings.

1.2 Area covered

1.2.1 This document covers the Canada Water action area as shown in Figure 1. It focuses on the core area which is the area with greatest potential for change.

Figure 1. Canada Water action area



1.3 How to find your way around this document

Section	Content
Section 1: Introduction	This section sets out the role and purpose of the study.
Section 2: Canada Water policy background and evidence base studies	Sets out other documents and evidence based studies which have informed the preparation of this study.
Section 3: Approach to preparing urban design study	This section sets out the approach we have followed to prepare the urban design study.
Section 4: Canada Water character and context	This sets out a summary of the context and character of the action area informed by various evidence base documents and studies.
Section 5: Building height and tall buildings in the Canada Water core area	This is the main section of the study. It provides a detailed analysis to identify the approach to building height and taller buildings in the Canada Water core area.
Appendices	Background evidence which has informed this report including: • Views assessment • Building heights testing options • Canada Water character assessment • Relevant planning policies and guidance

Section 2: Policy background and evidence base

2.1 Policy background and development of the revised AAP policies

2.1.1 This section refers to the key pieces of research and evidence that have informed the revision of the Canada Water AAP design and building height policies.

Core Strategy: Borough-wide Strategic Tall Building Study (2010)

2.1.2 This Southwark-wide study was carried out as part of the preparation of the Core Strategy. It sets out the approach and analysis to establish where tall buildings could be accommodated, where they should not be located, and where they could be sensitive, and the potential urban design constraints for the location and design of new tall buildings in these locations.

2.1.3 Based on the analysis, the study sets out a number of locations where tall buildings may be suitable, which includes the Canada Water core area. The study sets out why these locations are suitable for taller buildings, which includes:

- Where we expect higher density development.
- Proximity to major transport hubs, including locations where major infrastructure improvements would improve existing capacity.
- Emphasising a point of civic or visual significance.
- Opportunities for tall buildings to enhance the public realm or improve permeability
- Focus for regeneration and activity
- Appropriate scale and character to the surrounds.

2.1.4 The paper identifies locations where tall buildings would not be appropriate, including areas outside of the action area core, conservation areas and areas of predominantly low height development.

2.1.5 It also identifies sensitivities where tall buildings are proposed, related to topography, archaeological priority zones, conservation areas and their settings, listed buildings and their settings, local character, scale and height, and important local views.

Core Strategy: Design and conservation background paper (2010)

2.1.6 This paper covers the background and research that has informed the suitable locations for tall buildings as established in Policy 12 and supporting text contained within our core strategy. It summarises our evidence base, describes our strategy and our reasons for selecting the approach we have taken.

Density in the areas around Rotherhithe and East Dulwich (October 2010)

2.1.7 This paper examines the character of a number of areas in Rotherhithe and East Dulwich and assesses their setting with reference to the London Plan definitions of suburban, urban and central character settings. The paper formed part of the evidence base which was used to justify density policies in the Core Strategy and adopted Canada Water AAP.

Canada Water AAP urban design background paper (July 2011)

2.1.8 This document set out the approach and analysis used to establish the urban design and building height strategy in the adopted Canada Water AAP (2012). It explained the council's approach and methodology from the issues and options stage, through the preferred options and to the publication draft AAP. It also provided an assessment of the character of the core area and immediate surrounds. This assessment described the existing character of the area, with reference to a range of elements including topography, built environment, building heights, open spaces, transport accessibility, heritage and views. This has since been updated to take into account recently completed projects and new planning permissions. The updated assessment is set out in appendix 3 of this study.

Updated character assessment, November 2013

2.1.9 We prepared a character assessment to inform the preparation of the 2012 adopted Canada Water AAP (see paragraph 2.1.8 above).

Town centre feasibility study, Benoy, 2010

2.1.10 This study was prepared to help inform the 2012 adopted Canada Water AAP. Its purpose was to help assess the capacity of key sites in the town centre and test the draft AAP policies to ensure that AAP site allocation policies could be implemented in a way that was policy compliant. It examined the feasibility of a number of options, including a base option and was accompanied by a financial appraisal which assessed the viability of the base option.

Harmsworth Quays masterplanning feasibility study, Hawkins\Brown, April 2013

2.1.11 This study informed the preparation of the Revised Canada Water AAP and its purpose was to assess capacity of 4 key sites (Harmsworth Quays, Surrey Quays Leisure Park, Site E and Mulberry Business Park) and identify important urban design principles, including routes, the distribution of land uses and the distribution of building heights which new development should follow. It looked at a number of options and was accompanied by a financial appraisal which assessed the viability of one of the options.

Conservation areas appraisals

2.1.12 There is one conservation area located within the action area boundary St Mary's Rotherhithe, and one conservation area which falls partly within the boundary, Edward III's Rotherhithe. Edward III's Rotherhithe has an adopted conservation area appraisal and work is in progress of the St Mary's Rotherhithe appraisal. The conservation area appraisals set out a detailed analysis of the areas, explain why they are considered to be of special architectural or historic interest, and give principles for managing change by setting out a clear intention of the council's approach to preservation and enhancement. The appraisals are also used by the council in assessing the design of development proposals.

Section 3: Approach to preparing an urban design study

3.1 Our approach

3.1.1 The Canada Water Urban Design background paper, July 2011, sets out our approach to preparing the urban design policies in the adopted AAP. This section summarises that approach and also explains what additional steps have been taken, particularly in reviewing the building heights policies.

3.1.2 The methodology used in the 2011 Background paper including the following steps:

- Understanding of the local character and historic context through a detailed character assessment (section 4 of the 2011 paper).
- Identifying the opportunities and constraints in the town centre and core area, its capacity to accommodate change, sensitivities associated with tall buildings relating to open space, the setting of heritage assets, strategic and local views.
- A site by site assessment of appropriate locations for tall buildings, based on identified opportunities, constraints and sensitivities.

3.1.3 In reviewing the adopted AAP, we have reviewed these steps and also undertaken one further step which is to model building heights options in three dimensions and test their impacts in local views in Canada Water and south east London. This testing has informed recommendations on how change should be managed, which in turn have informed the revisions to the urban design policies in RCWAAP.

3.1.4 The methodology used in the 2011 study, as well as in the additional testing work which has informed RCWAAP responds to CABE and English Heritage Guidance on tall buildings which suggests that local authorities conduct a detailed urban design study in order to identify locations where tall buildings are “appropriate, inappropriate and sensitive”.

3.1.5 It also complies with CABE and English Heritage guidance and NPPF framework for conservation of the historic environment, which emphasise the need for a detailed urban design and building height study. Our approach is also informed by other relevant English Heritage best practice guidance on local plan preparation in accordance with NPPF, settings, views, heritage conservation and understanding place. An updated summary of relevant planning policies and guidance is set out in appendix 4 of this study.

3.1.6 This urban design study consists of two parts :

- Character appraisal and evaluation of the analysis to inform our approach to general built environment policies and guidance in the AAP. This analysis is set out in Section 4 of this study.

- Assessment of options for building heights and taller building to inform our approach to building height and urban design guidance in the AAP. This analysis is set out in Section 5 of this study.

Section 4: Canada Water character and context

3.1.7 It is important to understand the character of an area when preparing urban design and building heights policies. The Canada Water character assessment sets out analysis that helps us to understand the local context and historic character of Canada Water

3.1.8 Section 4 of this paper sets out a summary of the character and context of Canada Water in order to identify what is important to sustain, conserve or enhance and set out principles which will guide new development. This summary is informed by the character assessment, our conservation area appraisals, the 2010 study Density in areas around Rotherhithe and East Dulwich and the architectural feasibility studies prepared by Benoy and Hawkins\Brown.

3.1.9 Section 4 also explains the changes that have taken place in the area, since the 2012 AAP was prepared which informed the revised to the adopted AAP.

Section 5: Building heights and urban design in the Canada Water core area

3.1.10 The Core Strategy identified that the Canada Water core area is a location which can support more intense development and is a suitable location for taller buildings. This approach has been developed further through the preparation of the adopted AAP and the revisions incorporated into the RCWAAP. Our urban design background paper provides further information on our strategy.

3.1.11 The character assessment has established the local character and the historic context, which had informed our identification of areas where taller buildings could be located, where they would not be suitable and where they would be sensitive.

3.1.12 Section 6 of this paper sets out how we have identified and tested strategic options for building heights including taller elements in order to identify potential locations where taller buildings could be located in the action area and understand the potential impact on sensitivities in and around these locations.

3.1.13 This analysis has informed our approach to the building height and taller building policy set out in the RCWAAP.

3.1.14 More detail of the development of this policy and guidance as well as the consultation responses, sustainability and equalities appraisal that have informed their development, is set out in the urban design background paper.

Section 4: Canada Water context and character

4.1 Understanding Canada Water's character

4.1.1 A lot of work has been carried out to ensure a full understanding of Canada Water's character which has informed the preparation of this paper. This includes:

- Canada Water Character assessment, November 2013 (appendix 4 of this study)
- Density in the areas around Rotherhithe and East Dulwich, October 2010
- Town centre feasibility study, Benoy, 2010
- Harmsworth Quays masterplanning feasibility study, Hawkins\Brown, April 2013
- Conservation area appraisals

4.1.2 The following section draws out key information from the studies to summarise Canada Water's character to help provide a framework for our approach to urban design and building heights. It should be read alongside the relevant sections of the RCWAAP and the detail in the studies.

4.2 What are the key elements of Canada Water and Rotherhithe's character

4.2.1 The shopping centre, Decathlon store and leisure facilities were designed with car-borne visitors in mind. The large amounts of surface car parking, mono-use blocks and single or two storey utilitarian 'shed' type buildings create an out-of-town character. The shopping centre, Decathlon site and sites to the east of Surrey Quays Road have no definable urban structure or hierarchy of streets and spaces. The relationship between key uses in the town centre is poor. The shopping centre turns its back on the Leisure Park. Lower Road is disconnected from the shopping centre. There is little mixed use development. The result of this is that there is little on-street activity when shops are closed. Also there is little diversity of town centre uses.

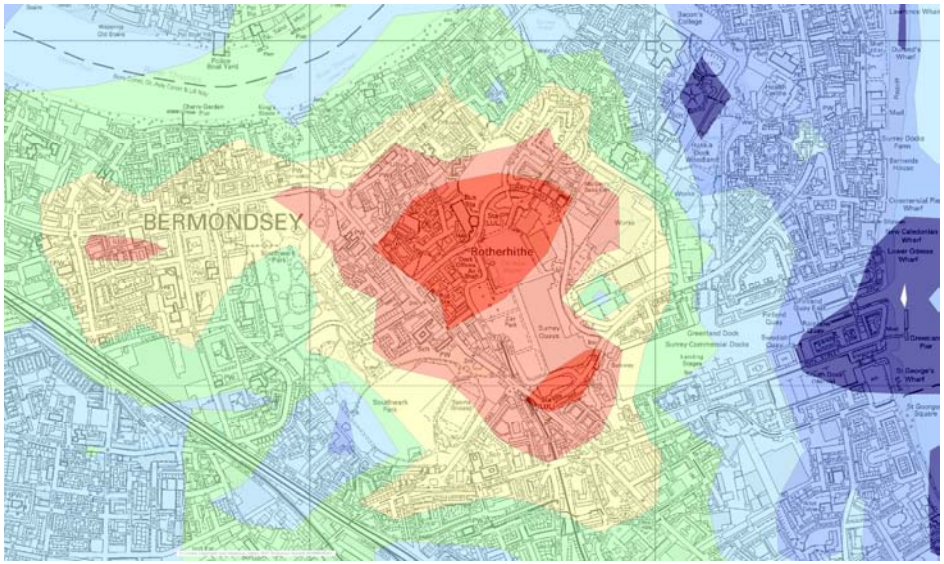
4.2.2 The Decathlon buildings and BHS store do not make best use of the basin. There is an opportunity to activate the edges of the basin. With the exception of the new plaza, public realm in the town centre is poor. There are few places to sit, meet with friends etc. There is currently no focal point in the centre. The new library and plaza are helping to redress this. The basin and public realm around it have the potential to provide a focal point for the town centre.

4.2.3 The recent developments on Maple Quays, Toronto and Montreal Houses and the library have begun to create an urban context with multi storey and mixed use buildings which create definable streets.

4.2.4 The library and tube station create a gateway into the town centre from the north west. However, there are no identifiable gateways into the town centre from the south west or south east.

4.2.5 With a tube station, overground station and bus station, the area has very good access to public transport facilities. See Figure 2 for public transport accessibility.

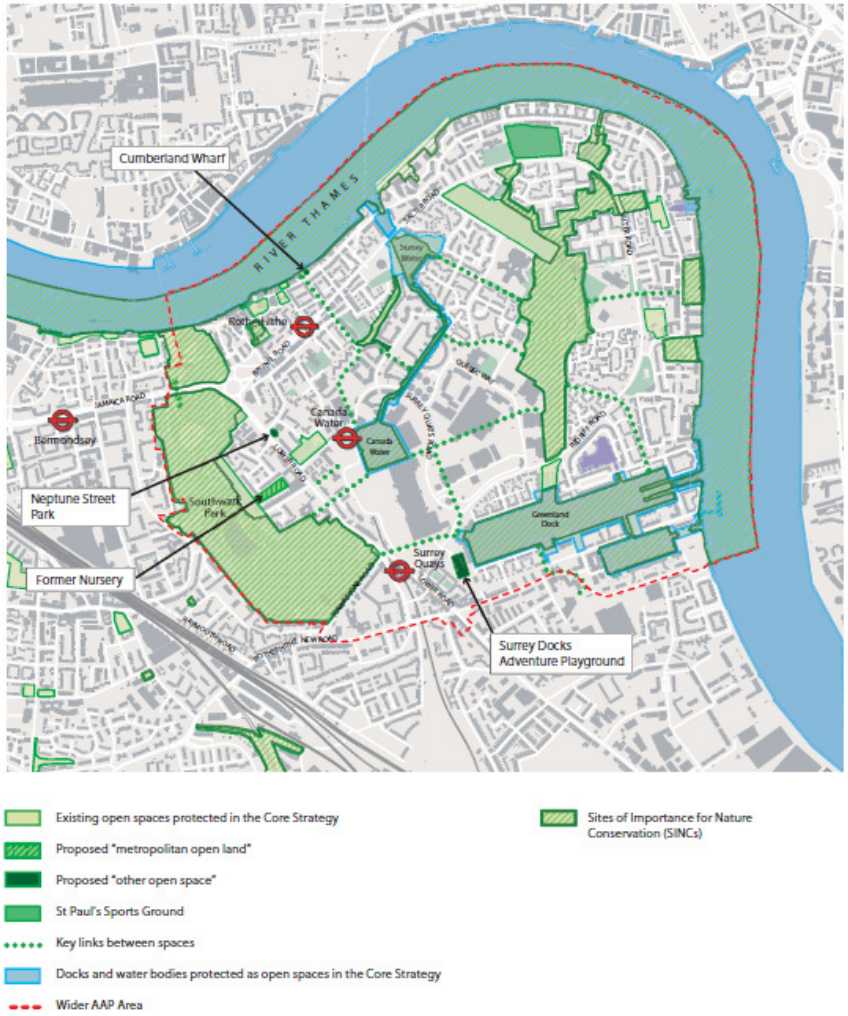
Figure 2: Public transport accessibility.



4.2.6 The pedestrian and cycle routes which radiate out of the town centre are often indirect and difficult to navigate. Pedestrian access from the town centre to the key open spaces of Southwark Park, Russia Dock Woodland, Greenland Dock and the Thames is poor. Barriers to pedestrian and cycle movement include Lower Road, the large block sizes eg. Quebec Industrial Estate, the Canada Estate etc.

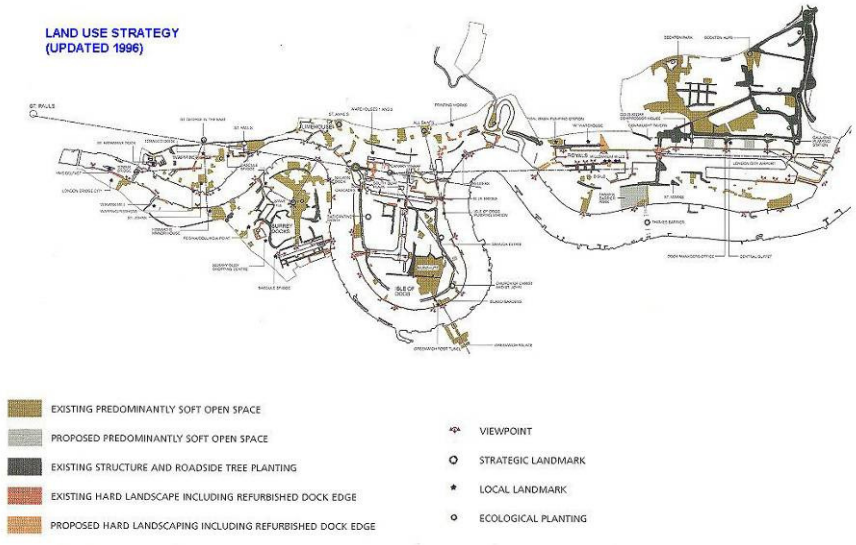
4.2.7 The AAP area contains a variety of open spaces and green areas. Many of these are of strategic importance to Southwark and are therefore protected as Metropolitan either Borough Open Land or Other Open Space. These include Southwark Park, a Registered Park and garden and Russia Dock Woodland, which has a rich existence of wildlife habitat. Other open spaces include the remaining docks, smaller parks, squares and playgrounds (see Figure 3 below).

Figure 3: Protected open spaces



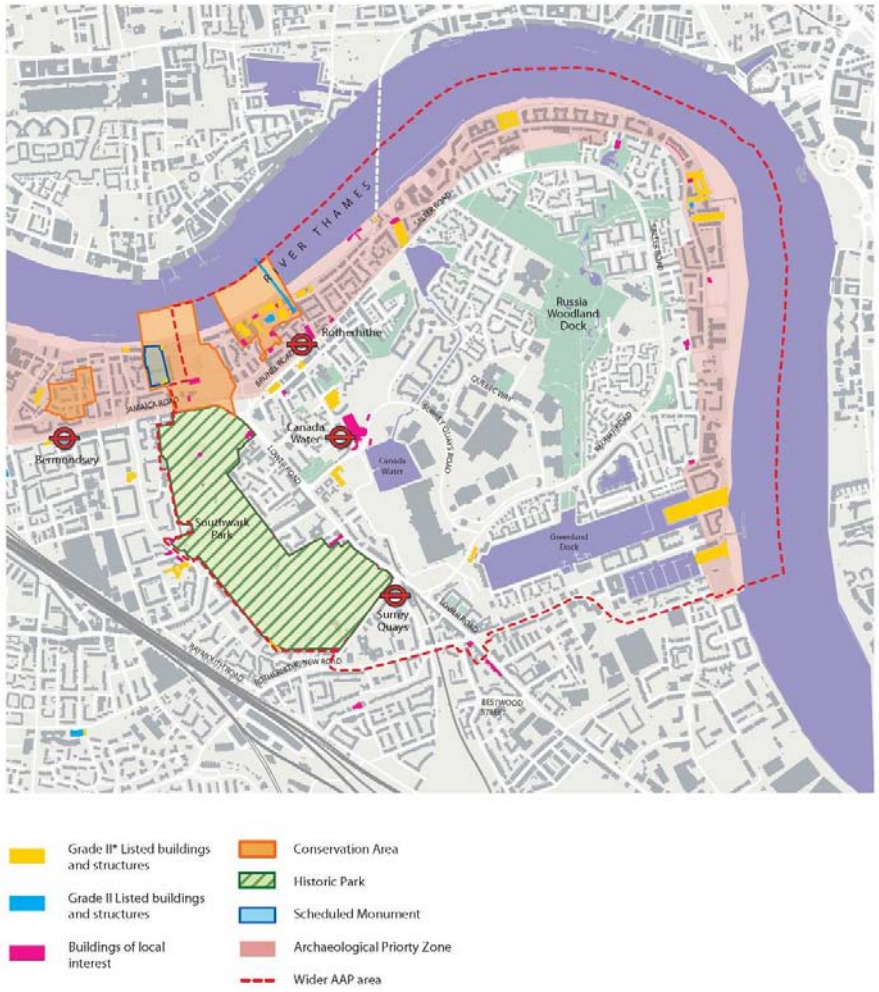
4.2.8 The landscaping strategy put in place by the LDDC (see Figure 4 below) is still evident, not only in the canals and waterways but also in the roadside planting verges on Canada Water and Quebec Way.

Figure 4: LDDC Land Use landscape strategy



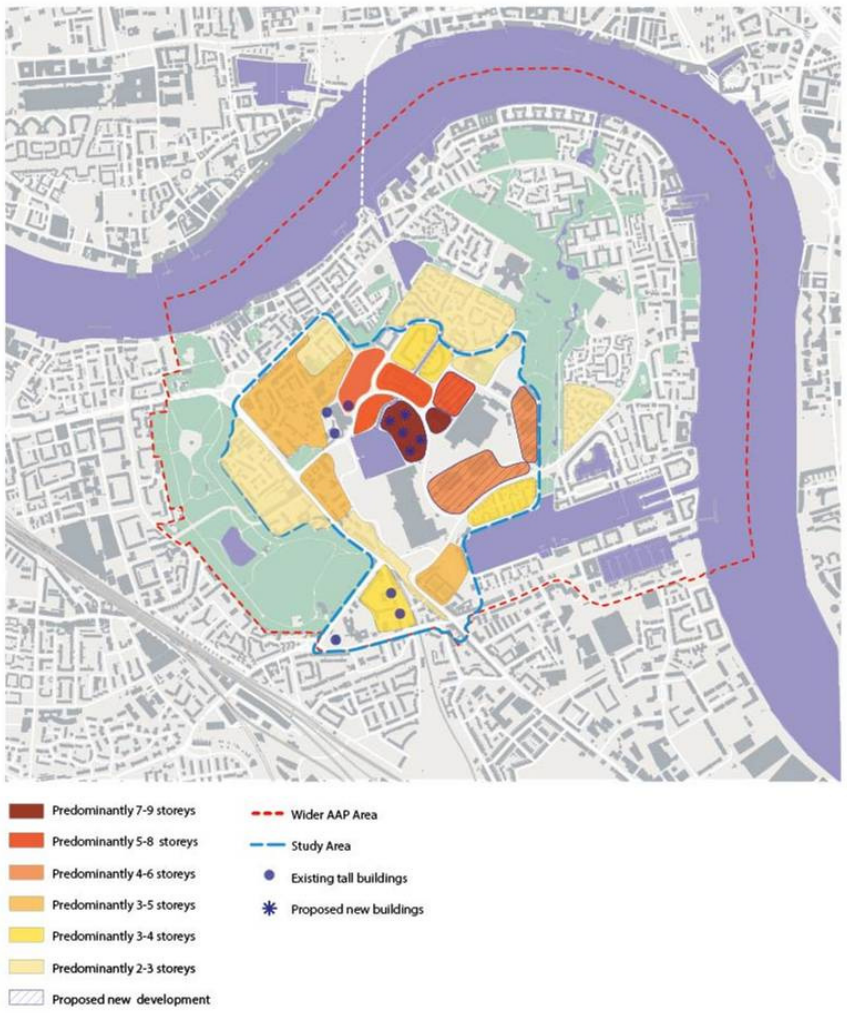
4.2.9 There are two conservation areas in the north west of the action area: St Mary's Rotherhithe and Edward III's Rotherhithe. These areas have a concentration of listed buildings and two scheduled monuments. There are a number of other buildings of interest, including a number of warehouses, dock features and existing dockwalls, with some of the notable buildings and structures, such as Lavender Dock Pumping Station, Rotherhithe Pier and Bridge over Surrey Lock. The physical legacy of the docks is a key part of the character of the area. See Figure 5 for the heritage context.

Figure 5: Heritage Context



4.2.10 There is scope for intensification in the town centre. The development of the Water Gardens, Maple Quays and Montreal and Toronto Houses has started to establish street frontages of up to 8 storeys. The tallest existing buildings are the Canada Estate towers (22 storeys) and Ontario Point (26 storeys). Recent permissions/resolutions to grant permission on the Decathlon site, Site E, Mulberry Business Park and Quebec Industrial estate are helping create a context in which the tallest elements of development help define the importance of the basin, with heights diminishing to the periphery of the core area to help create a transition down to existing developments. See Figure 6 for the building heights context.

Figure 6: Building heights and development context



4.2.11 The topography of the peninsula is largely flat. The highest point is Stave Hill. There are a number of views which aid in understanding the character of the local area including views from Canada Water Basin up the Albion Channel, views across Greenland Dock, views from Southwark Park and St Mary's Conservation Area. There are two strategic views of St Paul's cathedral from Greenwich and Blackheath which cross the core area. See Figures 7 and 8 for strategic views and local views and landmarks.

4.2.12 Outside the core area, other than Rotherhithe village, development is mainly residential in character. Densities are low in the central part of the peninsula around Russia Dock Woodland and is mainly comprised of terraced and semi detached houses. Densities are slightly higher around the periphery of the peninsula, as well as in the area around Wolff Crescent, where a higher proportion of homes comprises flats.

Figure 7: Strategic Views

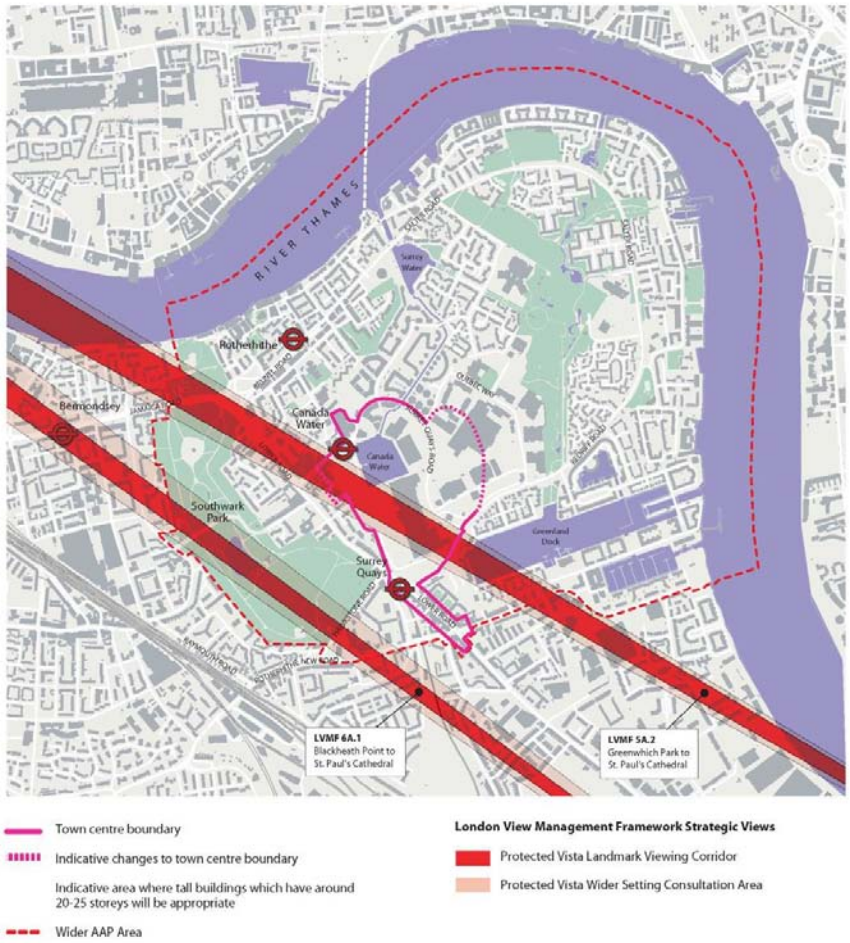
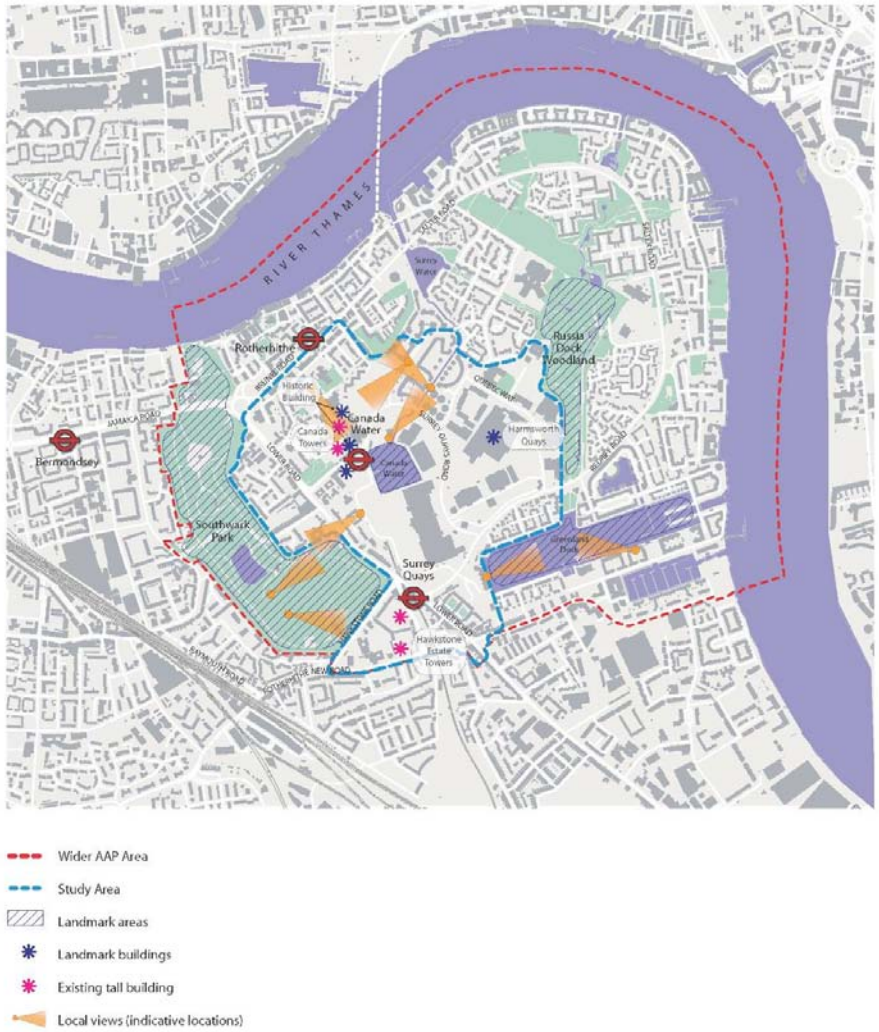


Figure 8: Local views and landmarks



4.3 What has changed since we prepared the AAP?

4.3.1 Work on the AAP commenced in 2007 and its adoption followed four rounds of public consultation, as well as an examination-in-public (EIP) in which members of the public, developers and other stakeholders were able to set out their views to an independent planning inspector. The stages undertaken in preparing the adopted AAP are set out below:

- Sustainability Appraisal Scoping Report (March 2008): This was subject to a 6 week consultation from 14 March 2008 to 25 April 2008.
- An Issues and Options Report: This was published in January 2009 and set out a number of options for future development in the AAP area.
- A Preferred Options report: This was published on July 21 2009 and set out the preferred option for future development in the AAP area.
- Publication/submission AAP: This was published in December 2009.
- Further changes to the publication/submission AAP: On 22 April 2011 the council published further changes to the AAP proposing minimum dwelling sizes and additional sites of importance for nature conservation.

Inspector's report

4.3.2 The examination-in-public into the Canada Water AAP was held in August 2011. In December 2011 the inspector submitted his report on the AAP. The Inspector states in his report that "AAP Policies 14, 15, and 16 take a positive approach to the design of streets, spaces and building blocks that seeks to maximise opportunities to mix uses and reconfigure key elements of the town centre. Such an approach is supported adequately by the thorough preparatory evidence compiled by the Council."

4.3.3 With regard to policy 17, the Inspector reported that the reasons the council set out for tall buildings were persuasive and justified, subject to including a reference to all new tall buildings meeting the requirements of the London Plan and the London View Management Framework.

4.3.4 While the inspector accepted that generally the design policies in the AAP were robust and flexible, he raised concerns about the impacts of a redevelopment of Harmsworth Quays on the soundness of the AAP.

4.3.5 In August 2011, the Daily Mail which occupied the Harmsworth Quays printworks confirmed that it would be relocating its printing operations to a site in Essex. Because the Daily Mail had previously indicated that it would be staying at Harmsworth Quays, the adopted AAP is predicated on the printworks remaining at Canada Water. However, Harmsworth Quays is a strategic site in the core of the action area and its availability opens a significant opportunity for redevelopment. At the EIP the council committed to undertaking a review of the AAP to put in place policy to guide a redevelopment of Harmsworth Quays and the adjacent sites.

4.3.6 In its evidence presented at the EIP the council considered that the vision of the plan is flexible and that a redevelopment of Harmsworth Quays was compatible with the key elements of the vision. However, it was recognised that a redevelopment of Harmsworth Quays would have impacts on the following areas of the plan: quantum of development, infrastructure requirements, pedestrian and cycle connectivity, the relationship between Harmsworth Quays and adjacent sites, the interface between developments and Surrey Quays Road and urban design.

As part of this, the council considered that a review of the tall buildings strategy would be required. The inspector agreed and recommended that the council amend the reasoned justification in AAP policy 17 (Tall buildings) (paragraph 4.5.20 in the adopted AAP) by specifically referring to the opportunities provided by Harmsworth Quays. The inspector recommended the following wording:

"In July 2011, the leaseholder of the site, Daily Mail & General Trust (DMGT), announced its intention to relocate its present printing operation to a greenfield site in Thurrock. Our 2011 local development scheme indicates that the need to make alterations to the AAP in the light of this will be kept under review. As part of this, we would review the building heights strategy to ensure the AAP recognises the opportunities provided by Harmsworth Quays." (Ref EIP29, Inspector's Report Appendix A)

Opportunities generated by a potential redevelopment of Harmsworth Quays

4.3.7 The opportunities provided by availability of Harmsworth quays have been explored through a masterplanning feasibility study undertaken by Hawkins Brown architects as well as our testing of building heights options and their impacts. The key opportunities provided by the availability of Harmsworth Quays for development are:

- The potential to expand the town centre to the eastern side of Surrey Quays Road. While it is not considered that there is capacity to grow the retail space in the centre significantly beyond the 35,000sqm referred to in AAP policy 1, there is an opportunity to diversify the centre's economic base by attracting other employment generating uses, such as higher education facilities and business space. The Hawkins Brown study assesses the feasibility of accommodating a significant amount of higher education space on Harmsworth Quays, in addition to business space and leisure facilities.
- Expanding the centre to the east has also resulted in a review of the structure of the centre and the focal points within it. In the adopted AAP the focal point of the centre is the north-south axis between Canada Water tube station and Surrey Quays station which forms a new high street. This dynamic is changed by an expansion of the centre eastwards. While the high street remains a key element of the centre's structure, the main focal point becomes the Canada Water basin and public spaces around it.
- The availability of Harmsworth Quays generates the opportunity to rethink the approach to public space. There is potential to create new public space around Surrey Quays Road, as well as on Harmsworth Quays and other sites to the east of Surrey Quays Road. The relationship between these spaces and others around the basin needs to be carefully thought through.
- The potential to transform the character of Surrey Quays Road and alter its alignment. The southern end of Surrey Quays Road currently has the character of a service road. The availability of Harmsworth Quays and removal of the service entrance into the print works provides the opportunity to change that character by creating scope to realign the road and in the future, convert the southern end of the road into a service only road. Changing the character of the road will help integrate sites to the east of Surrey Quays Road into the town centre.
- An opportunity to review the building heights strategy. Redeveloping Harmsworth Quays creates the potential to create a more coherent strategy for building heights. Harmsworth Quays, Mulberry Business Park, Site E,

Surrey Quays Leisure Park, the Decathlon site and shopping centre effectively combine to create a large development site. The size of the site creates the opportunity to generate a new character and define a new character setting in the heart of the core area, while still respecting the lower scale development around the periphery of the core area. The potential for large sites to create their own character setting is recognised in the Mayor's 2011 Housing supplementary planning guidance (paragraph 1.3.35). In this context we have reassessed the potential impacts of tall buildings, their relationship with each other and relationships with public space and focal points in the centre.

Recent planning permissions

4.3.8 Since the council published the draft revised AAP in May 2012, new schemes have been permitted/or subject to a resolution to grant permission on Mulberry Business Park, Site E and the Decathlon site. These schemes respond to new opportunities to provide new town centre uses. These opportunities include serving to help diversify the centre and create a new concentration of activities to the east of Canada water basin, rethinking the approach to public spaces, maximizing public realm at ground level, and creating a new character which uses heights to signal the importance of the public space around the basin.

Harmsworth Quays

4.3.9 The Daily Mail Group left Harmsworth Quays in 2013 and the site is now vacant and available for redevelopment.

4.3.10 The council owns the freehold of approximately 85% of the site. In March 2013 the council agreed to assign the leasehold of the site to British Land (BL). During the process of assigning the lease, the council was supplied with extensive information and supporting statements from BL on their intentions for the site; in particular that they support the principle of creating a new campus for King's College. Since then the council has been working with BL and King's College on the structure of an arrangement that will deliver the redevelopment of Harmsworth Quays. These tri-partite talks are predicated on delivering a new major campus for King's College.

4.3.11 In November 2013 Southwark's cabinet agreed principles for a cooperation agreement. It is envisaged that the next stage in the development process will be for the parties to undertake public consultation, prepare a masterplan for the site and complete a detailed financial appraisal. If appropriate, that work will be reported back to cabinet in the first half of 2014 along with the heads of terms for a commercial agreement.

Section 5: Building heights and taller buildings in the Canada Water core area

5.1 Preparing building height and taller building policy and guidance

5.1.1 The Core Strategy and adopted Canada water AAP vision identified that the Canada Water core area is suitable for more intense development and taller buildings. The adopted AAP also highlights that because Harmsworth Quays has become available for redevelopment a review of the building heights strategy in the adopted AAP is appropriate.

5.1.2 In section 5 of this paper we have set out that more detailed analysis to understand where taller buildings could be located in the Canada Water core area and understand the impacts on sensitivities for taller building development.

5.1.3 This section sets out the following analysis to inform the approach to building heights:

- Understanding the place related elements of the AAP vision and objectives for the Canada Water action area.
- Summary of the building height and tall building opportunities and constraints.
- Identifying where we would test tall building options, where we would not test and the sensitivities to be assessed through testing.
- Identifying, testing and assessing strategic building height options.
- Developing building height policy and guidance.

5.2 Adopted AAP vision and place objectives

5.2.1 The adopted Canada Water AAP sets out a vision for the Canada Water action area.

5.2.2 The adopted vision set out for Canada Water is to:

- Make best use of the great opportunity to create a new destination around the Canada Water basin which combines shopping, civic and leisure, business and residential uses to create a new heart for Rotherhithe.
- Ensure that development contributes towards creating an open environment with a high street feel, and high quality public realm and open spaces.
- Make better use of car parking, ensuring that it is shared between town centre uses.
- Reach out to the wider Rotherhithe area, ensuring that it is accessible, particularly on foot, by bicycle and by public transport.
- Support tall buildings on some sites in the core area where this helps stimulate regeneration and creates a distinctive place.
- Ensure that development outside the core area is less dense and reflects the leafy and suburban character of much of the area

5.2.3 The vision feeds into a set of objectives. The objectives for theme 4, Places: Better and safer streets, squares and parks, seek to:

- P1 To ensure the design, scale and location of new buildings help create streets and neighbourhoods which have a varied character. There should be no gated communities and the area's green spaces and heritage should be enhanced, especially the River Thames, the docks and the parks to create a distinctive sense of place.

- P2 To create an attractive, safe, and secure public realm.
- P3 To link the docks and parks in a network of open spaces which have a variety of functions, including recreation and children's play, sports facilities and nature conservation.
- P4 To make the River Thames and its river front more accessible.
- P5 To reduce the impact of development on the environment and on health and help tackle climate

5.3 Summary of building height and taller building opportunities and constraints

5.3.1 The AAP vision for aims to transform Canada Water from an out of centre destination into a town centre. It identifies the potential for growth as well as an ambition to create an open and street based environment with high quality public realm, mixed use developments and open spaces. It also identifies the potential for tall buildings on some sites in the core area where this helps stimulate regeneration and create a distinctive place.

5.3.2 As set out in section 4 of this study, the character assessment has established that there is potential for change in the core area which may inform where taller buildings may be more suitable. There are also policy constraints and other areas where tall buildings are likely to be sensitive.

5.3.3 The analysis of constraints and opportunities has considered the following:

- Public Transport Accessibility Levels and public transport network
- Locations with capacity for change
- Opportunity to reinforce focal points and points of significance
- Opportunity for public realm, new pedestrian and cycle links and open spaces
- Contextual building heights
- Heritage assets and their settings
- Historic parks, open space, water bodies and the river
- Strategic views
- Planning policies
- River Thames

5.3.4 The following sections set out a summary of the findings of our analysis which has informed the locations where we would test strategic options for building heights and taller buildings:

Public Transport Accessibility Levels and public transport network

5.3.5 The Canada Water core action area has a high Public Transport Accessibility Level (PTAL). PTALs are highest close to the tube station and overground station.

5.3.6 It would generally be more appropriate to locate tall buildings in a location of high PTAL and close to a main public transport hub.

5.3.7 Figure 2 sets out the PTAL in the Canada Water core area.

Locations with capacity for change

5.3.8 The core area contains a number of large sites which provide opportunities for development. These are:

Surrey Quays Shopping centre (4 ha)

Decathlon site (2.31 ha)
Site E (0.78 ha)
Mulberry Business Park (1.36 ha)
Harmsworth Quays (5.62 ha)
Surrey Quays Leisure Park (3.45 ha)
Quebec Industrial Estate (2.23 ha)
24-28 Quebec Way (0.45 ha)
Land on Roberts Close (0.32 ha)

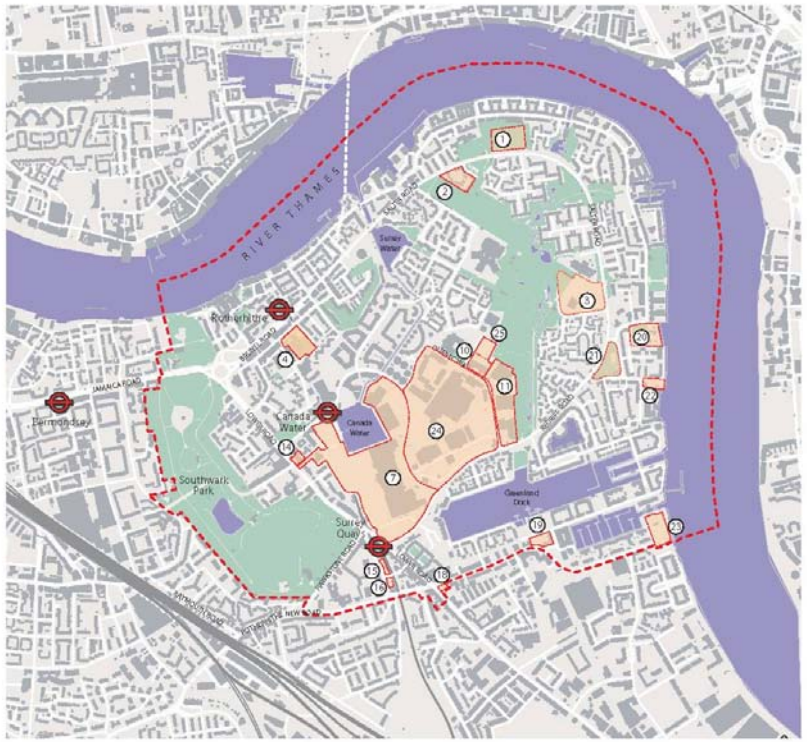
5.3.9 Harmsworth Quays is located in the middle of the core area. As is noted in section 4, its availability for redevelopment, when combined with other sites, creates a very large area of developable land. The size of this area provides the opportunity to redefine the character of the core area. The potential for large sites to create their own character setting is recognised in the Mayor's 2011 Housing supplementary planning guidance:

"To varying degrees large sites, including many Opportunity and Intensification Areas, can define their own setting. The better the quality of the existing built environment and the more legible the setting of areas surrounding the site, the larger the site needs to be to define its own setting. As a broad generality, sites over two hectares usually have the potential to define their own setting" (paragraph 1.3.35).

5.3.10 This context provides an opportunity to reassess the potential for tall buildings.

5.3.11 Figure 9 sets out the location of proposal sites in the AAP core area.

Figure 9: Proposal sites



Opportunity to reinforce focal points and points of significance

5.3.12 Tall buildings will become a prominent feature in an area and likely to be visible on skyline. New tall buildings provide an opportunity to become new landmarks on the skyline or in an area and more suited in locations where they can emphasize a point of civic or visual significance. These locations could be main gateways to a town centre, locations where buildings are prominent as a focal point, or along a major thoroughfare or at junctions of major roads.

5.3.13 The identification of opportunities has been informed by the Benoy town centre feasibility study (2010) as well as the Hawkins Brown masterplanning feasibility study (20130.

5.3.14 The Benoy study focused on the shopping centre site and explored options for developing a focal point around a new linear high street and a much stronger physical and visual relationship between the new high street and Lower Road. The junction of Redriff Road and Lower Road was identified as an important gateway into the town centre and the provision of a tall building at this location was suggested. Key opportunities for public realm included the southern edge of the Canada Water basin and the Lower Road junction. This structure informed the urban design strategy in the adopted AAP.

5.3.15 However, as is noted in section 4, this dynamic is changed by the availability of Harmsworth Quays and the opportunity to expand the town centre to the east. This generates an opportunity to review the structure of the centre and the focal points within it.

5.3.16 The Hawkins Brown masterplanning feasibility study (2013) explores the opportunities provided by Harmsworth Quays. Site E, Mulberry Business Park and Surrey Quays Leisure Park. It examines four potential options for redevelopment, and explores the way in which the layout of streets and spaces can respond to differing quantums of development and alternative distributions of uses and activities. The study highlights the potential to refocus the town centre around the Canada Water basin. In this scenario, while the high street remains a key element of the centre's structure, the main focal point becomes the Canada Water basin and public spaces around it. The study reviewed potential locations of public spaces and identifies the opportunity to use tall buildings to help reinforce the character and function of the centre and help define the basin as the focal point in the town centre (see Figure 10).

Figure 10: Tall building strategy options from Hawkins Brown masterplanning feasibility study (2013)

Opportunity for public realm and new pedestrian and cycle links

5.3.17 The character assessment shows that aside from the new plaza, public realm in the core area is generally poor. The large building footprints with generally inactive frontages and surface car parks limit the amount of public realm and compromise its quality and character.

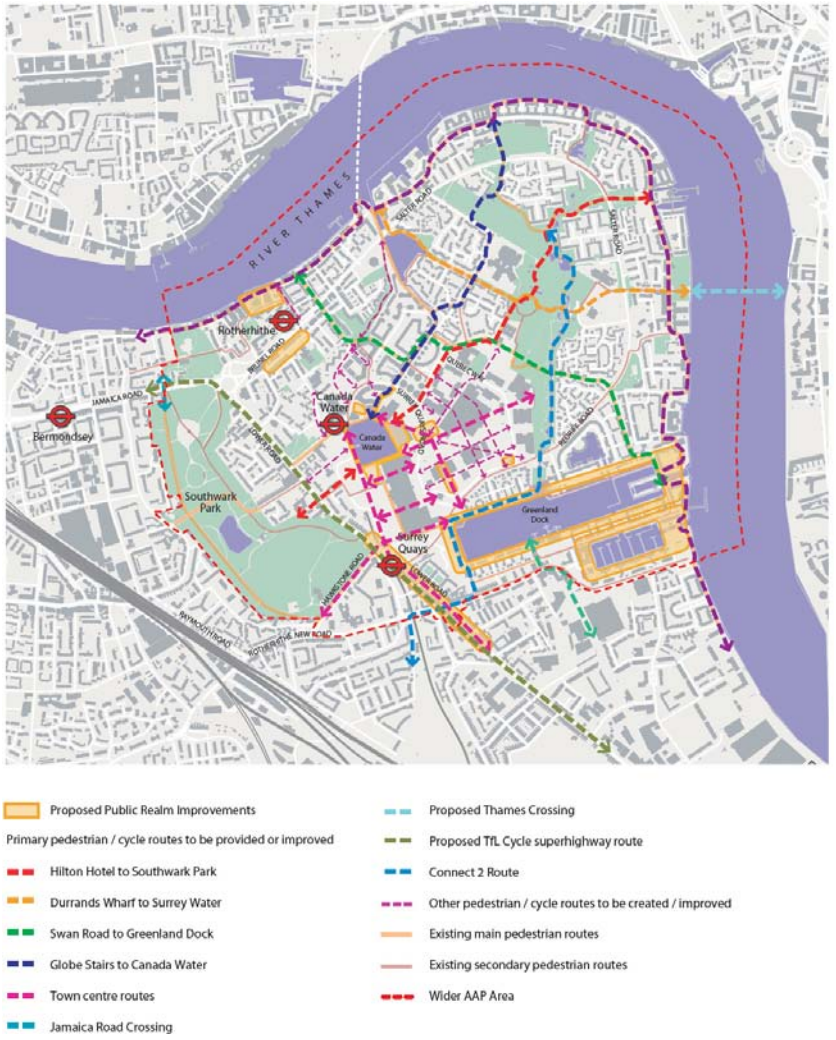
5.3.18 The large retail uses in the town centre were designed for car-bourn visitors. Permeability for pedestrian and cyclists is very restricted. Pedestrian and cycle links between between key uses, such as the shopping centre and cinema are indirect and lack natural surveillance. The size of sites, including Harmsworth Quays, Quebec Industrial estate, Mulberry Business Park create a barrier to movement between the town centre and residential neighbourhoods on the eastern side of the Rotherhithe peninsula.

5.3.19 There is an opportunity to use development to reduce building footprints, relocate surface parking underground or in structured parking and create new pedestrian and cycle links, creating an environment which prioritises pedestrian and cycle movement and is much easier to move around.

5.3.20 As is noted in section 4, the availability of Harmsworth Quays generates the opportunity to rethink the approach to public space. There is potential to create new public space around Surrey Quays Road, as well as on Harmsworth Quays and other sites to the east of Surrey Quays Road (see Figure 11). The relationship between these spaces and others around the basin needs to be carefully thought through.

5.3.21 There is the potential to transform the character of Surrey Quays Road and alter its alignment. The southern end of Surrey Quays Road currently has the character of a service road. The availability of Harmsworth Quays and removal of the service entrance into the print works provides the opportunity to change that character by creating scope to realign the road and in the future, convert the southern end of the road into a service only road. Changing the character of the road will help integrate sites to the east of Surrey Quays Road into the town centre.

Figure 11: Opportunity for new links and public realm



Context for building heights

5.3.22 Tall buildings can be overbearing and out of character when there is little consideration of existing scale and character. New tall building development should be of an appropriate scale and character to the surrounds to ensure that buildings do not dominate or repeat the mistakes of the past.

5.3.23 In the core area, a number of recently constructed or approved schemes have begun to establish a more consistent context. The Water Gardens on Surrey Quays Road and the recently completed blocks around the plaza and tube station (Maple Quays, Montreal House and Toronto House) have prevailing heights up to 8 storeys. Heights are generally higher on the main road frontages and lower to the rear. Maple Quays contains a tower of 26 storeys which is comparable to the heights of the Canada estate towers. Elsewhere in the core area, the Hawkstone estate (to the south west of Surrey Quays station) contains two towers of 16 storeys.

5.3.24 Around the periphery of the core area heights are significantly lower, with buildings on Brunswick Quays (to the south of Redriff Road), Wolff Crescent (north side of Quebec Way) and Timberpond Road (north east of Quebec Way) being generally up to 5 storeys.

5.3.25 Recent permissions on the Decathlon site, Site E, Mulberry Business Park and Quebec Industrial estate are helping create a context in which the tallest elements of development help define the importance of the basin, with heights diminishing to the periphery of the core area to help create a transition down to existing developments.

Heritage assets and their settings

5.3.26 All new development should conserve or enhance the historic character, setting and appearance of buildings or areas of historical or architectural significance. This will generally mean that tall buildings will not be suitable in conservation areas. The impact of buildings located outside but close to conservation area, on the character of those areas, will have to be considered in relation to any relevant conservation area appraisal.

5.3.27 New development should consider the setting and views of scheduled monuments, historic parks and gardens and listed buildings and structures, particularly Grade I, Grade II* and Grade II listed so as to conserve or enhance the significance of the heritage asset and its setting. Similar consideration should also be given to non-designated heritage assets such as any locally listed buildings identified by the Council, though this will be proportional to their nature and lower level of significance.

5.3.28 Section 4 provides more information on the historic environment and heritage assets in the action area, which are set out in Figure 5.

Historic parks, open space, water bodies and the river

5.3.29 Tall building development would be sensitive in areas where they might have a negative impact on setting and views of historic parks, public and protected open spaces, water bodies and the River Thames.

5.3.30 Around 23% of the AAP area is open space. The largest of these open spaces are Southwark Park, a registered park

and garden, Russia Dock Woodland and the remaining docks of Canada Water Basin and Greenland Dock.

5.3.31 Tall buildings would be sensitive to the setting of these parks and water spaces. New development fronting onto water bodies should consider the existing scale and character of buildings fronting these spaces and ensure that their open character is retained.

5.3.32 The impacts of tall buildings should be carefully tested in views over the most sensitive spaces including Southwark Park, Greenland Dock, Surrey Water, Canada Water basin and the River Thames.

Strategic Views

5.3.33 Tall building development would be sensitive when located in a strategic view. The Revised London View Management Framework (LVMF) SPG provides more detailed guidance on how the views will be protected and how the impacts of new development will be tested. London Plan policy 7.11 (London View Management Framework) and policy 7.12 (Implementing the London View Management Framework) outlines the policy context.

5.3.34 There are three strategic views of St. Paul's Cathedral which impact on the action area:

- There are two views from Greenwich Park (5A.1 and 5A.2), one of which is identified by the Protected Vista which lies across the study area and provides a constraint for tall building development. New tall building development located in the foreground of this viewing corridor would be sensitive to its potential impact on the Cathedral, though there is an opportunity to introduce new development if it relates well to the character and composition of these views. New development should not impact on the viewer's ability to recognise and appreciate the Cathedral and its western towers or Tower Bridge which is also visible in the view. The LVMF identifies that the threshold of the viewing corridor to Tower Bridge is 30m AOD. It is recognised that Aragon Tower located in Lewisham is a tall building in the foreground of the view, between Canada Water the viewing position.
- The viewing corridor of the view from Blackheath Point (6A.1) primarily lies across Southwark Park with only a small area impacting on the action area.

5.3.35 Greenwich Park view (5A.2) lies across the Surrey Quays Shopping Centre. Development within the viewing corridor would be constrained by the LVMF threshold height of 30m AOD. Outside the viewing corridor tall building proposals should be assessed carefully to ensure that they do not create a canyon on either side of the corridor.

Planning policies

5.3.36 London Plan policy 7.7 (Location and design or tall and large buildings) states that 'tall and large buildings should generally be limited to sites in the Central Activity Zone, opportunity areas, areas of intensification or town centres that have good access to public transport. Canada Water is designated as an area for intensification and a town centre.

5.3.37 The vision for Canada Water in the Core Strategy (2011) and adopted Canada Water AAP (2012) state that the council will support tall buildings on some sites in the core area where this helps stimulate regeneration and creates a distinctive place.

5.3.38 Saved Southwark Plan (2007) policy 3.20 (Tall buildings) sets out the criteria to assess proposals for taller buildings. Proposals for buildings over 30m high should:

- Make a positive contribution to the landscape;
- Be located at a point of landmark significance;
- Be of the highest architectural standard;
- Relate well to its surroundings, particularly at street level;
- Contribute positively to the London skyline as a whole consolidating a cluster within that skyline or providing key focus within views.

5.4 Identifying locations where we would test strategic taller building height options

5.4.1 The AAP vision, character assessment and opportunities and have informed the identification of locations which we would identify as potential locations to test options of taller buildings. This analysis has also set out where we would not test options of taller buildings and also highlighted the main sensitivities in the area:

5.4.2 **We would not test taller buildings** outside the core area. Our character assessment of the wider AAP area suggests that much of it is suburban in character and there are few development opportunities. This is consistent with the adopted AAP vision which signals that tall buildings will be appropriate in the core area.

5.4.3 **We would test for taller buildings** in locations or on sites which have sufficient capacity for intense development, in locations which will help define focal points within the town centre, at key gateways into the town centre and in locations in which tall buildings can provide town centre uses which contribute to the character and function of the centre.

5.4.4 There are also likely to be sensitivities which will impact on the potential location and design of taller buildings in the core area. These sensitivities include the scale of the development surrounding the site, nearby heritage assets and important views to or across the site.

5.4.5 **Taller buildings would be sensitive** in locations where they would impact on the amenity of existing development, open and public spaces, in the setting of heritage assets or when viewed from the setting of a heritage asset.

5.4.6 Taller buildings would be sensitive when located in the following areas:

- Adjacent to lower height development.
- Within and adjacent to strategic viewing corridors.
- Within the setting of open spaces, including Southwark Park and the water bodies.
- In views along the River Thames and from bridges.
- Within the settings and views of heritage assets including the Tower of London world heritage site, St Mary's Rotherhithe and Edward III's Rotherhithe conservation areas and listed buildings.

5.4.7 This analysis has informed the approach to identifying strategic building height options and how will we will test these options and assess the potential impacts of new development. In preparing planning applications, developers will also need to undertake further detailed testing.

5.5 Identifying strategic options

5.5.1 We have identified a number of strategic options for building heights in the opportunity area, including tall buildings.

These testing options have been identified through our evaluation of:

- Public Transport Accessibility Levels and public transport network
- Locations with capacity for change
- Opportunity to reinforce focal points and points of significance
- Opportunity for public realm, new pedestrian and cycle links and open spaces
- Contextual building heights
- Heritage assets and their settings
- Historic parks, open space, water bodies and the river
- Strategic views
- Locations which we have identified and can test the potential for tall buildings as established in policies and guidance, particularly saved Southwark Plan Policy 3.20.

5.5.2 We have used our understanding of the area's character and urban design analysis to help create coherent options to test. In identifying options we have looked at the opportunities to create new public realm and new pedestrian/cycle connection, opportunities to consolidate the role of the town centre through provision of town centre uses and opportunities to provide tall buildings. Our options sought to relate these three elements.

5.5.3 The options test both the existing AAP urban design strategy and potential future strategies. Existing recent development in the core area is largely between 5 and 8 storeys. The tallest buildings are 16 storeys (the Hawkstone estate towers), 22 storeys (the Canada estate towers) and 26 storeys (Ontario Point). We have tested heights which are within this existing context and also which are higher in order to help understand how buildings which are significantly taller than the existing context might contribute positively to the townscape and help deliver the AAP vision.

5.5.4 The existing AAP urban design strategy focuses the town centre on a new high street between Canada Water and Surrey Quays stations. We have retested this scenario, as well as others which examine alternative structures which focus the town centre around the Canada Water basin and enable the possibility of straightening Surrey Quays Road and incorporating new pedestrian and cycle links.

5.5.5 In creating three dimensional options, indicative layouts and massing have been informed by the Benoy and Hawkins Brown studies, as well as by planning applications. Consistent with our understanding of character and opportunities, heights and layouts have been modulated and public space incorporated. Where we are testing taller heights between 10 and 25+ storeys we have tested either a single taller element or a small number of tall elements.

5.5.6 The following heights and urban design consideration have informed the options for testing in each of the key locations within the core area which have capacity for development:

Location	Urban design considerations
Eastern side of Canada Water basin	• Protected LVMF views • Setting and views from local heritage assets, including Southwark Park. • Impact in river views • Relationship with existing tall buildings outside the AAP area including City of London, Lewisham and Greenwich

Location	Urban design considerations
	• Relationship to the surrounding core area and low-rise wider area. • Contribution as a focal point in the town centre. • Potential for new links and significant public space. • Location of non-residential uses and car parking requirements. • Relationship with Canada Water basin. • Relationship with the River Thames
Surrey Quays shopping centre and car parks	• Protected LVMF views from Greenwich and Blackheath. • Setting and views from nearby heritage assets, including Southwark Park. • Relationship with the surrounding core area and wider area, especially the lower scale development along Lower Road. • Potential for new links and enhanced public space around Canada Water basin. • Contribution in defining a focal point around a new high street. • Contribution to a new development cluster that steps up to a focal point at Canada Water basin. • Potential to provide non-residential uses. • Car parking requirements. • Relationship with Canada Water basin. • Impact in river views • Relationship with existing tall buildings outside the AAP area including City of

Location	Urban design considerations
	London, Lewisham and Greenwich. • Relationship with the River Thames
The junction of Lower Road and Redriff Road	• Protected LVMF views from Greenwich and Blackheath. • Opportunity to mark the gateway into the new town centre. • Potential for new links and enhanced public space around the junction of Lower Road and Redriff Road. • Setting and views from local heritage assets, including Southwark Park • Relationship with the core area to the north and the wider area, especially the lower scale development along Lower Road and adjacent residential development • Potential to provide non-residential uses. • Car parking requirements. • Impact in river views • Relationship with existing tall buildings outside the AAP area including City of London, Lewisham and Greenwich • Relationship with the River Thames
Site E, Mulberry Business Park, Harmsworth Quays and	• Protected LVMF views from Greenwich and Blackheath. • Setting and views from local heritage assets, including Southwark Park • Relationship to the surrounding core area and wider area including residential areas.

Location	Urban design considerations
Surrey Quays Leisure Park	• Contribution to defining a new focal point around the basin. • Potential for new links and significant public space across the area • Location of non-residential uses and car parking requirements • Relationship with the River Thames
The junction of Surrey Quays Road and Redriff Road	• Protected LVMF views from Greenwich and Blackheath. • Setting and views from local heritage assets, including the Grade II listed Bascule Bridge. • Opportunity to mark the gateway into the town centre. • Relationship with the surrounding core area and wider area including residential areas. • Potential for new links and public space • Potential to provide non-residential uses. • Car parking requirements.

Identifying options for testing

5.5.7 We have identified the following options which take account of the context for building heights, the vision for Canada Water and the potential for heights we have identified.

5.5.8 The options tested are shown below. Three dimensional images of the options tested are shown in Appendix 2.

Testing height option 1	**<u>Low Option</u>** Adopted AAP building height strategy expanded to include Harmsworth Quays. The new high street between Surrey Quays and Canada Water stations is the main focal point within the centre. Building footprints are larger and there is less public realm. This option includes the consented 2010 planning application on the Decathlon site and option 1 in the Hawkins Brown masterplanning feasibility study 2013.
Testing height option 2	**<u>Medium Option</u>** Building heights up to: • 20 storeys on eastern side of Canada Water basin • 10 storeys at Surrey Quays shopping centre and car parks • 15 storeys at the junction of Redriff Road and Lower Road • 15 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road The focal point of the centre becomes the area around the Canada Water basin. Building footprints on the Decathlon site are reduced creating more public realm on the site. Hawkins Brown option 2 is incorporated. Some taller buildings front onto public spaces. Taller buildings are generally within the current context in which tall buildings range from 16 storeys (on the

	Hawkstone estate) to 26 storeys (Ontario Point).
Testing height option 3	**<u>High Option 1</u>** Building heights up to: • 33 storeys on eastern side of Canada Water basin. • 10 storeys on the Surrey Quays shopping centre and car parks • 20 storeys at the junction of Redriff Road and Lower Road • 25 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road. The focal point of the centre becomes the area around the Canada Water basin. Building footprints on the Decathlon site are reduced further. On Harmsworth Quays, Surrey Quays Leisure Park, Site E and Mulberry Business Park, this option incorporates as similar option to that modeled by Hawkins Brown in their option 3. With the exception of one 33 storey element, taller buildings are generally within the current context for tall buildings.
Testing height option 4	**<u>High Option 2</u>** Building heights up to • 42 storeys on eastern side of Canada Water basin • 10 storeys on the Surrey Quays shopping centre and car parks • 20 storeys at Redriff Road/Lower Road junction • 25 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road. The focal point of the centre becomes the area around the Canada Water basin. This option maximises that amount of public space at ground level. While most taller buildings are generally within the current context for taller buildings, this option includes a taller building on the Decathlon site which is significantly taller than the tallest existing buildings.

Identifying testing views

5.5.9 We have identified a number of views of the local and wider area which will allow us to understand the potential impact of tall building development on local character and historic context.

5.5.10 We are not looking to protect these views through the work of this study, unless they are designated through the London Views Management Framework. We have used these views to understand the local character and historic context of the area and to assess the impacts on areas that are sensitive to new tall building development.

5.5.11 We have identified views that are commonly experienced by people in the local area, such as main routes into the area and also areas which are sensitive to new development such as the setting of heritage assets including the World

Heritage Sites, conservation areas, listed buildings and also historic and protected open spaces.

5.5.12 The types of views identified include:

- Historic axial views in the area
- Views along main axis or key approaches into the opportunity area
- Views of or from conservation areas or their settings
- Views of or from the setting of a listed building
- Views of buildings of local importance
- Views of or from public or open spaces
- Other key views from the wider area where we can test tall building development when seen from a wider context

5.5.13 A list of views tested is set out in appendix 2.

Views assessment and testing

Assessing views

5.5.14 We have produced an assessment of each of the testing views. This assessment has been informed by English Heritage guidance Seeing The History In The View. We are not seeking to use the identification of views or this assessment to identify important local views for protection. We will use this assessment to understand the potential impact of development when seen in these views in order to inform the production of our building height policy and guidance.

5.5.15 We have assessed each of the testing views to understand:

- What is important in the view or why is the view of importance.
- What type of view is it and what is visible in the view.
- How have consented schemes changed or likely to change the view.
- What is the potential impact of new development in the view

5.5.16 Appendix 3 sets out an assessment of a selected number of testing views. This assessment has provided detailed analysis for a number of the main views in the area which provide a better understanding of the potential impact for development. Others views which were considered as part of this study are listed for information.

Evaluating impact

5.5.17 Having identified our strategic building height options and prepared massing studies for each site we then are able to test each of these options in the testing views.

5.5.18 Informed by the view assessment which has allowed us to understand what is important in a view, we can assess the potential impact of the building heights in each of the testing options when they appear in a view.

5.5.19 Our assessment of the potential impact of these options has been informed by guidance such as Seeing The History In The View and Guidance on Heritage Impact Assessments for Cultural World Heritage Properties, which set out an approach to determine the significance of heritage assets as well as assessing the magnitude of potential impact.

5.5.20 We have also considered the potential impacts set out in the Environmental Impact Assessment Regulations 2011 though any detailed EIA screening and assessment would be carried as required during a planning application process for development on a particular site.

5.5.21 As the testing views include both general views of the local area, as well as views of a range of heritage assets, our assessment therefore takes into account the differing levels of significance of the important aspects of the view when considering potential impact, whether it be to character and context of an area, the setting of a heritage asset or setting of an open space.

5.5.22 For each of the testing views we tested each of the strategic options to understand the potential impact, whether adverse or beneficial:

- **Individual and cumulative impact -** The impact of the massing of the option as individual elements as well as the cumulative impact of the massing when seen as a group. This impact also needs to be considered in the context of existing massing and tall buildings and consented tall buildings.
- **Negligible or no impact -** Where building heights or tall buildings in the testing option will have no impact or negligible impact when seen in the view, eg: the mass of the development is not visible in the view or a slight change is visible but is hardly affected by development.
- **Minor impact -** Where building heights or tall buildings in the testing option are visible in the view and may noticeably change the context or setting of assets in the view.
- **Moderate impact -** Where building heights or tall buildings in the testing option are visible in the view and may significantly change the context or setting of assets in the view.
- **Major impact -** Where building heights or tall buildings in the testing option are visible in the view and may significantly change the appreciation of views identified in the LVMF or of high value heritage assets such as the Outstanding Universal Value of a World Heritage Site.

5.5.23 In considering whether the heights tested have either beneficial or adverse impacts when seen in the views we have made the following judgements:

- **Beneficial impact –** The massing tested in the option contributes to the strategic vision for the area and enhances or reinforces existing streetscape and townscape qualities.
- **Adverse impacts-** The massing tested in the option detracts of erodes the existing streetscape and townscape qualities, particularly the setting of heritage assets or open spaces

5.5.24 More detail on the assessment of the potential impact of these options is set out in appendix 3.

5.6 Evaluation of strategic building height options

5.6.1 Our analysis of the testing has produced the following results for the Canada Water core action area:

Generally

5.6.2 The core area offers the potential for large scale new development through the demolition of existing buildings or the development of low-density or empty sites. There is an opportunity to introduce a new finer grain of development within the core area. The design of long or large blocks of buildings will need to consider humanising the scale of development by breaking up long facades or continuous height of roofline through shifts in the design of blocks including considering the height of the roofline, break in façade, use of materials and setbacks.

5.6.3 Locations outside the core area have a broadly continuous height of development. Heights of a similar scale can have a beneficial impact by sustaining the existing roofline.

Eastern side of Canada Water Basin

5.6.4 There are development opportunities on all sides of the Canada Water basin. However, the southern and western sides are sensitive to the LVMF viewing corridor and are likely to be unsuitable for taller development. The northern and eastern sides are considered more appropriate as they fall outside of this constraint.

5.6.5 The four different height options we have tested at the eastern side of the Canada Water basin had different range of impacts in local and wider views. The lowest option would have a negligible impact on local views. The medium and first high option with heights up to 20 and 33 storeys would have a minor impact in some local views such as views from Stave Hill, the view towards Kings Stairs gardens and across Greenland Dock. The second high option at 42 storeys would have moderate impact in local views across the area.

5.6.6 A cluster of taller elements around 20-25 storeys around the eastern and northern edge of the basin could provide beneficial impacts by:

- Creating a focal cluster and mark the centre of the Canada Water core area on the skyline when seen from main routes and the wider area.
- Identify and highlighting the importance of the basin as the focal point of new town centre
- Allowing an efficient use of land which can enhance the potential for the creation of new public space for a town centre and enhance links through the core area.

5.6.7 There is capacity for buildings taller than 20-25 storeys on the northern side and eastern sides of the basin provided that the design quality is exemplary and contributes positively to the London skyline in local and wider views.

5.6.8 Tall elements around 20-25 storeys and up to 42 storeys could also potentially have a minor adverse impact and new development in this area will need to consider:

- The potential impact on the setting and views of heritage assets in the local area including Southwark Park which is a historic registered park, St Mary's conservation area and King Edward III's conservation area. Proposals should aim to better reveal the significance or enhance the setting of heritage assets.
- Potential impact on views of and from the River Thames.
- The LVMF 5A.2 and 6A.1 viewing corridors and assessment areas from Greenwich and Blackheath to St Pauls Cathedral. Although the location is outside the viewing corridor, development should ensure that it does not create a canyon effect or around the viewing corridor. Further protected views must also be considered.
- Potential individual and cumulative impact on the amenity of lower scale residential development including neighbouring development outside the core area.
- Potential impact on amenity as a result of microclimate impacts, such as wind shear.
- Potential provision of new routes and creation of new public spaces to break up the large site.
- The design of massing along main street frontages and along any new routes proposed on the site.

- The relationship to the Canada Water basin to ensure that development is not overbearing.
- The cumulative impact of tall buildings in the immediate and wider skyline from wider views.

5.6.9 As the height of the testing increased, the potential impact is also increased, with a taller height building likely to be seen from a wider area. Therefore a tall element over 20-25 storeys high while having beneficial impacts could also have adverse impacts.

Surrey Quays shopping centre car parks

5.6.10 A single height option of 10 storeys was tested on the Surrey Quays shopping centre car parks to the south of the Canada Water basin for each of the four options. This is because development at this location is particularly sensitive owing to the LVMF 5A.2 viewing plane, corridor and assessment area from Greenwich towards St Pauls Cathedral. The heights tested would have either a negligible or minor impact in some local views.

5.6.11 Development at this location can provide beneficial impacts by:

- Maximising the development potential of the site, as part of a new town centre.
- Allowing an efficient use of land which can enhance the potential for the creation of new public space and enhanced links.

5.6.12 Development could also have an adverse impact. New development on the site will need to consider:

- The LVMF 5A.2 viewing corridor and assessment area from Greenwich. Much of the shopping centre and car parks lie within the viewing corridor.
- The potential impact on the setting and views of heritage assets in the local area particularly Southwark Park and the grade II listed dock offices. Proposals should aim to better reveal the significance or enhance the setting of heritage assets.
- Potential impact on amenity of lower scale adjacent residential development, particularly the eastern side of Lower Road.

Junction of Lower Road and Redriff Road

5.6.13 We tested three different height options at the junction of Lower Road and Redriff Road. The lowest option at 10 storeys would have a negligible impact on local views. The medium and highest option at 15 and 20 storeys would have a minor impact in some local views such as from Stave Hill and across Greenland Dock.

5.6.14 Our testing suggested that development opportunities on this location can benefit the area. These opportunities include:

- Creating a focal point to highlight the gateway location into the town centre and on the envisaged new high street.
- Providing a focal point to mark the location of Surrey Quays Station.
- Providing public space and new pedestrian and cycle links which enable a better connection between Lower Road and the shopping centre site.
- Creating capacity to provide land uses which will animate the town centre and public realm.

5.6.15 However, development may also have adverse impacts. New development on the site will need to consider:

- The LVMF 5A.2 and 6A.1 viewing corridors and assessment areas from Greenwich and Blackheath to St Pauls Cathedral. Although the location is outside the viewing corridor, development should ensure that it does not create a canyon effect around the viewing corridor or have an adverse impact on the setting
- Potential impacts on heritage assets, including Southwark Park.
- Potential impact on amenity of existing and proposed lower scale adjacent residential development.
- The relation between any tall buildings on the site with a potential cluster of tall buildings around the Canada Water basin.
- The potential to help define the gateway into the centre, potential through provision of public space, town centre uses and distinctive or unique design.

5.6.16 The adopted AAP identifies the site as appropriate for a tall building up to 15 storeys. The further building heights testing carried out in revising the AAP has drawn attention to the fact that this location is some distance away from the cluster of tall buildings which is envisaged around the Canada Water basin. The tall building modeled in this location appeared to be isolated and unrelated to the main cluster in many of the views tested.

5.6.17 Therefore a tall element while having beneficial impacts may also have moderate adverse impacts and could appear prominent over the lower scale of development and prominent on the skyline in local and wider views.

5.6.18 Further testing would need to be carried out at planning application stage in order to demonstrate that adverse impacts generated by a tall building in this location could be addressed.

Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park (CWAAP 24)

5.6.19 The four different height options we have tested at Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park (CWAAP 24) had different range of impacts in local and wider views. The lowest option at up to 10 storeys would have a negligible impact on local views. The medium and first high option with heights up to 15 and 25 storeys would have a minor impact in some local views such as views from Stave Hill and across Greenland Dock. The second high option of up to 25 storeys at the north western corner of the Harmsworth Quays site abutting Surrey Quays Road would have moderate impact in local views across the area. The tallest elements would be visible in wider views.

5.6.20 This selection of linked sites has the potential for a significant level of redevelopment that could transform the area. Taller elements around 20 storeys that are close to the new town centre around the basin can provide beneficial impacts by:

- providing a transition from the taller heights at the basin to the lower heights of 2-5 storeys at the edge of the core area. This would assist the highlighting of the importance of the basin as the focal point of new town centre.
- Allowing an efficient use of land which can enhance the potential for the creation of new public space and enhance links through the core area.

5.6.21 Taller elements around 25 storeys high can also have a potentially adverse impact and new development on the site will need to consider:

- The potential impact on the setting and views of heritage assets in the local area. Proposals should aim to better reveal the significance or enhance the setting of heritage assets.
- Potential impact on amenity of existing and lower scale adjacent residential development to the north and south of this area,
- Potential impact on the Alfred Salter school and open spaces at Russia Dock Woodland.
- Potential provision of new routes and creation of new public spaces to break up the large area.
- The design of massing along street frontages and along any new routes proposed on the site.
- The design of a taller element over 10 storeys, in particular the upper floors where these appear above the roofline of existing buildings in local and wider views.
- The relation with other taller buildings which may be proposed on adjacent sites.

5.6.22 As the height of the testing increased the potential impact is also increased, with a taller height building likely to be seen from a wider area. Therefore a tall element around 25 storeys high while also having beneficial impacts will have moderate adverse impacts and can appear prominent over the lower scale of development and prominent on the skyline in local and wider views.

The junction of Surrey Quays Road and Redriff Road

5.6.23 The four different height options between 10-15 storeys that were tested at the junction of Surrey Quays Road and Redriff Road had a similar range of impacts in local and wider views. The lowest option at up to 10 storeys would have a negligible impact on local views. The increase in heights up to 15 storeys would have a minor impact in some local views such as from Stave Hill and across Greenland Dock.

5.6.24 Our testing suggested that development opportunities on this location can benefit the area. These opportunities include:
- Creating a focal point to highlight the gateway location into the town centre.
- Providing public space and new pedestrian and cycle links which enable a better connection between Greenland Dock and the town centre.
- Creating capacity to provide land uses which will animate the town centre and public realm.

5.6.25 However, development may also have adverse impacts. New development on the site will need to consider:
- The LVMF 5A.2 and 6A.1 viewing corridors and assessment areas from Greenwich and Blackheath to St Pauls Cathedral. Although the location is outside the viewing corridor, development should ensure that it does not create a canyon effect around the viewing corridor.
- Potential impacts on Greenland Dock, ensuring that development is not overbearing in views from Greenland Dock.
- Potential impact on amenity of existing and proposed lower scale adjacent residential development to the south of Redriff Road.
- The relation between any tall buildings on the site with a potential cluster of tall buildings around the Canada Water basin.
- The potential to help define the gateway into the centre, potential through provision of public space, town centre uses and distinctive or unique design.

5.6.26 The building heights testing have drawn attention to the fact that this location is some distance away from the cluster of tall buildings which is envisaged around the Canada Water basin. The tall building modeled in this location appeared to be isolated and unrelated to the main cluster in many of the views tested.

5.6.27 Therefore a tall element while having beneficial impacts may also have moderate adverse impacts and could appear prominent over the lower scale of development and prominent on the skyline in local and wider views.

5.6.28 Further testing would need to be carried out at planning application stage in order to demonstrate that adverse impacts generated by a tall building in this location could be addressed.

5.7 Consultation responses, equalities analysis and sustainability appraisal

5.7.1 When preparing our analysis to inform the revision of policies and guidance in the area action plan, the comments made during consultation, the findings of the Equalities analysis (EA) and Sustainability appraisal (SA) were considered.

Consultation responses

5.7.2 The council carried out informal consultation in preparing the draft revised AAP. Two workshops were held with landowners and developers to provide an opportunity for landowners and developers to explain their aspirations and to comment on emerging ideas and options.

5.7.3 On 17 November 2012 the council held a public consultation event at Alfred Salter school which aimed to provide a forum in which the public and other stakeholders could have their say on the future of Harmsworth Quays and the adjacent sites. Two workshops were held at the event: the first involved a facilitated discussion around four themes and the second involved playing a scenario game.

3.1.1 The key messages which emerged from the November 17 event included:

- There is strong support for a university campus which could generate jobs, bring daytime activity to the town centre and raise the area's profile.
- Building heights should be lower on the periphery of the sites adjacent to Redriff Road and Quebec Way. There is scope for more intensive development away from existing residential areas.
- Views on tall buildings were mixed. Some felt they were appropriate and others not. It is important that the environment around tall buildings is comfortable and not overshadowed or windy.
- There was support for straightening Surrey Quays Road to provide an attractive link to the cinema and leisure facilities and Greenland Dock.
- There should be a green link connecting the Canada Water basin with the planned connection to Russia Dock Woodland though the Quebec Industrial Estate.

5.7.4 A full report on these events is set out in Appendix 10 of the consultation report (December 2013).

5.7.5 The council consulted on the draft revised AAP between May and July 2013. The consultation responses suggested that views on the potential for tall buildings are mixed. Those representations which supported provision of tall buildings in

principle emphasised the need for high quality of design and careful analysis to ensure that impacts on wind and overshadowing are avoided. English Heritage suggested that the concept of “special buildings” should be more clearly defined and amendments are proposed to the publication/submission draft in this respect.

Equalities analysis

5.7.6 The Equalities analysis looked at both the impacts of consultation on the AAP and impacts associated with the implementation of the AAP. As we have been preparing the policies of the AAP, we have considered the following issues to ensure we minimise the impact on groups with protected characteristics:

- The design and heritage policies in the AAP seek to ensure new development will address some of the concerns about safety and security for all age groups, particularly the young and elderly. The policies for built form and public realm aim to address these issues through the design of new development, including following the principles of Secured by Design and encouraging activity in the town centre at different times of the day and in the evening.
- The analysis acknowledges that taller buildings do not always provide optimal environment for family housing, but this will be mitigated by the majority of development being lower scale and where taller buildings proposed we will encourage developers to look at innovative ways to provide suitable amenity space through roof gardens and terraces as well as traditional gardens.
- The analysis also acknowledges that taller buildings do not always provide optimal environment for disabled persons but this will be mitigated by the majority of development being lower scale and ensure enough suitable accommodation for special needs housing will provided on other sites.
- The public realm and built form policies aim to ensure that the built environment is of the highest quality, safe, secure and accessible for all.

Sustainability appraisal

5.7.7 The updated Sustainability Appraisal for the revised AAP reviews all the policies, but concentrated specifically on the policies that have materially changed in the update. The appraisal found that the revised and existing policies in the updated AAP will have a positive impact. In some cases the policies have no significant impact with the sustainable objective. Policy 17 was the only updated design policy within the revised AAP that was materially revised in light of the Harmsworth Quay site coming forward. The policy scored a majority of positive impacts, a small number of uncertain impacts and no significant impacts. The uncertain impacts were in connection with the sustainability objectives. This policy aims for new development to contribute positively and considers the existing context of building heights as well as the potential for taller elements.

5.7.8 The appraisal concluded that development would need to ensure design measures were implemented to ensure any impacts were mitigated accordingly. Where impacts are uncertain further assessment would need to be undertaken at the design stages of any new scheme.

5.7.9 The built environment policies generally scored major positive and positive impacts against SDO13 - To conserve and enhance the historic environment and cultural assets

and SDO 16 - To provide everyone with the opportunity to live in a decent home.

5.8 Approach to building height and taller building policy and guidance for the Canada Water core area

5.8.1 Our testing and evaluation of the strategic building height options as well as review of consultation responses, the Equalities Assessment and Sustainability Appraisal has concluded that we should consider policy and guidance for the area action plan that addresses the following issues.

Finer grain of development

5.8.2 There are opportunities for finer grain development within the new layout of the core area. All new development proposals including larger buildings with single continuous frontages should ensure that the layout and appearance have a 'finer grain' by incorporating principles such as a variety in height, massing, building setbacks and shift in architectural design to reduce the potential for massing to appear as a wall of development, particularly when viewed from street level.

New links and public realm

5.8.3 All four tested locations offer the potential for new links and creation of significant amounts of meaningful public space. Canada Water basin has the potential to act as the focal point for a new town centre with the tallest elements around the basin enhancing the potential to maximise the area available for provision of new public realm. This would also allow taller elements to be located within sufficient space around the building to ensure a considered relationship with any adjoining existing or proposed development. The basin could act as focal point for new links radiating out through the core area through the other development sites to the wider area.

Potential for taller buildings

5.8.4 The testing has identified that there are potential opportunities for taller buildings to assist in creation as the focal point for a new town centre around Canada Water and at gateway locations to the new town centre. Taller buildings can become focal points in the local area and on the skyline. This means that their design and quality of building must be well considered and be of the highest quality.

5.8.5 There would be different benefits and impacts on each of the locations tested and therefore the potential height of taller elements would range across Canada Water core area:

- There is potential for a tall building cluster along the north and eastern sides of the **Canada Water basin** landmark. The cluster would act as a focal point of a new town centre and could provide significant amounts of new public space. Context heights for existing tall buildings at Canada water are in the range of 20-25 storeys. Building heights which are significantly taller than existing contextual heights will be more prominent in wider views, including those along the River Thames and should demonstrate that they contribute positively to London's skyline. Tall buildings would have to consider their relationship with the Canada Water basin and also ensure that their design enabled public space and views between the tall buildings.

- There is potential for taller buildings up to 10 storeys on the **Surrey Quays shopping centre car parks** as part of the new town centre development. Heights greater than this could adversely impact the protected St Pauls viewing corridor and assessment area from Greenwich Park (LVMF 5A.2).

- There is potential for a gateway or special buildings at the **junction of Surrey Quays Road and Redriff Road** and at the **junction of Lower Road and Redriff Road**, These buildings, which need not be tall buildings, could mark the key gateways into the town centre. Taller buildings would be more distant from the cluster around the basin and should demonstrate that impacts on wider views are addressed.

- There is potential for tall buildings on **Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park**. Such buildings would need to consider their relation to the cluster around the basin and their potential to help define the basin and public spaces around it as the focal point within the centre.

Heritage assets and their settings

5.8.6 The majority of heritage assets are located outside the core area. However, in some of these locations there is the potential that new buildings and particularly tall buildings may be located within the setting, the background of a view of an asset or visible when seen from the setting of these assets. Particular consideration should be given to heritage assets in the immediate context of a proposed taller building. Where assets are located in the wider area, there is still potential for tall buildings to be visible when seen from the setting or in a view of the heritage asset, and the potential impact on the appreciation of the asset assessed.

Impact on local amenity

5.8.7 All new development must consider its potential impact on the amenity of surrounding development and public spaces. Where tall buildings are proposed, the potential impact on amenity can be increased and extended further to the surrounding area. The design of proposals should consider the adverse impacts on the surrounding area.

Existing context and heights

5.8.8 Where there are opportunities for taller development, the design of tall and large buildings must consider the relationship to the surrounding context, particularly the relationship to existing heights. Proposals should ensure that there is a well considered relationship between taller buildings and lower height surrounds, including tall buildings outside the area but which are visible in wider or protected views.

Focal points

5.8.9 Special buildings and a well defined tall building cluster can improve wayfinding and legibility across Canada Water and within the new town centre by marking gateways or entrances and indicating where the centre is located. The design of these buildings and any adjacent development will need to consider how these buildings are articulated as landmarks and focal points. In particular there needs to be consideration of the spaces between buildings and the tops of buildings visible on the skyline when seen in views from the local and wider area. As the mass and bulk of these

buildings is likely to be prominent in the streetscape or on the skyline, consideration to the design of visible elements of the buildings should ensure that the design reduces the bulk in the streetscape and on the skyline. In particular where the top of a building is visible on the skyline or above the roofline of existing buildings, attention should be taken to articulate the top of the building so that it becomes a feature.

Appendix 1: Views assessment

A1.1 Identification of testing views

A1.1.1 We have identified a number of views for testing and assessing the potential impact of building heights and taller buildings.

A1.1.2 These have been identified from the following sources:

- Views identified in the London Views Management Framework
- Views identified in other planning policy documents, such as other borough designated views
- Views identified in characterisation studies or conservation area appraisals
- Views identified through site analysis or from site visits
- Views identified through public consultation

A1.1.3 Figure A1 sets out the all the views identified for testing

A1.1.4 The detailed views assessment that is presented in this appendix is highlighted in red text in Table A1. Although the detailed views assessment is not presented for the remaining views identified in this Table A1 (i.e. views in black text in the Table A1), this information has informed our study and been incorporated into the conclusions of this assessment. It is important to note that the views assessment is an objective assessment of what is actually visible in the view.

Table A1: Views identified for testing

Strategic Views

LVMF 1A.2	Alexandra Palace – Viewing terrace, approaching from the north-eastern car park	Alexandra Palace
LVMF 2A.1	Parliament Hill – the summit, looking towards St. Paul's Cathedral from the orientation board	Parliament Hill
LVMF 3A.1	Kenwood – in the viewing gazebo, from the orientation board	Kenwood
LVMF 4A.1	Primrose Hill – looking towards St. Paul's Cathedral from the orientation board	Primrose Hill
LVMF 5A.1	Greenwich Park: the General Wolfe Statue looking towards St. Paul's Cathedral	Greenwich Park
LVMF 5A.2	**Greenwich Park: Protected Vista from north east of the General Wolfe Statue looking towards St. Paul's Cathedral.**	Greenwich Park
LVMF 6A.1	**Blackheath Point looking towards St. Paul's Cathedral**	Blackheath

Strategic views

11B.1 to 11B.2	London Bridge – Kinetic views east downstream to Tower of London, Tower Bridge and HMS Belfast	
11B.1	**London Bridge – Static view east downstream to Tower of London, Tower Bridge and HMS Belfast**	

Local Views

View 1	View from Surrey Quay Road (corner Canada Street) looking west	
View 2	Canada Water Docks (near Shopping Centre) looking north	
View 3	Renforth Street (near pumping station) looking southeast	
View 4	Clack Street looking south east	
View 5	Swan Road looking southeast	
View 6	Junction of Surrey Quay Road and Lower Road	
View 7	Needleman Street looking southwest	
View 8	Albion Channel looking southwest	Albion Channel
View 9	Southwark Park (near Abbeyfield Road) looking northeast	Southwark Park
View 10	Deptford Park looking northwest	Deptford Park
View 11	**Stave Hill looking southwest**	
View 12	Southwark Park from bandstand looking west	Southwark Park
View 13	**King Stairs Gardens looking southeast**	Conservation area
View 14	Rotherhithe Street (corner Swan Road) looking south	Conservation area
View 15	**Greenland Docks looking northwest**	Greenland Docks
View 16	**Southwark Park (near Banyard Road) looking northeast**	Southwark Park
View 17	**Junction of Rotherhithe Street and Railway Avenue looking southeast**	Conservation area
View 18	Junction of Rotherhithe Street and Tunnel Road	
View 19	Lavender Road looking southwest	
View 21	**Tower Bridge looking southeast**	Tower Bridge
View 22	View from Canada Water Basin up the Albion Channel	Albion Channel
View 23	**View from Canada Water Basin looking north east**	Canada Water Basin
View 24	View from Canada Water Basin (near shopping centre) looking north east	Canada Water Basin
View 25	Views from Albatross Way north towards the City	
View 26	View from Surrey Quay Road (near shopping centre) looking west	
View 27	View from Jamaica Road looking east	
View 28	**Surrey Water bridge looking south**	

Figure A1 : Map of views identified for testing

A1.2 Views assessment and options testing

A1.2.1 The following section set out an assessment of the testing views and identifies the following for each view:

- What is important in the view or why is the view of importance
- What type of view is it and what is visible in the view
- What is the potential impact of new development in the view

The views which are included in this section are of the following

- Views along main routes within and the AAP area.
- Views of or from the setting of heritage assets including conservation areas and listed buildings

A1.2.2 We have tested each of the strategic building height options in the views and have set out an assessment of the potential impact of the testing. This assessment has informed our approach to preparing the building height guidance and policy for the AAP.

A1.3 Impact assessment

A1.3.1 This section sets out the assessment of the potential impact of the testing at different heights and identifies the beneficial or adverse impacts by considering the following:

1. **Individual and cumulative impact** - Individual and as a group
   - Existing context of heights and consented heights
2. **Negligible or no impact** - Not visible or negligible impact
3. **Minor impact** - Heights visible in the view and may **noticeably change** the context or setting of assets in the view.
4. **Moderate impact** - Heights visible in the view and may **significantly change** the context or setting of assets in the view.
5. **Major impact** - Heights visible in the view and may **significantly change the appreciation of the Outstanding Universal Value of a World Heritage Site such as the Tower of London, or high value assets such as St Pauls Cathedral or Tower Bridge.**

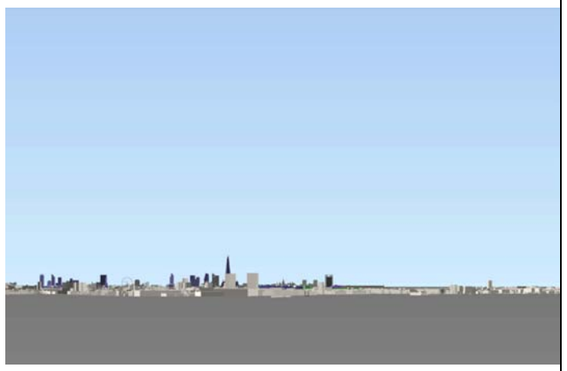
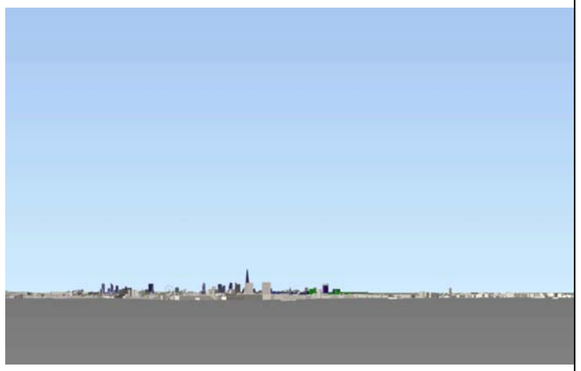
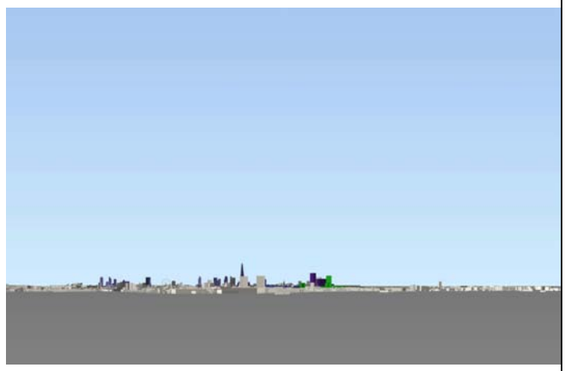
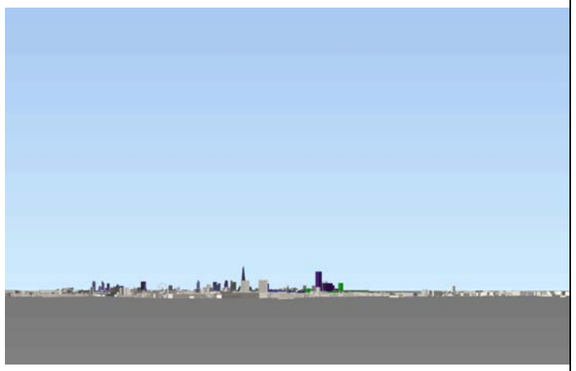
View 5A.2 Greenwich Park: Protected Vista from north east of the General Wolfe Statue looking towards St. Paul's Cathedral. (LVMF)

Description

- This is a protected LVMF vista 5A.2 from the north east of the General Wolfe Statue looking to the northwest towards St. Paul's Cathedral and Tower Bridge
- Predominant features in this panoramic view include the Royal Observatory and Greenwich Park in the immediate foreground. Greenwich Palace, the Isle of Dogs and Canary Wharf tall building cluster is visible in the mid ground to the north, adjacent to the curve of the River Thames at Deptford. The existing tall buildings at Greenwich Creekside and Canada Water, Aragon tower in Lewisham, and central London landmarks including Tower Bridge, the Shard, Centre Point, London Eye and St Paul's Cathedral a present in the skyline of the background of the view.
- A clear unimpeded view of the silhouette of the St Pauls Cathedral on the skyline. Tower Bridge is also visible.
- The Maritime Greenwich world heritage site is visible in the foreground of the eastern section of the view.
- The tree cover in the foreground of the view would provide seasonal variation to the foreground.

Photo of indicative view

Assessment of testing options

Low option *Existing adopted building height strategy expanded to include Harmsworth Quays*	***Mid option*** Building heights up to: • 20 storeys on eastern side of Canada Water basin • 10 storeys at Surrey Quays shopping centre and car parks • 15 storeys at the junction of Redriff Road and Lower Road • 15 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road	***High option 1*** Building heights up to: • 33 storeys on eastern side of Canada Water basin. • 10 storeys on the Surrey Quays shopping centre and car parks • 20 storeys at the junction of Redriff Road and Lower Road • 25 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road.	***High option 2*** Building heights up to • 42 storeys on eastern side of Canada Water basin • 10 storeys on the Surrey Quays shopping centre and car parks • 20 storeys at Redriff Road/Lower Road junction • 25 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road.
			
Commentary The heights tested across the core area would have negligible impact on the protected view. It should be noted that the existing tall buildings in Lewisham and Greenwich are not present in our model. This includes Aragon Tower which would partially obscure this option as it is positioned between the Canada Water core area and the viewing point. Existing tall buildings in City of London and Westminster in the background of the view are also not included in the model. The City of London cluster would also be visible in the skyline behind the Canada Water core area.	**Commentary** The heights tested across the core area would have negligible impact on the protected view. It should be noted that the existing tall buildings in Lewisham and Greenwich are not present in our model. This includes Aragon Tower which would partially obscure this option as it is positioned between the Canada Water core area and viewing point. Existing tall buildings in City of London and Westminster in the background of the view are also not included in the model. The City of London cluster would also be visible in the skyline behind the Canada Water core area.	**Commentary** The heights tested across the core area would have a minor impact on the protected view, as the testing options are visible to the north of the view assessment area. It should be noted that the existing tall buildings in Lewisham and Greenwich are not present in our model. This includes Aragon Tower which would partially obscure this option as it is positioned between the Canada Water core area and viewing point. Existing tall buildings in City of London and Westminster in the background of the view are also not included in the model. The City of London cluster would also be visible in the skyline behind the Canada Water core area.	**Commentary** The heights tested across the core area would have moderate impact on the protected view due to the value of St Paul's Cathedral, as the testing options are visible to the north of the view assessment area. However, the view itself would not be obscured in any way. The heights tested in this option would require high quality and sensitive design to preserve and enhance the setting of the heritage assets in the background of the view. Taller heights will need to consider their cumulative impact and relationship, and their relationship to the wider area. It should be noted that the existing tall buildings in Lewisham and Greenwich are not present in our model. This includes Aragon Tower which would partially obscure this option as it is positioned between the Canada Water core area and viewing point. Existing tall buildings in City of London and Westminster in the background of the view are also not included in the model. The City of London cluster would also be visible in the skyline behind the Canada Water core area.

View 5A.2 Greenwich Park: Protected Vista from north east of the General Wolfe Statue looking towards St. Paul's Cathedral. (LVMF) HOV

Description

- This is a close-up version of the protected LVMF vista 5A.2 which is a wide view from the north east of the General Wolfe Statue in the Grade I registered park, looking to the northwest towards St. Paul's Cathedral and Tower Bridge
- At this range, the predominant features in this view include the curve of the River Thames at Deptford, the existing tall buildings at Canada Water and Deptford, and central London landmarks including the Shard, Tower Bridge, The Monument, St Paul's Cathedral, Centre Point and the emerging 20 Fenchurch Street in the City of London in the background of the view.
- The St Paul's Cathedral landmark viewing corridor (red) and assessment area (yellow) is illustrated in the indicative photo.
- Predominant features in this panoramic view include the Royal Observatory and Greenwich Park in the immediate foreground. Greenwich Palace, the Isle of Dogs and Canary Wharf tall building cluster is visible in the mid ground to the north, adjacent to the curve of the River Thames at Deptford. The existing tall buildings at Greenwich Creekside, Lewisham (Aragon Tower) and Canada Water and Deptford, and central London landmarks including Tower Bridge, the Shard, Centrepoint, London Eye and St Paul's Cathedral a present in the skyline of the background of the view.
- A clear unimpeded view of the silhouette of the St Pauls Cathedral and Tower Bridge is also visible.

Photo of indicative view

Assessment of testing options

Low option *Existing adopted building height strategy expanded to include Harmsworth Quays*	***Mid option*** Building heights up to: • 20 storeys on eastern side of Canada Water basin • 10 storeys at Surrey Quays shopping centre and car parks • 15 storeys at the junction of Redriff Road and Lower Road • 15 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road	***High option 1*** Building heights up to: • 33 storeys on eastern side of Canada Water basin. • 10 storeys on the Surrey Quays shopping centre and car parks • 20 storeys at the junction of Redriff Road and Lower Road • 25 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road.	***High option 2*** Building heights up to • 42 storeys on eastern side of Canada Water basin • 10 storeys on the Surrey Quays shopping centre and car parks • 20 storeys at Redriff Road/Lower Road junction • 25 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road.
			
Commentary The heights tested across the core area would have no impact on the protected view. It should be noted that the existing tall buildings in Lewisham and Greenwich are not present in our model. This includes Aragon Tower which would partially obscure this option as it would be positioned between the Canada Water core area and viewing point. Existing tall buildings in City of London and Westminster in the background of the view are also not included in the model. The City of London cluster would also be visible in the skyline behind the Canada Water core area.	**Commentary** The heights tested across the core area would have negligible impact on the protected view, as the tested options are similar in height to the existing context at Canada Water. It should be noted that the existing tall buildings in Lewisham and Greenwich are not present in our model. This includes Aragon Tower which would partially obscure this option as it is positioned between the Canada Water core area and viewing point. Existing tall buildings in City of London and Westminster in the background of the view are also not included in the model. The City of London cluster would also be visible in the skyline behind the Canada Water core area.	**Commentary** The heights tested across the core area would have minor impact at the edge of the protected view, as the testing options are visible to the north of the view assessment area. However, the view itself would not be obscured in any way.The heights tested in this option would require high quality and sensitive design to preserve and enhance the setting of the heritage assets in the background of the view. It should be noted that the existing tall buildings in Lewisham and Greenwich are not present in our model. This includes Aragon Tower which would partially obscure this option as it is positioned between the Canada Water core area and viewing point. Existing tall buildings in City of London and Westminster in the background of the view are also not included in the model. The City of London cluster would also be visible in the skyline behind the Canada Water core area.	**Commentary** The heights tested across the core area would have minor impact on the protected view, as the testing options are visible to the north of the view assessment area. However, the view of St Pauls itself would not be obscured in any way. The heights test in this option would require high quality and sensitive design to preserve and enhance the setting of the heritage assets in the background of the view. Taller heights will need to consider their cumulative impact and relationship, and their relationship to the wider area. It should be noted that the existing tall buildings in Lewisham and Greenwich are not present in our model. This includes Aragon Tower which would partially obscure this option as it is positioned between the Canada Water core area and viewing point. Existing tall buildings in City of London and Westminster in the background of the view are also not included in the model. The City of London cluster would also be visible in the skyline behind the Canada Water core area.

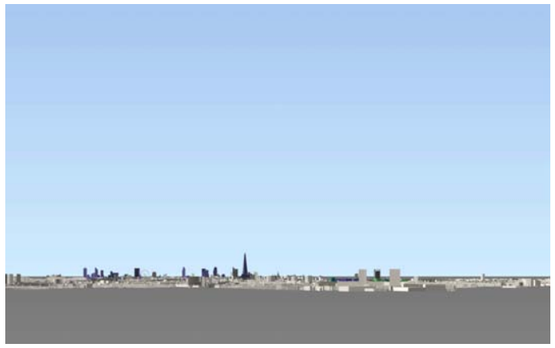
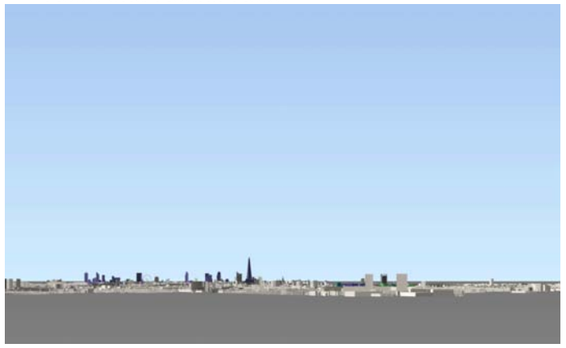
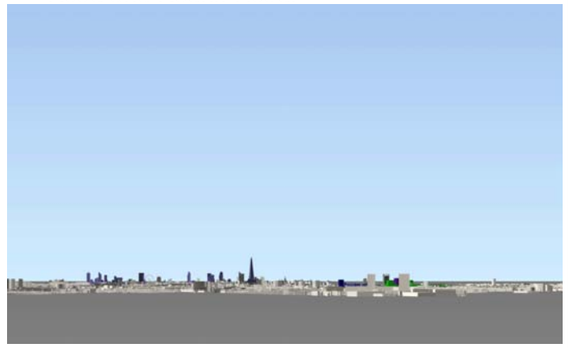
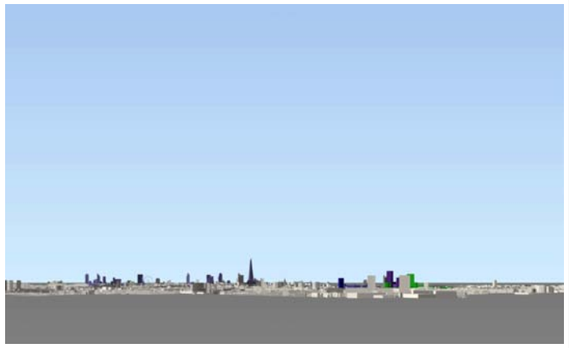
View 6A.1 Blackheath Point looking towards St. Paul's Cathedral (LVMF)

Description

- The viewing location is a level green space partially enclosed by trees. At the western end is an open space with views towards St Paul's Cathedral and central London.
- The foreground is detached from the viewing location because of the dramatic drop from the Blackheath Point escarpment to the flat plane of rooftops below. The foreground and middle ground are visually merged and are largely made up of late eighteenth-century and early nineteenth-century houses and terraces. St Paul's Church in Deptford and the Laban Centre are visible in the middle ground.
- A number of tall buildings stand in isolation on the skyline. Tower Bridge is visible between St Paul's Cathedral and the City cluster of tall buildings, including 30 St Mary Axe (Gherkin). The dome and western towers of St Paul's Cathedral are visible, the former silhouetted against the sky, enabling clear recognition and appreciation of the landmark.

Photo of indicative view

Assessment of testing options

Low option *Existing adopted building height strategy expanded to include Harmsworth Quays*	***Mid option*** Building heights up to: • 20 storeys on eastern side of Canada Water basin • 10 storeys at Surrey Quays shopping centre and car parks • 15 storeys at the junction of Redriff Road and Lower Road • 15 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road	***High option 1*** Building heights up to: • 33 storeys on eastern side of Canada Water basin. • 10 storeys on the Surrey Quays shopping centre and car parks • 20 storeys at the junction of Redriff Road and Lower Road • 25 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road.	***High option 2*** Building heights up to • 42 storeys on eastern side of Canada Water basin • 10 storeys on the Surrey Quays shopping centre and car parks • 20 storeys at Redriff Road/Lower Road junction • 25 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road.
			
Commentary The heights tested across the core area would have no impact on the protected view. It should be noted that the existing tall buildings in the fore/midground of the view in Lewisham and Greenwich are not present in our model. Existing tall buildings in City of London and Westminster in the background of the view are also not included in the model.	**Commentary** The heights tested across the core area would have negligible impact on the protected view, as the tested options are similar in height to the existing context at Canada Water. It should be noted that the existing tall buildings in the fore/midground of the view in Lewisham and Greenwich are not present in our model. Existing tall buildings in City of London and Westminster in the background of the view are also not included in the model.	**Commentary** The heights tested across the core area would have minor impact at the edge of the protected view, as the testing options are visible to the north of the view assessment area. However, the view itself would not be obscured in any way. The heights tested in this option would require high quality and sensitive design to preserve and enhance the setting of the heritage assets in the background of the view. It should be noted that the existing tall buildings in the fore/midground of the view in Lewisham and Greenwich are not present in our model. Existing tall buildings in City of London and Westminster in the background of the view are also not included in the model.	**Commentary** The heights tested across the core area would have minor impact on the protected view, as the testing options are visible to the north of the view assessment area. However, the view itself would not be obscured in any way. The heights tested in this option would require high quality and sensitive design to preserve and enhance the setting of the heritage assets in the background of the view. Taller heights will need to consider their cumulative impact and relationship, and their relationship to the wider area. It should be noted that the existing tall buildings in the fore/midground of the view in Lewisham and Greenwich are not present in our model. Existing tall buildings in City of London and Westminster in the background of the view are also not included in the model.

View 6A.1 Blackheath Point looking towards St. Paul's Cathedral (LVMF) HOV

Description

- This is a close up of this protected view of St Paul's Cathedral. The foreground and middle ground are visually merged and are largely made up of late eighteenth-century and early nineteenth-century houses and terraces and a mature treescape. St Paul's Church in Deptford is visible in the middle ground.
- The St Paul's Cathedral landmark viewing corridor (red) and assessment area (yellow) is illustrated in the indicative photo.
- A number of tall buildings stand in isolation on the skyline, including The Shard, Guy's Hospital and the City of London cluster. The dome and western towers of St Paul's Cathedral are visible, the former silhouetted against the sky, enabling clear recognition and appreciation of the landmark.

Photo of indicative view

Assessment of testing options

Low option *Existing adopted building height strategy expanded to include Harmsworth Quays*	***Mid option*** Building heights up to: • 20 storeys on eastern side of Canada Water basin • 10 storeys at Surrey Quays shopping centre and car parks • 15 storeys at the junction of Redriff Road and Lower Road • 15 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road	***High option 1*** Building heights up to: • 33 storeys on eastern side of Canada Water basin. • 10 storeys on the Surrey Quays shopping centre and car parks • 20 storeys at the junction of Redriff Road and Lower Road • 25 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road.	***High option 2*** Building heights up to • 42 storeys on eastern side of Canada Water basin • 10 storeys on the Surrey Quays shopping centre and car parks • 20 storeys at Redriff Road/Lower Road junction • 25 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road.
			
Commentary The heights tested across the core area would have no impact on the protected view. It should be noted that the existing tall buildings in the fore/midground of the view in Lewisham and Greenwich are not present in our model. Existing tall buildings located in City of London and Westminster are also not included and would be visible in the background of the view.	**Commentary** The heights tested across the core area would have no impact on the protected view. It should be noted that the existing tall buildings in the fore/midground of the view in Lewisham and Greenwich are not present in our model. Existing tall buildings located in City of London and Westminster are also not included and would be visible in the background of the view.	**Commentary** The heights tested across the core area would have no impact on the protected view. It should be noted that the existing tall buildings in the fore/midground of the view in Lewisham and Greenwich are not present in our model. Existing tall buildings located in City of London and Westminster are also not included and would be visible in the background of the view.	**Commentary** The heights tested across the core area would have no impact on the protected view. It should be noted that the existing tall buildings in the fore/midground of the view in Lewisham and Greenwich are not present in our model. Existing tall buildings located in City of London and Westminster are also not included and would be visible in the background of the view.

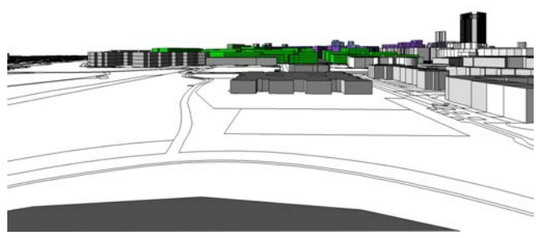
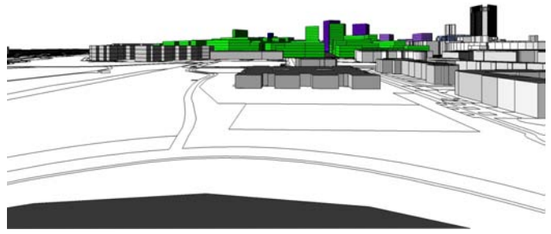
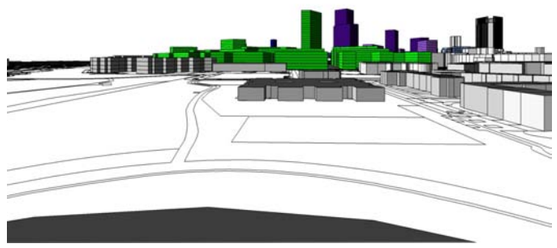
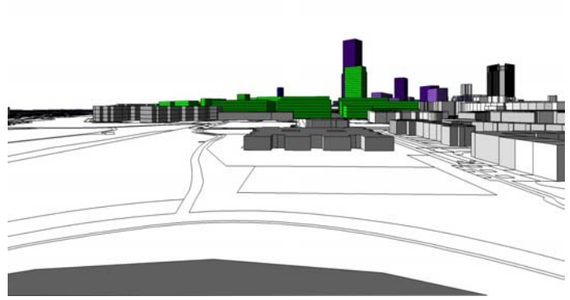
View 11 Stave Hill looking southwest

Description

- This is a panoramic view from Stave Hill towards the centre of Canada Water. The hill is manmade and forms part of local green open space with the Russia Dock Woodland.
- The foreground of the view consists of woodland and consistent low-rise residential and educational buildings. Rising above this, the Harmsworth Quays printworks site is the predominant building visible in the centre of the midground. Ontario tower is the most prominent feature of the skyline adjacent to the Canada Water towers, where the townscape steps up in height close to Canada Water tube station.
- The Strata building at Elephant and Castle is a skyline feature in the far background of the view.

Photo of indicative view

Assessment of testing options

Low option *Existing adopted building height strategy expanded to include Harmsworth Quays*	***Mid option*** Building heights up to: • 20 storeys on eastern side of Canada Water basin • 10 storeys at Surrey Quays shopping centre and car parks • 15 storeys at the junction of Redriff Road and Lower Road • 15 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road	***High option 1*** Building heights up to: • 33 storeys on eastern side of Canada Water basin. • 10 storeys on the Surrey Quays shopping centre and car parks • 20 storeys at the junction of Redriff Road and Lower Road • 25 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road.	***High option 2*** Building heights up to • 42 storeys on eastern side of Canada Water basin • 10 storeys on the Surrey Quays shopping centre and car parks • 20 storeys at Redriff Road/Lower Road junction • 25 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road.
			
Commentary The heights tested across the core area would have no impact on this view	**Commentary** The heights tested across the core area would have minor impact on this view, as the tested options are similar in height to the existing context at Canada Water.	**Commentary** The heights tested across the core area would have minor impact on this view, as the tallest tested options are taller than the existing context at Canada Water.	**Commentary** The heights tested across the core area would have moderate impact on this view, as the tallest tested options are taller than the existing context at Canada Water. Taller heights will need to consider their cumulative impact and relationship and their relationship to the wider area. The heights test in this option would require high quality and sensitive design.

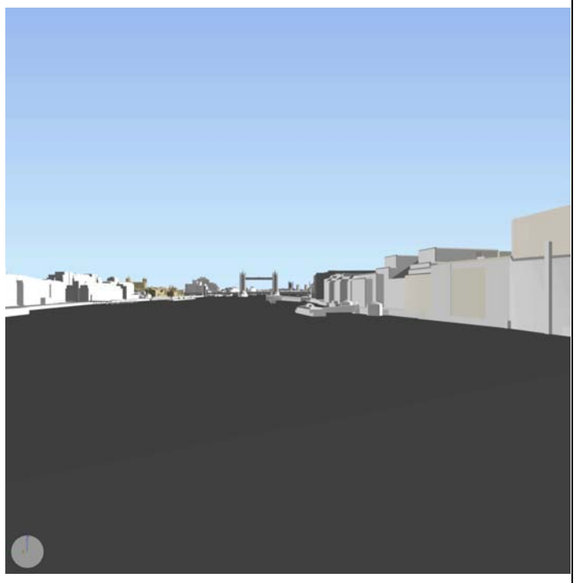
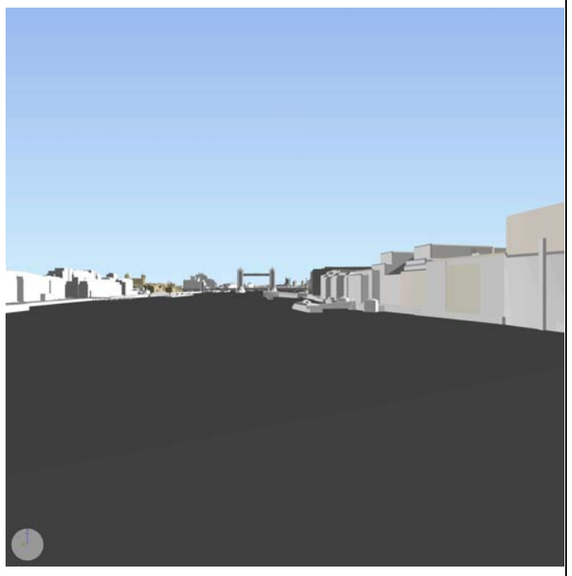
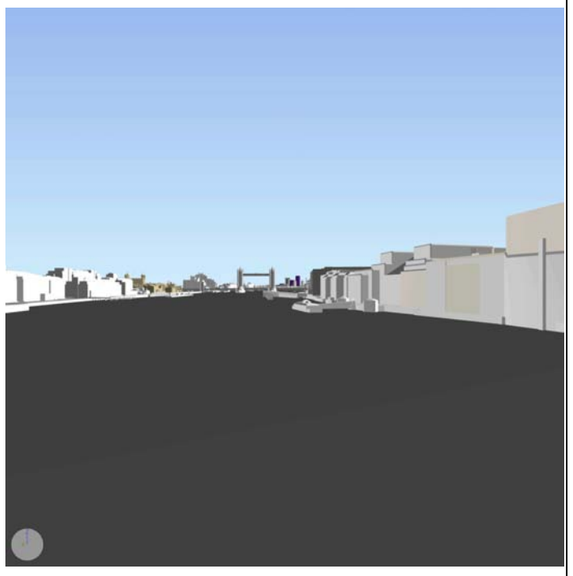
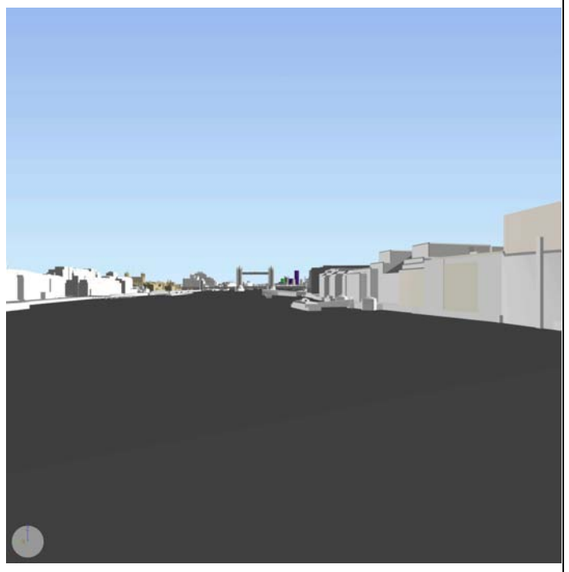
View 11B.1 London Bridge – Static view east downstream to Tower of London, Tower Bridge and HMS Belfast

Description

- This is a protected river prospect view LVMF 12B.1, which is a downstream view from London Bridge towards Tower Bridge, Tower of London and City Hall.
- The river dominates the foreground and middle ground. Trees along the northern embankment are an important element in the views. The focus of the views is Tower Bridge, dominant over the Tower of London. The city, to the left of the view, expresses variety in its grain and character. Adelaide house, the former Billingsgate fish market and the Custom house, all listed, add formality to the foreground. The Southwark riverside buildings direct the view to the profile of Tower Bridge. HMS Belfast adds considerable interest to the view.
- The tall buildings at Canary Wharf visible in the background of the view mark the path of the river as it continues further east. The Columbia Point and Regina Point towers are visible in the background of the view to the south of Tower Bridge.
-

Photo of indicative view

Assessment of testing options

Low option *Existing adopted building height strategy expanded to include Harmsworth Quays*	***Mid option*** Building heights up to: • 20 storeys on eastern side of Canada Water basin • 10 storeys at Surrey Quays shopping centre and car parks • 15 storeys at the junction of Redriff Road and Lower Road • 15 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road	***High option 1*** Building heights up to: • 33 storeys on eastern side of Canada Water basin. • 10 storeys on the Surrey Quays shopping centre and car parks • 20 storeys at the junction of Redriff Road and Lower Road • 25 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road.	***High option 2*** Building heights up to • 42 storeys on eastern side of Canada Water basin • 10 storeys on the Surrey Quays shopping centre and car parks • 20 storeys at Redriff Road/Lower Road junction • 25 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road.
			
Commentary The heights tested across the core area would have no impact on this view. It should be noted that the existing Canary Wharf tall building cluster is not shown in this model and would appear on the skyline to the north of Tower Bridge.	**Commentary** The heights tested across the core area would have no impact on this view, as the tested options are similar in height to the existing context at Canada Water. It should be noted that the existing Canary Wharf tall building cluster is not shown in this model and would appear on the skyline to the north of Tower Bridge.	**Commentary** The heights tested across the core area would have minor impact on this view, as the tallest tested options are taller than the existing context at Canada Water. Consideration would have to be given to the setting of Tower Bridge as tested heights appear in the background of the view. It should be noted that the existing Canary Wharf tall building cluster is not shown in this model and would appear on the skyline to the north of Tower Bridge.	**Commentary** The heights tested across the core area would have minor impact on this view, as the tallest tested options are taller than the existing context at Canada Water. Consideration would have to be given to the setting of Tower Bridge as tested heights appear in the background of the view. The heights test in this option would require high quality and sensitive design to preserve and enhance the setting of the heritage assets. It should be noted that the existing Canary Wharf tall building cluster is not shown in this model and would appear on the skyline to the north of Tower Bridge.

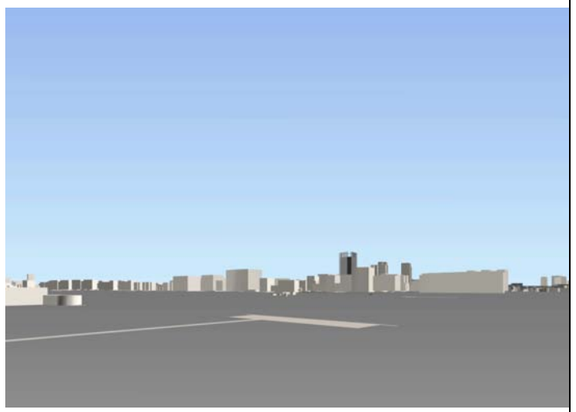
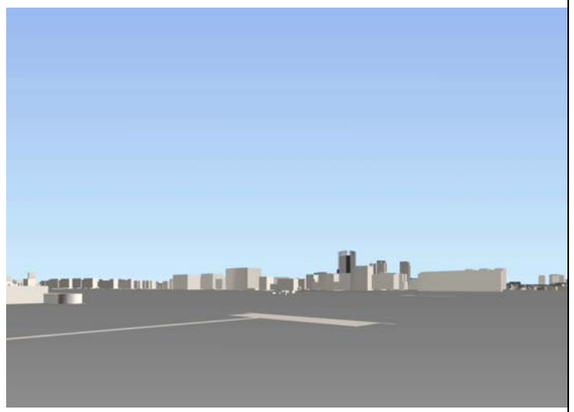
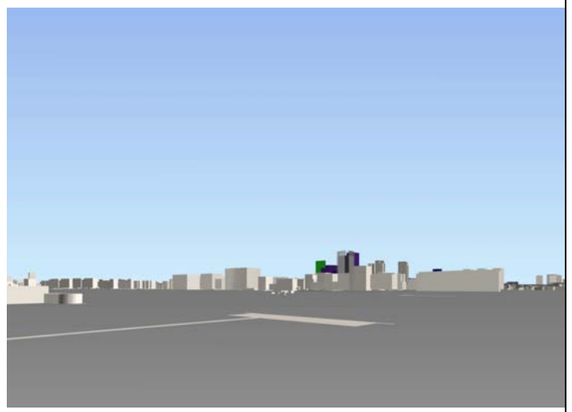
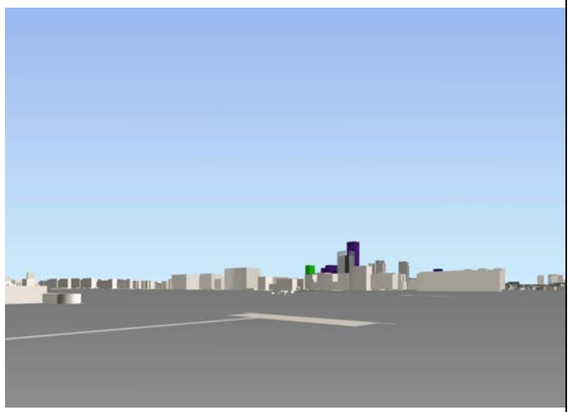
View 13 View towards Kings Stairs Gardens

Description

- This is a river prospect view of the southern bank of the River Thames towards the Kings Stairs Garden and St Marys Rotherhithe conservation areas..
- The foreground of the view consists of the working river environment of the River Thames that is framed by a row of consistent 5-6 storeys residential and warehouse conversions that front onto the river bank in the midground. A number of Grade II listed buildings form part of this row such as 99-103 Rotherhithe Street. The Kings Stair Gardens is also visible in the midground of the view.
- The Grade II* Church of St Mary Rotherhithe is a prominent feature in the midground, as its spire forms a focal point on the midground skyline where it breaks up the broadly continuous midground roofscape.
- The background of the view is dominated by the Ontario tower and Columbia Point and Regina Point towers which are the most prominent features on the skyline.

Photo of indicative view

Assessment of testing options

Low option *Existing adopted building height strategy expanded to include Harmsworth Quays*	***Mid option*** Building heights up to: • 20 storeys on eastern side of Canada Water basin • 10 storeys at Surrey Quays shopping centre and car parks • 15 storeys at the junction of Redriff Road and Lower Road • 15 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road	***High option 1*** Building heights up to: • 33 storeys on eastern side of Canada Water basin. • 10 storeys on the Surrey Quays shopping centre and car parks • 20 storeys at the junction of Redriff Road and Lower Road • 25 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road.	***High option 2*** Building heights up to • 42 storeys on eastern side of Canada Water basin • 10 storeys on the Surrey Quays shopping centre and car parks • 20 storeys at Redriff Road/Lower Road junction • 25 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road.
			
Commentary The heights tested across the core area would have no impact on this view	**Commentary** The heights tested across the core area would have no impact on this view, as the tested options are similar in height to the existing context at Canada Water and do not impact the setting of heritage assets in the midground.	**Commentary** The heights tested across the core area would have minor impact on this view, as the tallest tested options are taller than the existing context at Canada Water. Consideration would have to be given to the setting of heritage assets as tested heights appear in the background of the view.	**Commentary** The heights tested across the core area would have minor impact on this view, as the tallest tested options are taller than the existing context at Canada Water. Consideration should be given to the setting of heritage assets as tested heights appear in the background of the view. The heights tested in this option would require high quality and sensitive design to preserve and enhance the setting of the heritage assets in the view.

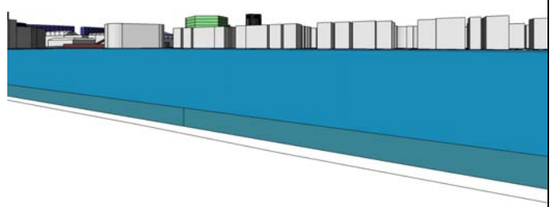
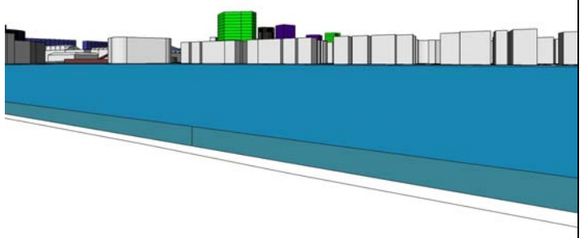
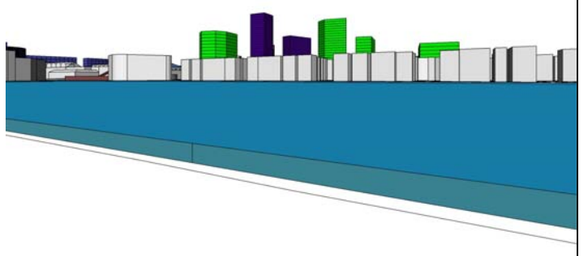
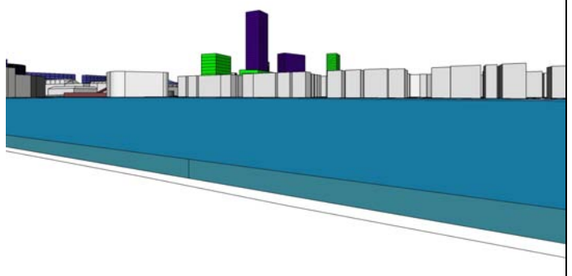
View 15 Greenland Dock looking northwest

Description

- This is a panoramic view of the historic Greenland Dock from a central position on its southern dockside towards the northwest and the centre of Canada Water.
- The foreground of the view consists of the open dock, which is framed by a consistent tree line and 3-4 storey residential development along Brunswick Quay on the northern sides of the dock in the mid ground, and Worgan Street on the western side.
- The Ontario, Columbia Point and Regina Point towers are visible in the background of the view, although the mature tree line in the midground would broadly obscure the view of these buildings in the summer months due to canopy cover.

Photo of indicative view

Assessment of testing options

Low option *Existing adopted building height strategy expanded to include Harmsworth Quays*	***Mid option*** Building heights up to: • 20 storeys on eastern side of Canada Water basin • 10 storeys at Surrey Quays shopping centre and car parks • 15 storeys at the junction of Redriff Road and Lower Road • 15 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road	***High option 1*** Building heights up to: • 33 storeys on eastern side of Canada Water basin. • 10 storeys on the Surrey Quays shopping centre and car parks • 20 storeys at the junction of Redriff Road and Lower Road • 25 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road.	***High option 2*** Building heights up to • 42 storeys on eastern side of Canada Water basin • 10 storeys on the Surrey Quays shopping centre and car parks • 20 storeys at Redriff Road/Lower Road junction • 25 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road.
			
Commentary The heights tested across the core area would have negligible impact on this view, as they would only just be visible over the ridgeline and treeline.	**Commentary** The heights tested across the core area would have a minor impact on this historic view, as the tested options would appear in the skyline above the existing context.	**Commentary** The heights tested across the core area would have a moderate impact on this view, as the tested options would appear in the skyline above the existing context. The heights tested in this option would require high quality and sensitive design with consideration given to the individual and cumulative impact and relationship to the wider area.	**Commentary** The heights tested across the core area would have a moderate impact on this view, as the tested options would appear in the skyline above the existing context at Canada Water. The heights tested in this option would require high quality and sensitive design with consideration given to the individual and cumulative impact and relationship to the wider area.

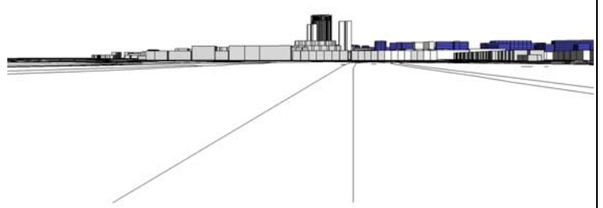
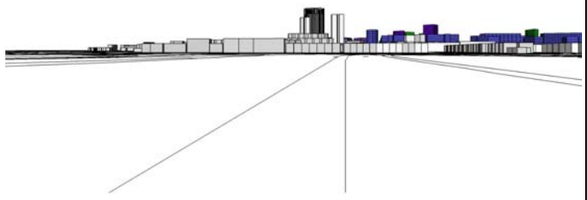
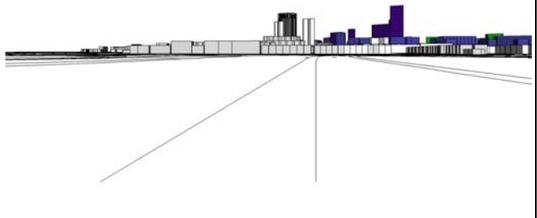
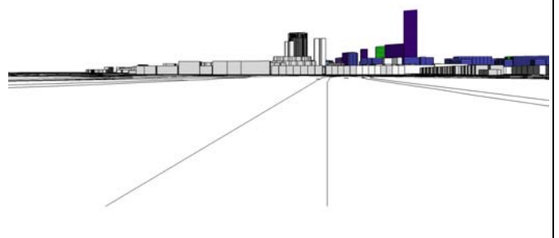
View 16 Southwark Park (near Banyard Road) looking northeast

Description

- This is an east/west axial view of the Park Approach from within the historic registered Southwark Park towards the centre of Canada Water.
- The foreground of the view features a boulevard framed by mature park trees that extend towards the midground
- The Columbia Point Tower and Ontario Tower are visible through the treescape within the focal point at the end of the boulevard. Both towers would be obscured in the summer months due to canopy cover.

Photo of indicative view

Assessment of testing options

Low option *Existing adopted building height strategy expanded to include Harmsworth Quays*	***Mid option*** Building heights up to: • 20 storeys on eastern side of Canada Water basin • 10 storeys at Surrey Quays shopping centre and car parks • 15 storeys at the junction of Redriff Road and Lower Road • 15 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road	***High option 1*** Building heights up to: • 33 storeys on eastern side of Canada Water basin. • 10 storeys on the Surrey Quays shopping centre and car parks • 20 storeys at the junction of Redriff Road and Lower Road • 25 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road.	***High option 2*** Building heights up to • 42 storeys on eastern side of Canada Water basin • 10 storeys on the Surrey Quays shopping centre and car parks • 20 storeys at Redriff Road/Lower Road junction • 25 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road.
			
Commentary The heights tested across the core area would have negligible impact on this view, as the tested options would be broadly obscured by the existing treescape in the view.	**Commentary** The heights tested across the core area would have negligible impact on this view, as the tested options would be broadly obscured by the existing treescape in the view.	**Commentary** The heights tested across the core area would have a minor impact on this view, as the tested options would appear in the skyline above the existing treescape during winter months. It is likely the impact would be moderate without the tree cover. The tallest heights tested in this option would require high quality and sensitive design with consideration given to the individual and cumulative impact and relationship to the wider area.	**Commentary** The heights tested across the core area would have a minor impact on this view, as the tested options would appear in the skyline above the existing treescape during winter months. It is likely the impact would be moderate without the tree cover. The tallest heights tested in this option would require high quality and sensitive design with consideration given to the individual and cumulative impact and relationship to the wider area.

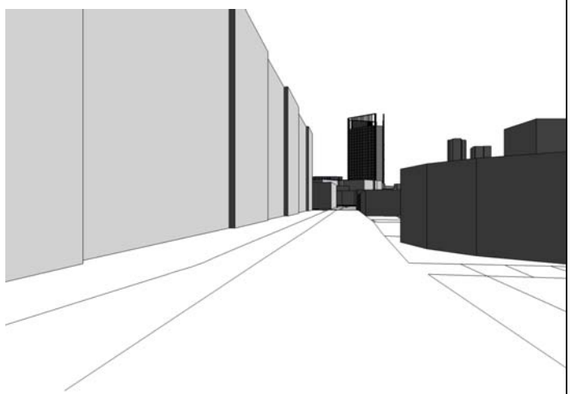
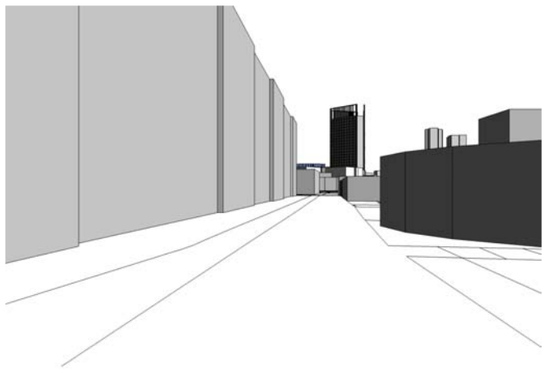
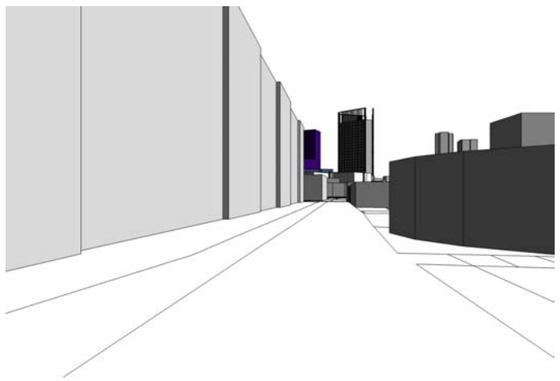
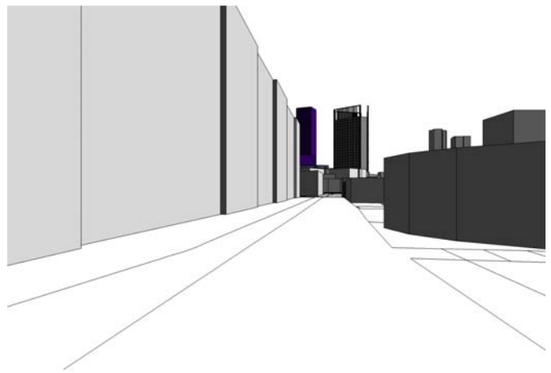
View 17 Junction of Rotherhithe Street and Railway Avenue looking southeast

Description

- This is an axial townscape view at the eastern edge of the St Marys Rotherhithe conservation area at the junction of Rotherhithe Street and Railway Avenue looking to the southeast
- The foreground of the view consists of the Hythe House to the east and the Grade II * listed tunnel to the western side of Railway Avenue, behind the wall and fence.
- The linear aspect of the view focuses on the Ontario tower which is the prominent features on the skyline the background of the view.

Photo of indicative view

Assessment of testing options

Low option	***Mid option***	***High option 1***	***High option 2***
Existing adopted building height strategy expanded to include Harmsworth Quays	Building heights up to: • 20 storeys on eastern side of Canada Water basin • 10 storeys at Surrey Quays shopping centre and car parks • 15 storeys at the junction of Redriff Road and Lower Road • 15 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road	Building heights up to: • 33 storeys on eastern side of Canada Water basin. • 10 storeys on the Surrey Quays shopping centre and car parks • 20 storeys at the junction of Redriff Road and Lower Road • 25 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road.	Building heights up to • 42 storeys on eastern side of Canada Water basin • 10 storeys on the Surrey Quays shopping centre and car parks • 20 storeys at Redriff Road/Lower Road junction • 25 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road.
			
Commentary The heights tested across the core area would have no impact on this view, as they would not be visible in the view.	**Commentary** The heights tested across the core area would have no impact on this view, as they would not be visible in the view.	**Commentary** The heights tested would have a minor impact on this view and the setting of the conservation area, as the taller tested options would appear in the background of the view. The tallest heights tested in this option would require high quality and sensitive design with consideration given to the individual and cumulative impact and relationship to the wider area.	**Commentary** The heights tested would have a minor impact on this view and the setting of the conservation area, as the taller tested options would appear in the background of the view. The tallest heights tested in this option would require high quality and sensitive design with consideration given to the individual and cumulative impact and relationship to the wider area.

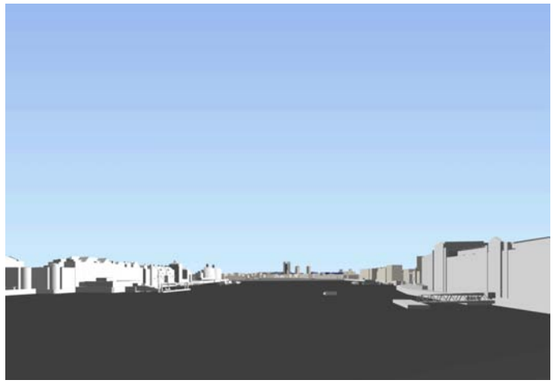
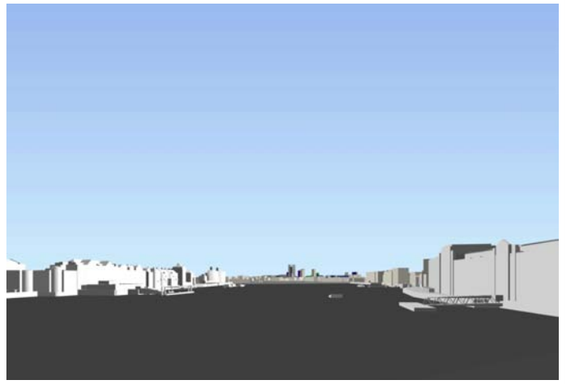
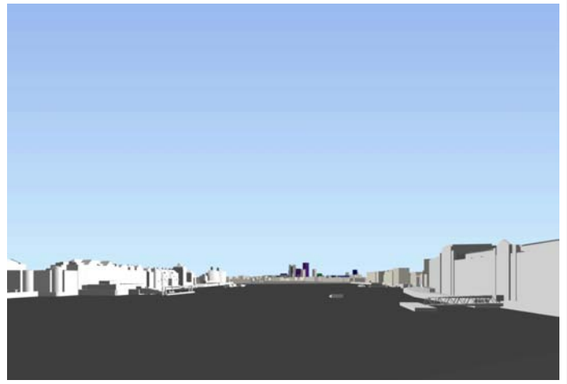
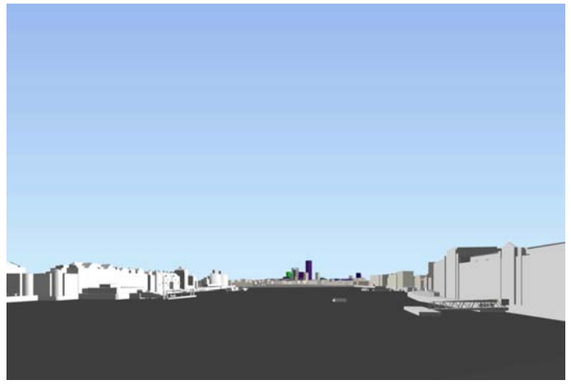
View 21 View from Tower Bridge looking southeast towards Canada Water

Description

- This is a river prospect view of the River Thames downstream towards Canada Water.
- The foreground of the view consists of the working river environment of the River Thames that is framed by the north and southern banks of the River Thames that extend through the midground of the view.
- The background of the view is defined by the Ontario tower, Columbia Point and Regina Point towers, and Aragon Tower in Lewisham are the most prominent features on the south bank skyline. The Canary Wharf cluster is visible above the north bank skyline.

Photo of indicative view

Assessment of testing options

Low option *Existing adopted building height strategy expanded to include Harmsworth Quays*	***Mid option*** Building heights up to: • 20 storeys on eastern side of Canada Water basin • 10 storeys at Surrey Quays shopping centre and car parks • 15 storeys at the junction of Redriff Road and Lower Road • 15 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road	***High option 1*** Building heights up to: • 33 storeys on eastern side of Canada Water basin. • 10 storeys on the Surrey Quays shopping centre and car parks • 20 storeys at the junction of Redriff Road and Lower Road • 25 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road.	***High option 2*** Building heights up to • 42 storeys on eastern side of Canada Water basin • 10 storeys on the Surrey Quays shopping centre and car parks • 20 storeys at Redriff Road/Lower Road junction • 25 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road.
			
Commentary The heights tested across the core area would have a negligible impact on this view. It should be noted that the Canary Wharf tall building cluster is not present in the model and would appear above the north bank skyline. Aragon Tower in Lewisham is also not included in the model and would appear in the background on the skyline behind the testing options.	**Commentary** The heights tested across the core area would have a negligible impact on this view. It should be noted that the Canary Wharf tall building cluster is not present in the model and would appear above the north bank skyline. Aragon Tower in Lewisham is also not included in the model and would appear in the background on the skyline behind the testing options.	**Commentary** The heights tested would have a minor impact on this view, as the taller tested options would appear in background of the view. The tallest heights tested in this option would require high quality and sensitive design with consideration given to the individual and cumulative impact and relationship to the wider area. It should be noted that the Canary Wharf tall building cluster is not present in the model and would appear above the north bank skyline. Aragon Tower in Lewisham is also not included in the model and would appear in the background on the skyline behind the testing options.	**Commentary** The heights tested would have a minor impact on this view, as the taller tested options would appear in background of the view. The tallest heights tested in this option would require high quality and sensitive design with consideration given to the individual and cumulative impact and relationship to the wider area. It should be noted that the Canary Wharf tall building cluster is not present in the model and would appear above the north bank skyline. Aragon Tower in Lewisham is also not included in the model and would appear in the background on the skyline behind the testing options.

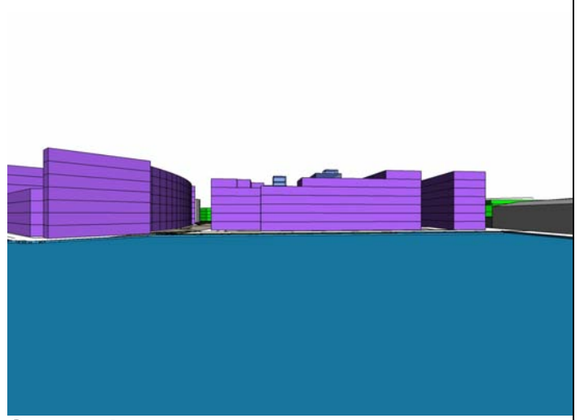
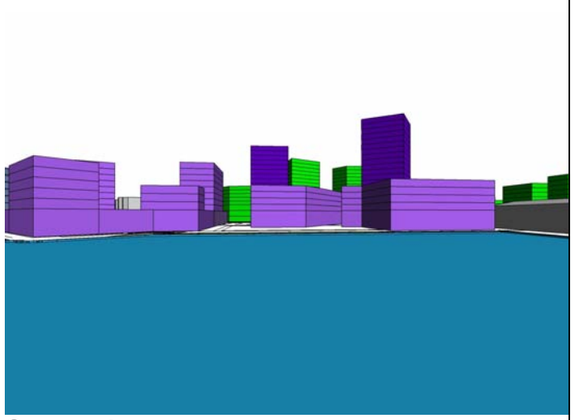
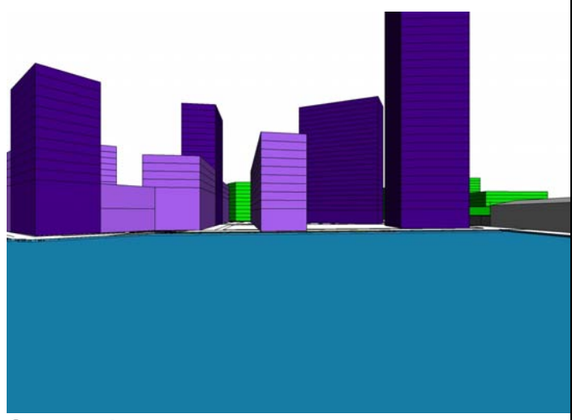
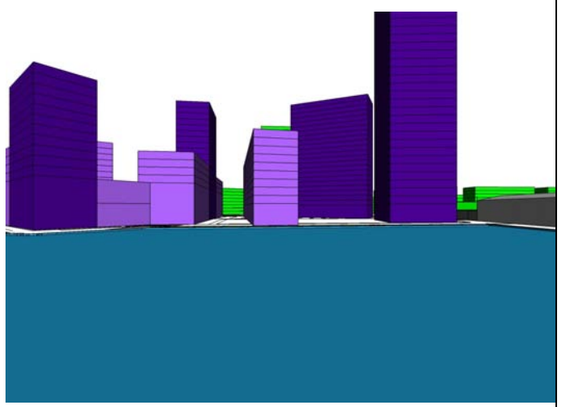
View 23 View from Canada Water Basin looking north east

Description

- This is a prospect view of the Canada Water basin from the western side of the basin looking east, at the centre of Canada Water.
- The open basin commands the foreground of the view. The visible sides of the basin are framed with the new Canada Water Library, residential development, two Decathlon retail stores and Surrey Quays Shopping Centre.
- The Harmsworth Quays print works is visible above the Decathlon stores in the mid ground of the view.

Photo of indicative view

Assessment of testing options

Low option *Existing adopted building height strategy expanded to include Harmsworth Quays*	***Mid option*** Building heights up to: • 20 storeys on eastern side of Canada Water basin • 10 storeys at Surrey Quays shopping centre and car parks • 15 storeys at the junction of Redriff Road and Lower Road • 15 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road	***High option 1*** Building heights up to: • 33 storeys on eastern side of Canada Water basin. • 10 storeys on the Surrey Quays shopping centre and car parks • 20 storeys at the junction of Redriff Road and Lower Road • 25 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road.	***High option 2*** Building heights up to • 42 storeys on eastern side of Canada Water basin • 10 storeys on the Surrey Quays shopping centre and car parks • 20 storeys at Redriff Road/Lower Road junction • 25 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road.
			
Commentary The heights tested across the core area would have a negligible impact on this view	**Commentary** The heights tested across the core area would have a minor impact on this view as the option would have a medium magnitude of impact in the view.	**Commentary** The heights tested would have a moderate impact on this view, as the taller tested options would appear dominant in midground of the view and have a high magnitude of impact on the historically sensitive basin. The tallest heights tested in this option would require high quality and sensitive design with consideration given to the individual and cumulative impact and relationship to the wider area. Consideration should be given so that taller buildings are slender to allow for gaps and views between buildings. Taller buildings should be overbearing and consideration should be given to active and articulated lower floors.	**Commentary** The heights tested would have a moderate impact on this view, as the taller tested options would appear dominant in midground of the view and have a high magnitude of impact on the historically sensitive basin. The tallest heights tested in this option would require high quality and sensitive design with consideration given to the individual and cumulative impact and relationship to the wider area. Consideration should be given so that taller buildings are slender to allow for gaps and views between buildings. Taller buildings should not be overbearing and consideration should be given to active and articulated lower floors.

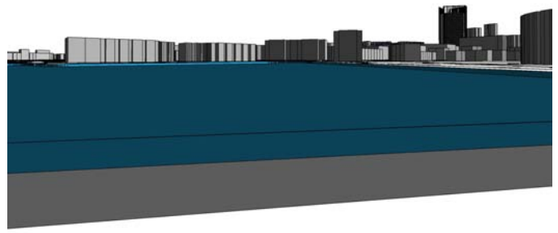
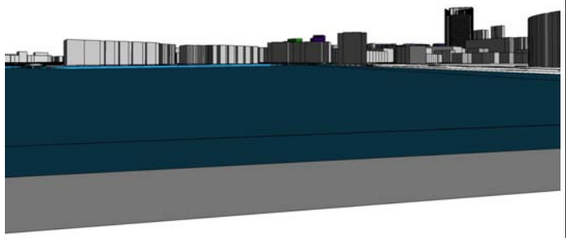
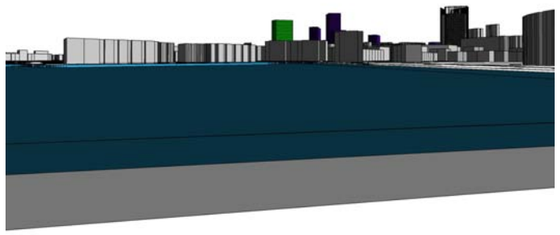
View 28 Surrey Water bridge looking south

Description

- This is prospect view of the Surrey Water basin looking south towards the centre of Canada Water.
- The open basin commands the foreground of the view, with lowrise residential development framing its eastern and southern edge. The residential rises to 4-5 stores at the basin southern most point.
- The geometric framework of the gasometer dominates the western midground of the view, while the background of the view is defined by the Ontario tower and Columbia Point and Regina Point towers that are silhouetted on the skyline.

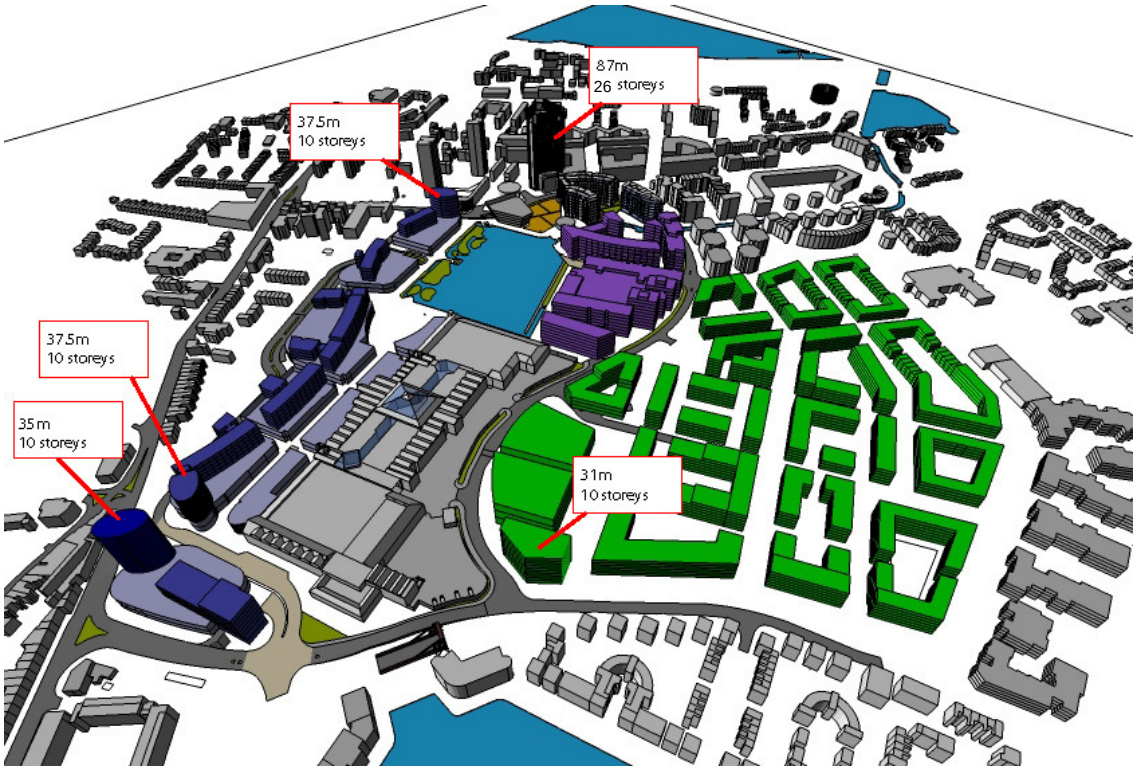
Photo of indicative view

Assessment of testing options

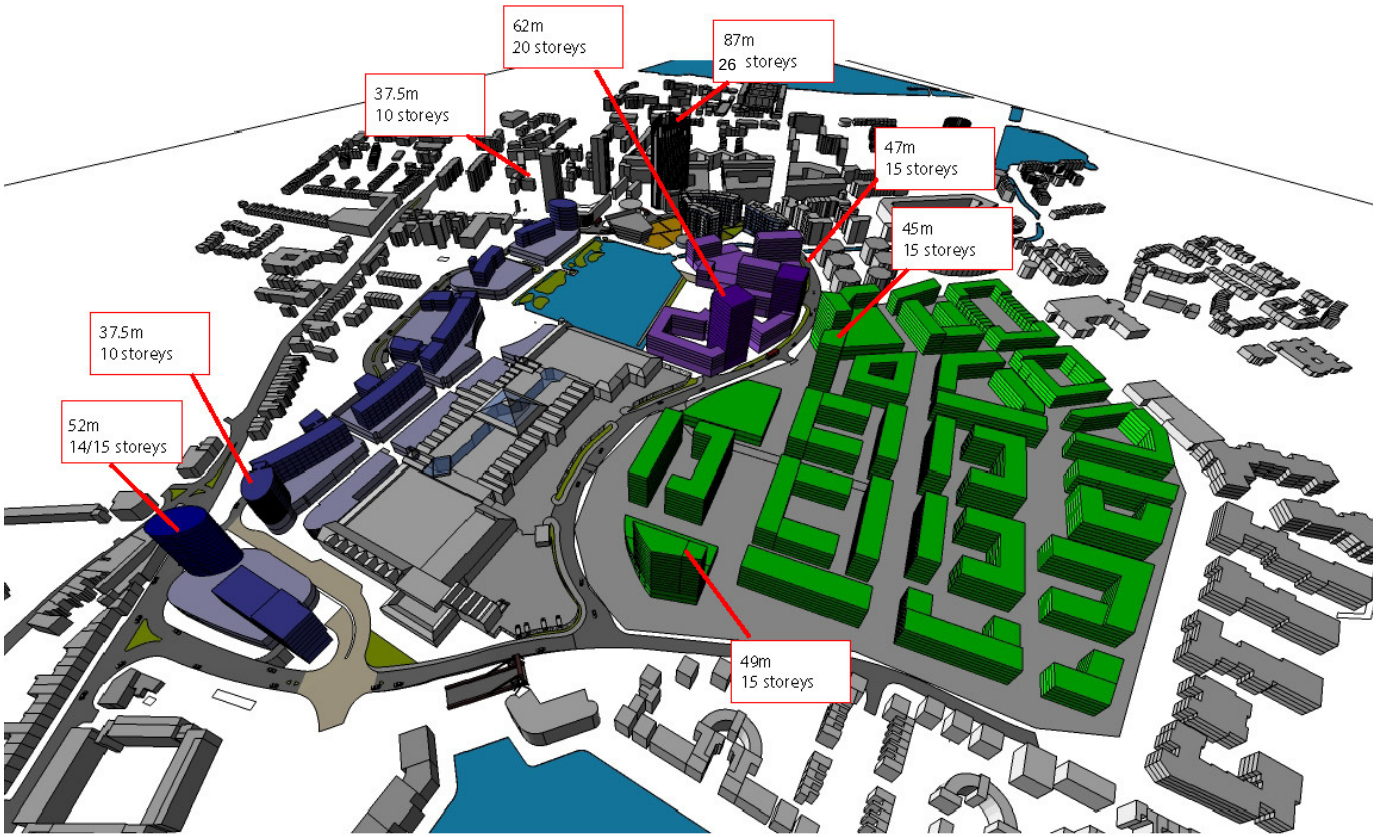
Low option *Existing adopted building height strategy expanded to include Harmsworth Quays*	***Mid option*** Building heights up to: • 20 storeys on eastern side of Canada Water basin • 10 storeys at Surrey Quays shopping centre and car parks • 15 storeys at the junction of Redriff Road and Lower Road • 15 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road	***High option 1*** Building heights up to: • 33 storeys on eastern side of Canada Water basin. • 10 storeys on the Surrey Quays shopping centre and car parks • 20 storeys at the junction of Redriff Road and Lower Road • 25 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road.	***High option 2*** Building heights up to • 42 storeys on eastern side of Canada Water basin • 10 storeys on the Surrey Quays shopping centre and car parks • 20 storeys at Redriff Road/Lower Road junction • 25 storeys on Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park, including the junction at Surrey Quays Road and Redriff Road.
			
Commentary The heights tested across the core area would have a negligible impact on this view.	**Commentary** The heights tested across the core area would have a negligible impact on this view.	**Commentary** The heights tested would have a minor impact on this view, as the taller tested options would appear in background of the view. The tallest heights tested in this option would require high quality and sensitive design with consideration given to the individual and cumulative impact and relationship to the wider area. Consideration should be given so that taller buildings are slender to allow for gaps and views between buildings. Taller buildings should not be overbearing and consideration should be given to active and articulated lower floors.	**Commentary** The heights tested would have a moderate impact on this view, as the taller tested options would appear in background of the view. The tallest heights tested in this option would require high quality and sensitive design with consideration given to the individual and cumulative impact and relationship to the wider area. Consideration should be given so that taller buildings are slender to allow for gaps and views between buildings. Taller buildings should not be overbearing and consideration should be given to active and articulated lower floors.

Appendix 2: Building heights testing options

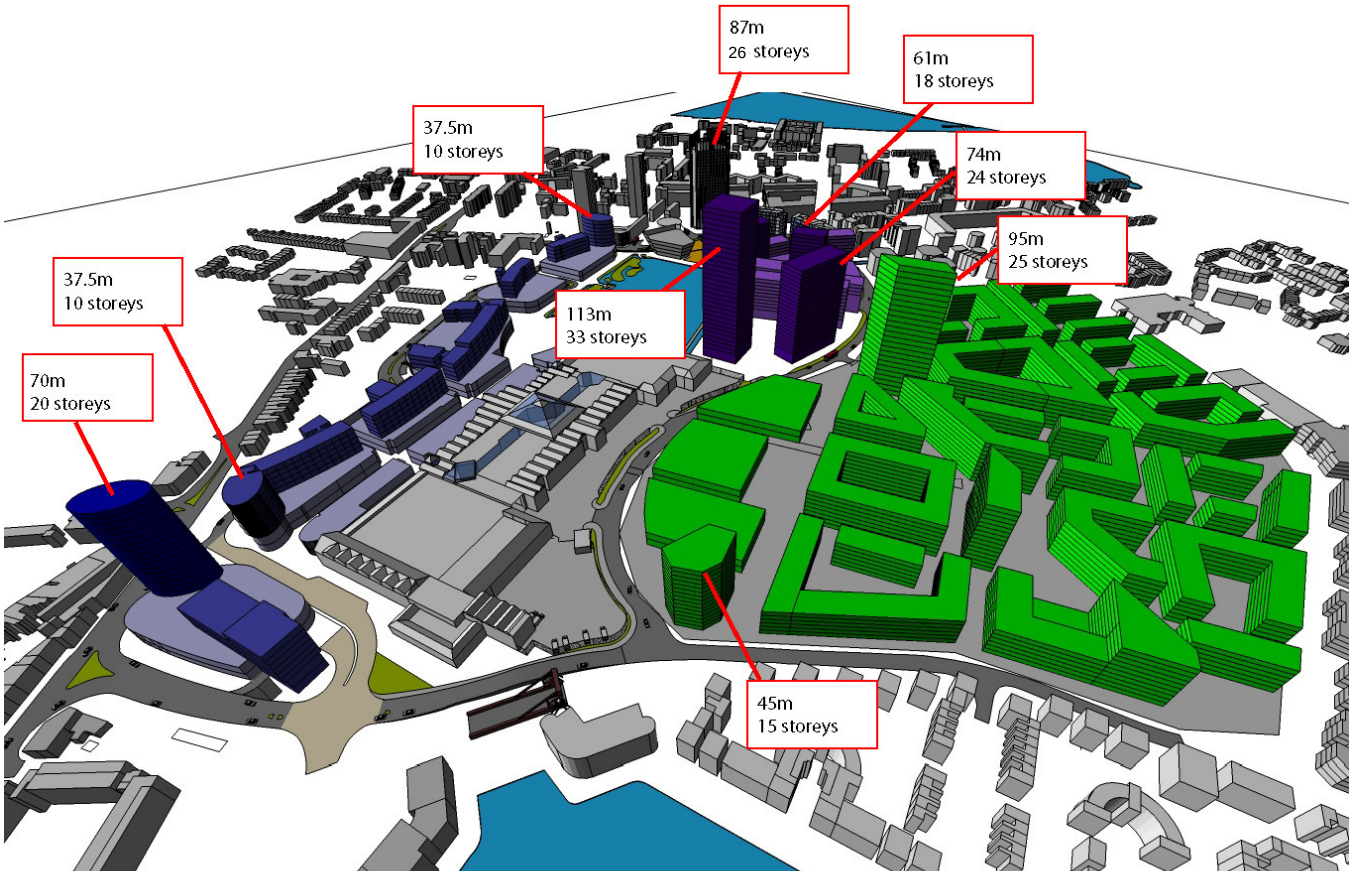
Testing Option 1
3D testing options – Low
Existing building height strategy expanded to include Harmsworth Quays



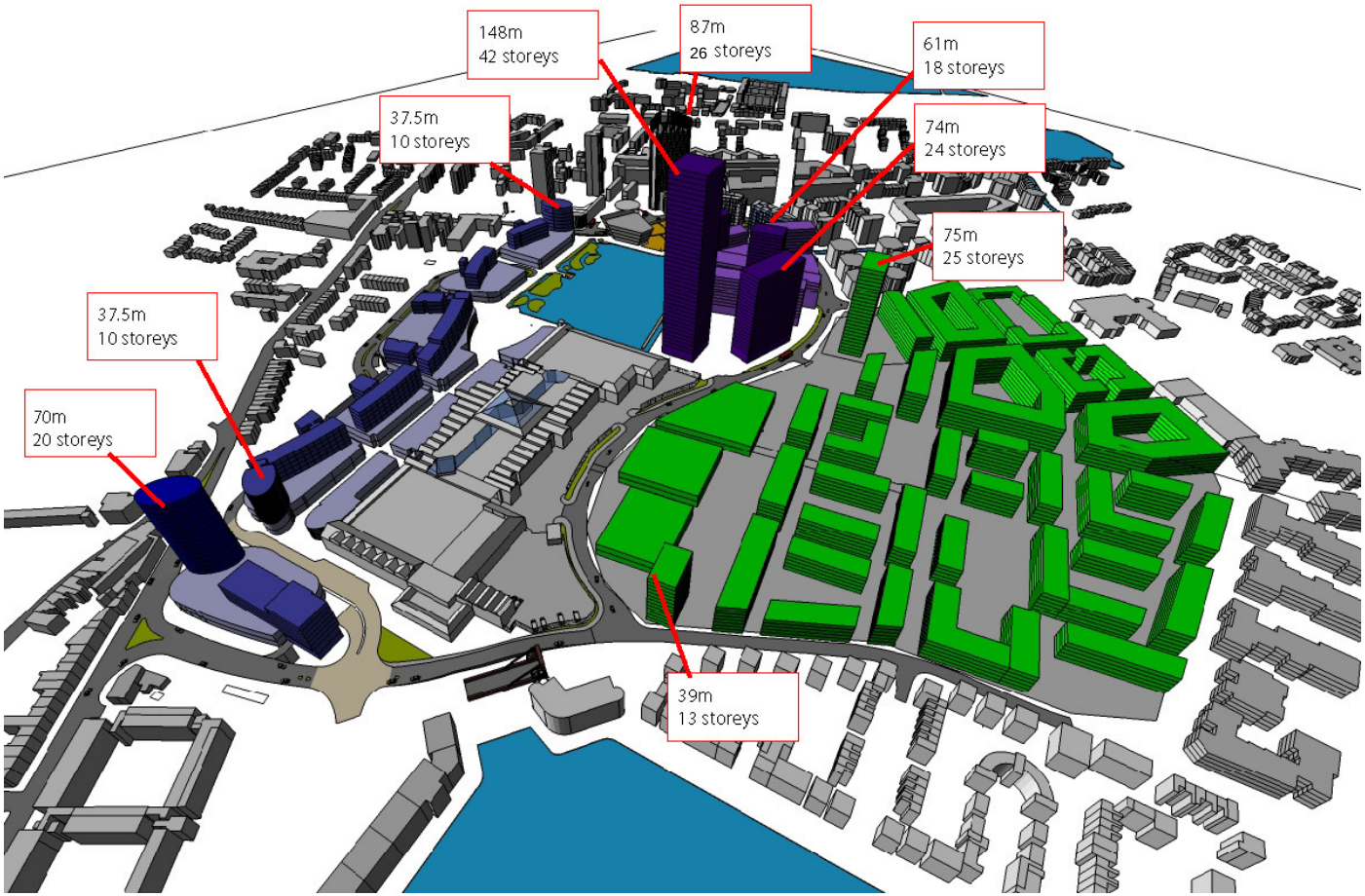
Testing Option 2
3D testing options – Medium
Identify potential locations to test building heights up to 10 to 15 storeys



Testing Option 3
3D testing options – High 1
Identify potential locations to test building heights up to 20 to 25 storeys



Testing Option 4
3D testing options – High 2
Identify potential locations to test building heights up to 30 to 35 storeys



Appendix 3: Canada Water AAP Updated character assessment (November 2013)

A3.1 Introduction

A3.1.1 The purpose of this report is to appraise the historic character and built form of the wider AAP area which consists of the Canada Water Core Area and an additional area forming a ring around it. This section provides an overview of the historic character of the wider AAP area and then provides more detail on the Core Area, identified as the study area, which is the area currently proposed to be focus of change.

A3.1.2 This document was originally published in section 4 of the Canada Water AAP Urban Design Background Paper, July 2011. It has been updated to ensure that it remains relevant to the review of the AAP carried out in 2012 and 2013.

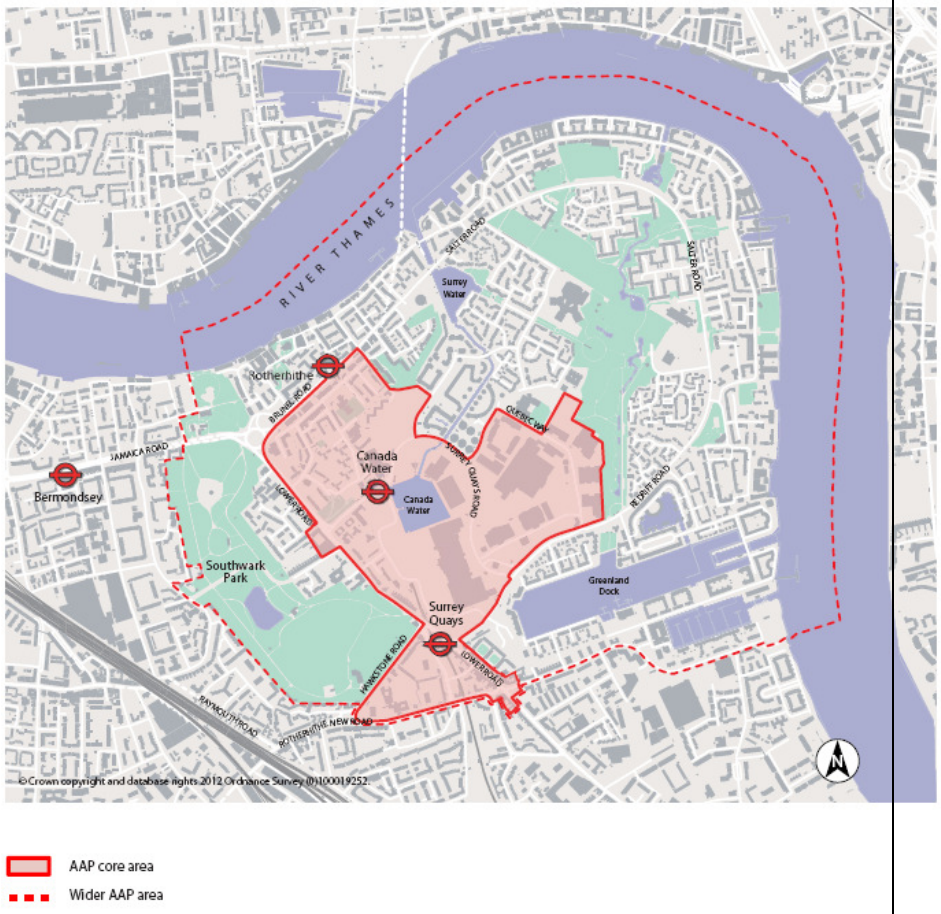
A3.1.3 Further detailed character appraisal of the character and built form of the wider area can be found in the Core Strategy: Density in the areas around Rotherhithe and East Dulwich, October 2010.

A3.1.4 Please see figure 8 for the extent of the wider AAP area and study area.

A3.1.5 This section provides an overview of the history of the wider area and appraises how listed buildings, conservation areas, archaeological priority zones have defined the character of the area. The later sections of this document will consider how new development will need to give regard to the local historic environment.

A3.1.6 This appraisal details the urban grain and pattern of development and highlights views of the local area, landmarks and nodes. Accessibility and permeability, including pedestrian links between public transport facilities, retail hubs and residential areas will be considered along with the public realm and quality of open space areas within the study area.

Figure 1. Extent of the study area



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A3.2 Context

A3.2.1 The action area consists of a mix of residential areas, commercial and industrial buildings and open spaces, with the River Thames providing a frontage to the north and east and Greenland Dock providing a large water body to the south.

A3.2.2 The Core of the action area (study area) is an 'out-of-town' style shopping centre. This comprises Surrey Quays shopping centre, two large sheds occupied by Decathlon, a cinema, a bowling alley, a bingo hall and restaurant buildings on the Surrey Quays Leisure Park. Much of this area is dominated by hard surface car parking for approximately 2,200 cars.

A3.2.3 The main roads around the study area are Surrey Quays Road to the north and east, Lower Road to the west, Redriff Road to the south and Quebec Way to the east. Redriff Road joins Lower Road which leads to Bermondsey and Central London to the west and Deptford and Greenwich to the south east.

A3.2.4 The area is generally well served by public transport with Canada Water (Jubilee Line) and Surrey Quays (East London Line) stations as well as bus routes giving the area a public transport accessibility level (PTAL) ranging from 3 to 6. The area enjoys the highest density of cycle lanes within Southwark.

A3.2.5 Several new developments have been completed in the study area. A new public library on the Canada Water basin's edge opened in 2012 and provides new civic facilities and a range of activities to help give the area a new focus. New mixed-use development has been completed around the library including 241 new homes and retail space in Montreal House and Toronto House and 668 homes, retail space and community space in Maple Quays. Schemes providing 1030, 803 and 366 homes and retail space have recently been consented/are subject to a resolution to grant permission on the Decathlon site/Site E, Mulberry Business Park and the Quebec Industrial Estate respectively. The Leisure Park site has an older extant permission that reprovides the leisure facilities and in addition provides around 500 homes, student accommodation, retail and business space.

A3.3 Heritage

Brief History

A3.3.1 The action area lies at the centre of the historical quayside location of the Rotherhithe Peninsula, originally a sparsely populated marshland. Its riverside location just downstream from the City of London made it an ideal site for docks, warehousing and shipyards. By the mid-18th century the renamed Greenland Dock had become a base for Arctic whalers and by the 19th century, an onset of commerce from Scandinavia, the Baltic and Canada led to Greenland Dock being expanded and new docks being dug to accommodate increasing demand. Several of the docks were named after the origins of their cargos, for example, Canada Dock, Norway Dock and Russia Dock.

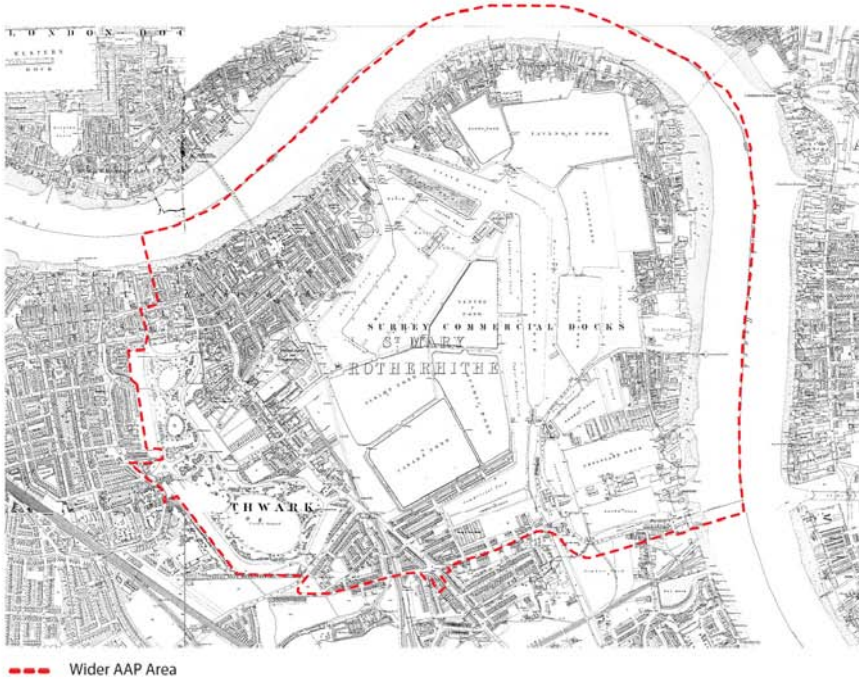
A3.3.2 The decline of the docks began after World War II, when they suffered massive damage from German air raids. In the 1950s and 1960s, when the shipping industry began to evolve towards containerisation, Surrey Docks was unable to accommodate the larger vessels needed, eventually leading to forced closure in 1969.The area remained derelict for over a decade, with much of the warehousing demolished and most of the docks filled in. The only surviving areas of open water were Greenland Dock, South Dock, remnants of

Canada Dock (renamed Canada Water) and Norway Dock, and a basin renamed Surrey Water.

A3.3.3 During the 1980s and early 1990s, the Surrey Docks were extensively redeveloped by the London Docklands Development Corporation (LDDC) and renamed Surrey Quays. Over 5,500 new homes were built, ranging from detached housing to large apartment complexes. South Dock was converted into a marina and a watersports centre was constructed on Greenland Dock at the former entrance to the Grand Surrey Canal. Canada Dock was remodelled, resulting in the northwest half being retained as the basin known today as Canada Water. A wildlife reserve and woodlands was created in the infilled Russia Dock. Leisure facilities and a number of light industrial plants were also built, notably the Harmsworth Quays printing works.

A3.3.4 Canada Water's strengths have remained intact – strong, diverse communities, expansive green spaces, a canal network and unique basin, proximity to central London and attractive views over the capital. It is these strengths that the AAP builds on to create a vibrant, safe and thriving new centre.

Figure 2. Historic map 1876



Figures 2 to 4 set out the historic maps for the area

A3.3.5 The historic maps show the changes to the docks undertaken over the later 19th century and the early to mid 20th century prior to them falling out of use. The 1876 map shows the pattern of docks built to contain the shipping technology of the time. This can be most clearly seen at the lock gate for the Greenland Dock and the Surrey and Stave Dock locks to the north. These provide an indication of the maximum size of shipping able to enter the complex.

A3.3.6 The 1916 map shows the complex with a new lock, now a Grade II listed building, to the Greenland Dock, built in 1894-1904 indicating the increased scale of shipping accessing the complex. This new lock is accompanied by the expansion in area of the dock to the west and its connection to the Canada Dock with a channel bridged by a listed swing bridge.

A3.3.7 Extensions to the various ponds and, in some cases, the reduction in area of the docks with the construction of new edges implies changes to the depth and ability of the docks to cope with the increased scale of shipping.

A3.3.8 The 1952 map shows significant changes to the docks following damage during World War II. Many of the timber ponds have been infilled with timber sheds established around their edges. Around the Greenland Dock new warehousing has been built. These structures are some of the earlier evidence for the changes in shipping practice which led to the abandonment of the docks.

Figure 3. Historic map 1916

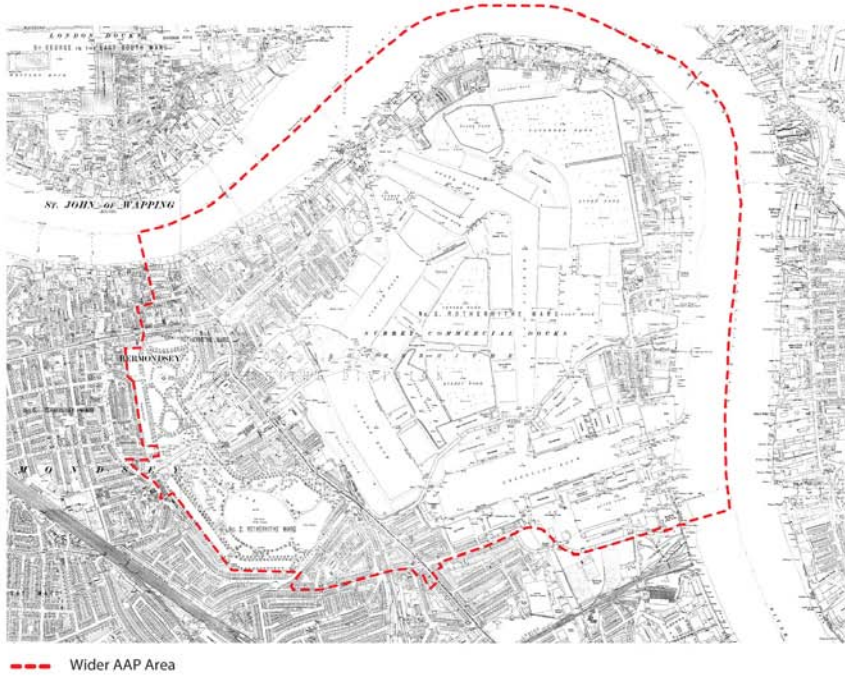
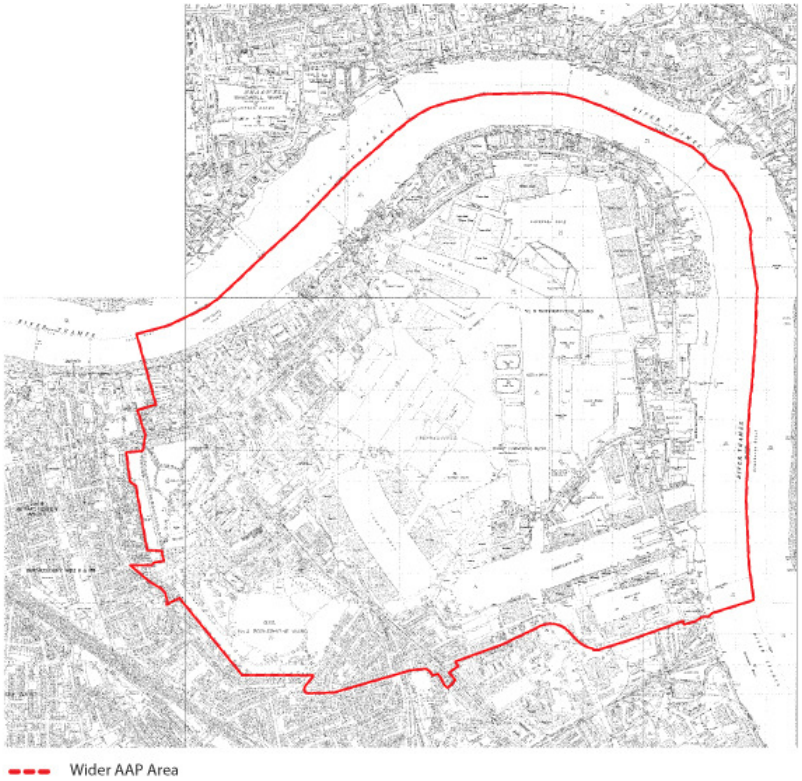


Figure 4. Historic map 1952



History of the docks

A3.3.9 The Surrey Docks complex dominated the peninsular of Rotherhithe during the later 19th and early 20th century. The material culture associated with this complex consists of large scale dock complexes with granite kerbing, iron bollards, capstans, lock gates, bridges, cranes and rails for cranes. Within the different areas of the docks this material has been preserved and displayed.

A3.3.10 This complex was served by the Grand Surrey Canal, connecting both Peckham and the Walworth Road to the docks. Aspects of the historic docks, associated ponds and waters survive as visible, water-filled features at Greenland Dock and South Dock. Other areas of the complex survive as reduced areas of former, more extensive ponds and docks, such as the Lavender Pond, Surrey Water and Canada Water. Other areas such as the Russia Docks Woodland display areas of granite dock kerbing within a designed landscape.

A3.3.11 Areas of former docks, linking canals and the Grand Surrey Canal, and associated features, survive as archaeological remains within the Canada Water area. The potential for survival of such features should be archaeologically investigated prior to the design of proposals. Proposals should seek to preserve such features and display them.

Setting and views of conservation areas

A3.3.12 The borough currently has 41 conservation areas covering 686ha (approximately 23% of the borough). The character of these conservation areas and their settings is varied across the borough.

A3.3.13 While there are no conservation areas within the study area there is still the potential for development in the wider area to have an impact on the setting of a conservation area or views into or from a conservation area or of heritage assets located within.

A3.3.14 The St. Mary's Rotherhithe conservation area lies within the wider action area and is a compact area defined by three main historic elements:

- The historic village centre based on the church;
- The warehouse buildings of the riverside, East India Wharf and the Sands Film Studios;
- The engine house and air shaft.

A3.3.15 The majority of buildings in the conservation area are listed buildings with a number of other buildings local importance identified particularly those in Elephant Lane. St. Mary's Church is listed Grade II*, all others are Grade II, and include the Church Stairs and the Monument to Prince Lee Boo by the East India Company in St Mary Church grounds. Brunel's Engine House is a Scheduled Ancient Monument and Grade II listed building. The associated Air Shaft and Thames Tunnel are Grade II* listed.

A3.3.16 The scale of the area is generally heights of four or five storeys and not less than three and any new development would be expected to remain within the range of heights of the block of buildings in which it is situated. St. Mary's Church and in particular its spire, which is visible in some views from adjacent streets, is a significant landmark for the area. The tower to Prince's House at the end of Elephant Lane, is significant in views along Rotherhithe Street and Elephant Lane.

A3.3.17 There have been a number of recent developments which provide good examples of contemporary design that fit well into the street scene of the Conservation Area with examples that provide bold designs that relate to the industrial buildings of the area.

A3.3.18 The Wilson Grove conservation area lies outside the action area and the areas is characterised with garden-city cottages, built in 1928.

A3.3.19 The Edward III's Rotherhithe Conservation Area based around the Scheduled Monument of Edward III's Manor House has stemmed from an examination of the heritage assets and landscape character of this small area of the borough. Most notably for one of only two visible, scheduled monuments within the borough the wider setting of the monument was not protected.

A3.3.20 The Conservation Area is designed to protect the setting of the Registered Park and Garden of Southwark Park, listed buildings and buildings of local interest within the Conservation Area. Historically it appears that originally the land to the east of the Scheduled Monument was open and may well have been used for elite activities, such as hawking.

A3.3.21 Figure 12 sets out the location of the conservation areas.

Setting and views of Scheduled Monuments

A3.3.22 The archaeological remains of Edward III's Rotherhithe Manor House are included on the Schedule of Ancient Monuments. The displayed remains of the manor house consist of the main block of the manor house and water-gate. The excavation of the site has been limited, simply to enable the outer walls of this monument to be displayed. Important archaeological remains relating to the interior of the manor have been preserved within the displayed monument. The area of the scheduled

monument includes the buildings to the south of the displayed remains.

A3.3.23 Brunel's Engine House is also a Scheduled Ancient Monument and a Grade II listed building. The engine house held the steam engine running the pumping equipment for draining water from the tunnel. The Scheduled Monument is contained within the walls of the associated listed building.

Figure 5 sets out the location of the scheduled monuments.

Setting and views of listed buildings and structures

A3.3.24 With the historic development of the area locating buildings along the riverfront, therefore listed buildings and structures are generally located along the waterfront at the edges of the action area, with a number of these elements of the historic docks and locks.

A3.3.25 A number of listed buildings in the St. Mary's Rotherhithe conservation area including:

- St. Mary's Church –Grade II*
- Thames tunnel – Grade II*
- Church Stairs – Grade II
- Monument to Prince Lee Boo by the East India Company – Grade II

A3.3.26 Other Grade II listed buildings and structures in the area include:

- St. Olave's Church
- Finnish Church on Albion Street
- Former pumping station
- East London Line north of the Brunel Engine House.

A3.3.27 A number of Grade II listed locks, docks and warehouses are also located in the area including:

- Globe Wharf
- Canada Wharf and Columbia Wharf
- Surrey lock
- Nelson Dry Dock
- Greenland lock and South lock

Figure 5 sets out the location of listed buildings in the area.

Setting and views of registered parks and gardens

A3.3.28 Southwark Park is included on the Register of Historic Parks and Gardens maintained by English Heritage. The park is registered at Grade II. The park was laid out by the Metropolitan Board of Works and opened in 1869. Following the Second World War buildings formerly occupying the northern frontage of the park onto Jamaica Road were cleared away opening the park up to views from the North. A number of features within the park, most notably the gates are considered to be heritage assets and of local interest.

Figure 5 sets out the extent of the registered historic park.

Archaeological Priority Zones and Sites

A3.3.29 Archaeological evidence suggests the Rotherhithe Peninsula has been inhabited since the Bronze Age. An archaeology priority zone (APZ) exists in the wider area arching over the top of the study area along the riverfront. This marks the potential for archaeology to be present on the fringe of proposed developments.

A3.3.30 The Archaeological Priority Zone is focused upon the archaeological remains of Edward III's manor house and areas of early settlement within the Rotherhithe Peninsular, including the medieval village of Rotherhithe, based around St Mary's church and the waterfront of the Peninsular. The character of the archaeological resource defined by the APZ in this area is based upon the early industrial developments on the river frontage. These remains are from the historic industries of the area, mainly shipbuilding, maintenance and ship breaking in the 16th to the 18th centuries and in the later periods the development of warehousing, milling and processing along side the construction and repair of smaller scale boats.

A3.3.31 Outside the archaeological priority zones there is a strong research interest in the geoarchaeology and human exploitation of the wider landscape around the Canada Water area, including the archaeological remains of former docks and associated works.

Figure 5 sets out the extent of the archaeological priority zone.

Buildings and structures of local interest

A3.3.32 There are a number of other buildings of interest identified within the study area. A number of these buildings are located in the St. Mary's Rotherhithe conservation area, though generally these buildings or clusters of buildings relate to the history of the dock and waterfront areas and include a number of warehouses, dock features and existing dockwalls, with some of the notable buildings and structures include Lavender Dock Pumping Station, Rotherhithe Pier and Bridge over Surrey Lock.

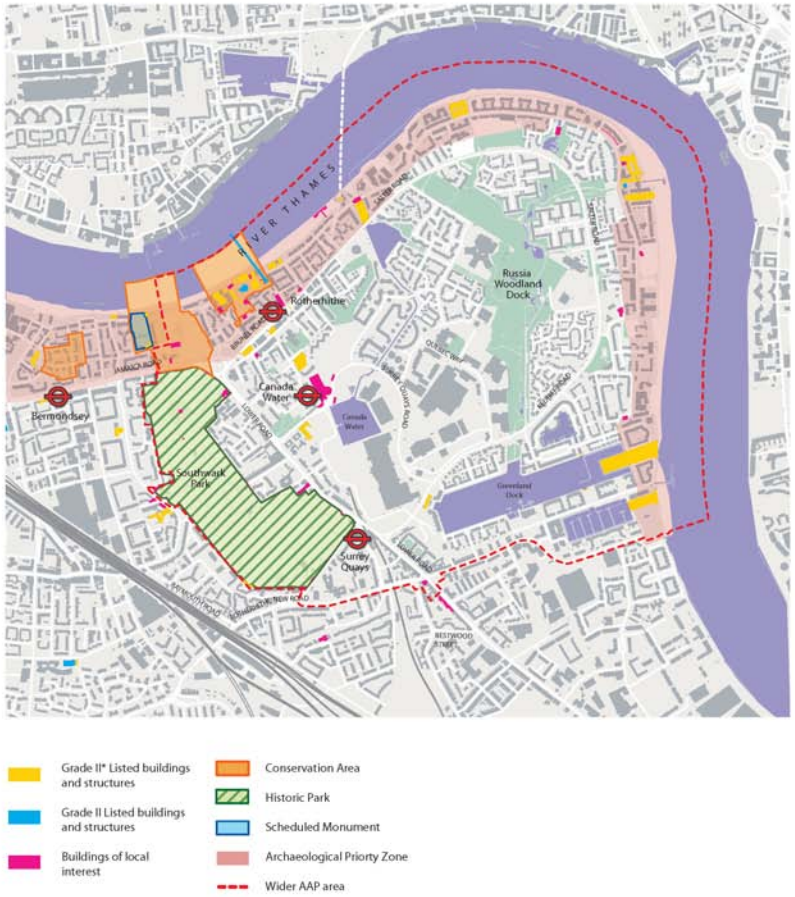
A3.3.33 There are also a number of turn of 20th Century churches including Swedish Seaman Mission, Catholic Church King Stairs Gardens and the Anglican Church on high street. With the history of a large workforce in the area, there are also a number of notable public houses, including the Albion on Albion Street.

A3.3.34 The Canada Water Jubilee line station and bus station were completed as one of the first stages for the redevelopment of the area and are now main features of the town centre and focal points in the wider area.

A3.3.35 In order to ensure that we can conserve and enhance buildings or structures of local interest, as encouraged by PPS5, the Council would look to locally list buildings upon a suitable set of criteria. Any such buildings identified in the Canada Water Action Area would be included in the list. This list would be consulted on prior to adoption.

Figure 5 sets out the location of buildings of local interest.

Figure 5. Heritage assets



A3.4 Urban Form

Topography

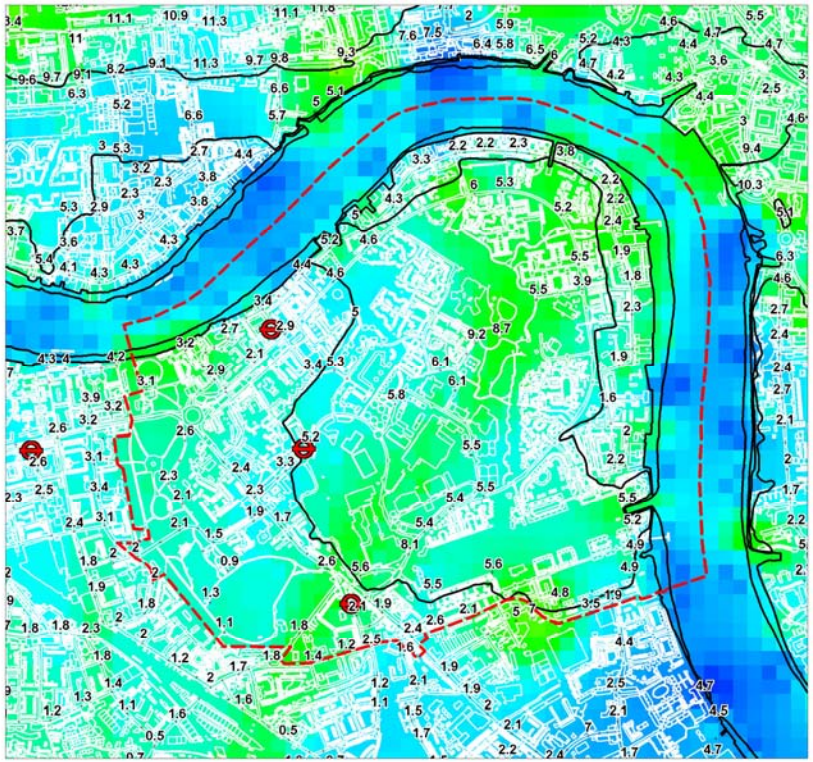
A3.4.1 Southwark generally has a varied topography, rising up from the tide line of the River Thames and lower areas at the north end of the borough, such as Bankside, Borough, London Bridge, Rotherhithe and Canada Water, towards the higher points along the southern edges of the borough including One Tree Hill and Dawson Heights.

A3.4.2 Historically the riverside buildings themselves have formed continuous flood defence walls against the river, and this has influenced both the urban form and the architectural character of the area. Flooding was a risk that the inhabitants had to live with, and floods in 1928 and 1953 are well remembered by people who still live in the district.

A3.4.3 Generally the topography in the Rotherhithe area is fairly consistent with slight variation in height from the riverfront edges. There is some variation of height through the areas of Surrey Docks which have been infilled and redeveloped particularly along the retail and industrial sites. The highest point in the area is at the top of the artificial Stave Hill in Russia Woodland Dock, from which 360 degree views of the wider Southwark and London area are visible.

Figure 6 shows the topography of the area.

Figure 6. Topography



Urban Grain

A3.4.4 The central part of the study area is currently characterised by a large urban grain with sites occupied by industrial and single storey 'shed'-style developments. As well as comprising very large sites, these also generally provide single uses, eg: the shopping centre only provides retail uses, Harmsworth Quays and the Quebec Industrial estate only provide industrial and warehousing uses and leisure uses are focused on the Leisure Park.

A3.4.5 The structure of the area around the shopping centre was designed primarily for cars. This is evident in the road structure and large amounts of surface car parking. Strategies to transform the area should concentrate on moving from a disparate and, fragmented series of single-use blocks to an interconnected and lively mixed-use town centre.

A3.4.6 This segregation of uses is also evident outside the town centre area. During the 1980s, through the LDDC development framework sites were zoned for single uses and parceled up individually for development. The resulting residential developments tend to be inward looking and many are based around a cul-de-sac layout which makes it difficult for pedestrians and cyclists to move through them. To the north of the area, historic patterns of development on redundant employment sites and in proximity to dock areas have also resulted in coarse grained residential developments. The Albion and Canada estates are examples of large residential sites which are largely inaccessible to non-residents.

A3.4.7 There are a number of major developments sites in and around the study area. These sites offer an opportunity to create much finer grain developments which are easier to move around and which contain a mix of uses.

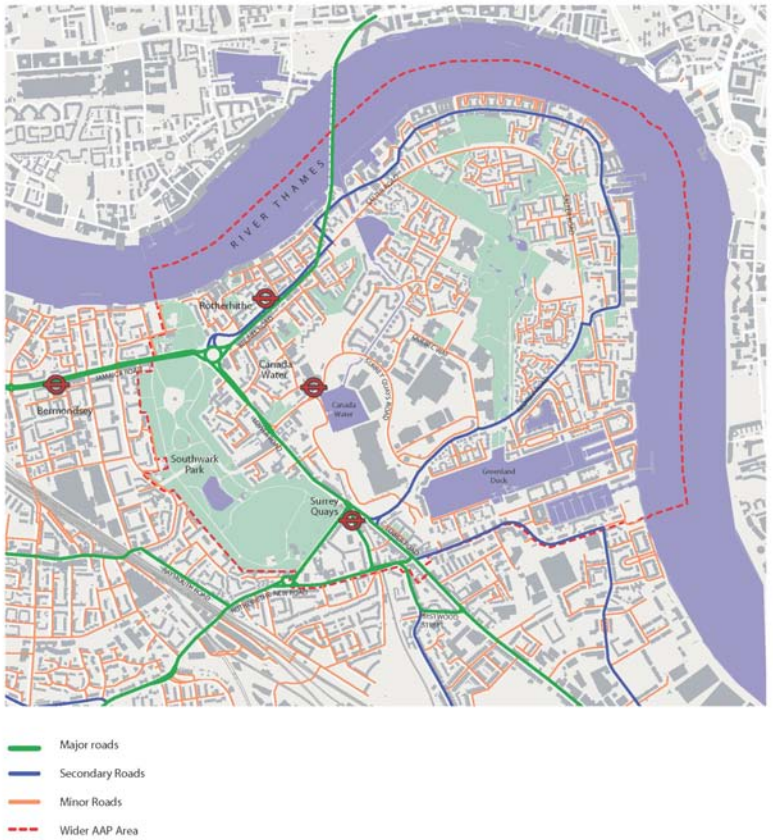
Street hierarchies

A3.4.8 With regard to the road network, Lower Road which runs north-south through the AAP is a strategic road linking south-east London with central and east London. To the east, the Rotherhithe peninsula is served by the main loop of Brunel Road, Salter Road and Redriff Road, which feed to commercial uses around the Canada Water basin, as well as small residential blocks and cul-de-sacs.

A3.4.9 Within the town centre area, Surrey Quays Road primarily forms a service road feeding Harmsworth Quays, the shopping centre's servicing yards and the Leisure Park. To the west of the shopping centre, Deal Porters Way acts as a feeder road into the car parks throughout the site. This road also services the local bus route into the drop off/pickup areas outside Tesco on the Surrey Quays Shopping Centre site.

Figure 7 shows the road network in the action area.

Figure 7. Road network



Building heights and massing

A3.4.10 Building heights and residential densities are generally higher around the periphery of the AAP. On the River Thames frontage in particular, buildings are typically around 6 storeys.

A3.4.11 Building heights generally diminish in the centre of the peninsula with heights of 2 and 3 storeys being typical in the area around Russia Dock Woodland.

A3.4.12 Within the study area, around Brunswick Quay (to the south of Redriff Road) and Timber Pond Road (to the north and east of Canada Street), building heights are predominantly 3 and 4 storeys. These areas have a suburban feel and have been designated as a suburban density zone on the adopted policies map. Densities are slightly higher around Wolff Crescent and both that street and the surrounding streets have been designated as an urban zone on the adopted policies map.

A3.4.13 The area between Surrey Quays Road and Albion Street contains several council estates. Typical of these is the Albion estate (north of site A) which has 5 storeys. The two towers on the Canada Estate, Regina Point and Columbia Point both have 22 stories and the recently completed Ontario Point next to the tube station, with 26 stories is the tallest building in the area.

A3.4.14 On the western side of the study area, the Hawkstone Estate comprises several low rise four storey blocks, together with two 16 storey towers, Brydale House and John Kennedy House. There is a further 16 storey block, Addy House located to the west of Rotherhithe primary School.

A3.4.15 Lower Road around the junction with Redriff Road feature 2 and 3 storey terraces with shops at ground floor on the western side and the 5 storey Osprey Estate on the eastern side.

A3.4.16 In the central part of the study area, heights vary between the single and two storey sheds on the large opportunity sites, and Harmsworth Quays which is the equivalent of approximately 10 storeys.

A3.4.17 Within this area, a number of recently constructed or approved schemes have begun to establish a more consistent context. The Water Gardens on Surrey Quays Road which was completed in 2006 comprises 6 blocks of up to 8 storeys. This is consistent with adjacent development to the north of Albion Chanel (the Woodland Crescent development), which ranges between 5 storeys and an 8 storey element on the corner of Needleman Street. On the west side of Surrey Quays Road, the recently completed block on Sites B1 and B2 (Montreal House and Toronto House) is 8 storeys in height. The development of the Water Gardens, Maple Quays and Montreal and Toronto Houses have stated to establish a more urban context for the town centre.

A3.4.18 Prevailing heights on the recently completed Site A scheme range from 4 storeys on the boundary with Pumphouse Court to 8 storeys on the Surrey Quays Road frontage. The consented scheme on the Decathlon site comprises a number of buildings, with benchmark heights of between 7 and 9 storeys and including 5 tall buildings, the tallest of which is a tower of 41 storeys.

A3.4.19 Moving to the east, the heights of consented diminish. The Mulberry Park scheme ranges from xx storeys on the Quebec Way frontage, to xx storeys on Canada Street frontage, with a 9 storey element on the southern part of the site adjacent to Harmsworth Quays.

A3.4.20 The Leisure Park scheme comprises one 10 storey element on the corner of Redriff Road and Surrey Quays Road. Prevailing heights on the remainder of the site are around 5 and 6 storeys.

A3.4.21 The Quebec Industrial Estate scheme comprises buildings of 6 storeys on the Quebec Way frontage and 3 storeys to the rear.

A3.4.22 Recent permissions on the Decathlon site, Site E, Mulberry Business Park and Quebec Industrial estate are helping create a context in which the tallest elements of development help define the importance of the basin, with heights diminishing to the periphery of the core area to help create a transition down to existing developments.

Figure 8 shows the existing building heights in the action area and Figure 9 shows the indicative scale of heights in the action area.

Figure 8. Indicative existing building heights

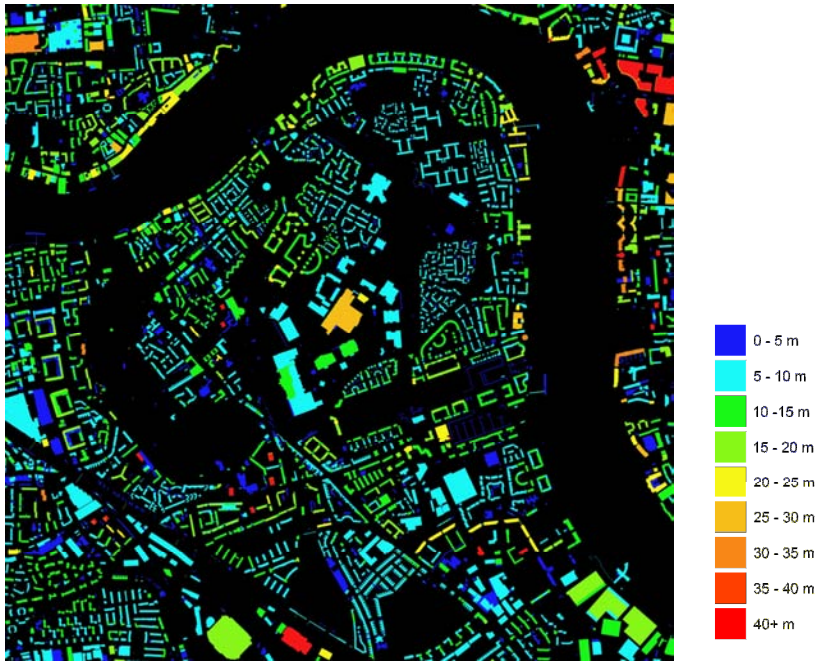
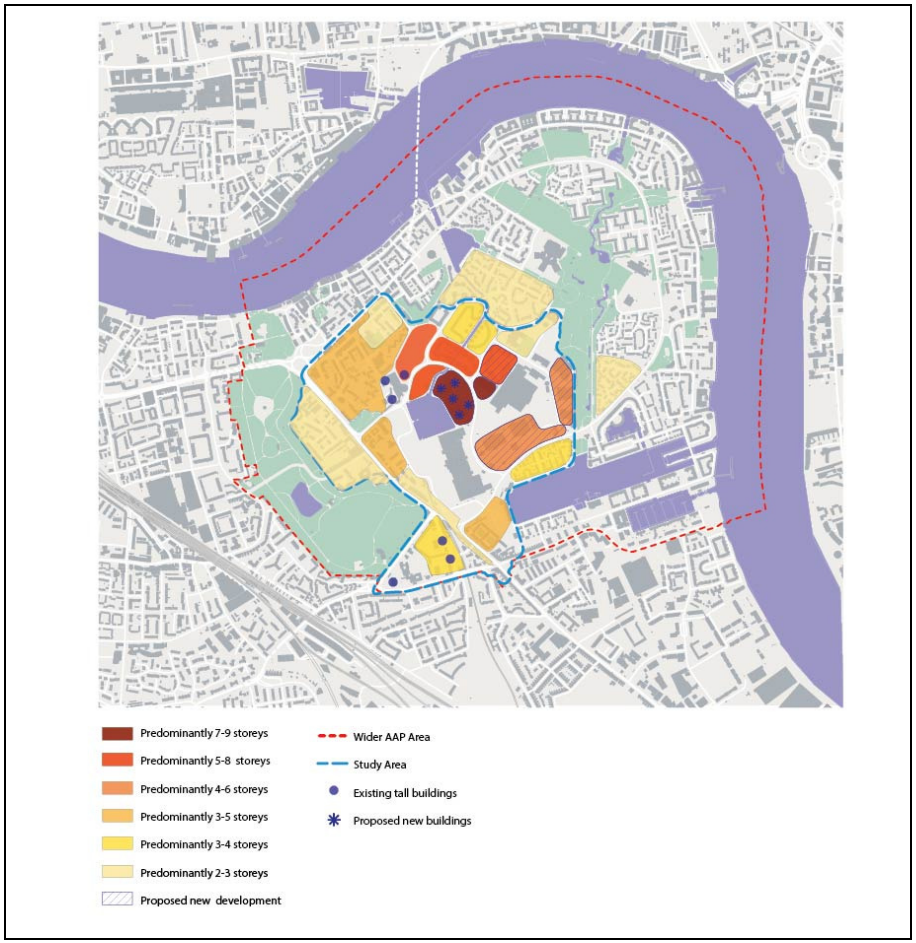


Figure 9. Indicative scale of development



A3.5 Urban Pattern - Legibility, Permeability & Integration

A3.5.1 The majority of the town centre area comprises a series of large sheds. Their architecture is bland and uninspiring. Much of the area is given over to car parking and the centre lacks a definable heart. The centre lacks the range of uses, such as civic facilities, banks, building societies and restaurants which are normally associated with a town centre. It has the feel of an out-of-town shopping mall, rather than an urban centre. The new library, which as well as a library, provides exhibition and performance space has started to redress this balance.

A3.5.2 Large block sizes and an environment designed for the motor car make movement difficult for pedestrians and cyclists.

A3.5.3 A number of barriers feature within the urban form which are either impermeable or difficult for pedestrians and cyclists to navigate. The most significant are:

- The traffic-heavy route of Lower Road which acts as a north-south divide cutting off Southwark Park on the west of the route from the study area to the east.
- The shopping centre currently turns its back onto the Leisure Park; connectivity between the two is limited.
- The route from Canada Water Basin to Greenland Dock is poor, indirect and difficult to navigate, presenting an opportunity to create a more legible, pleasant link.
- The route from Canada Water tube station north to Albion Street is blocked by Pumphouse Court, the Albion and Canada estate blocks, making routes between the two circuitous.
- Connectivity between Southwark Park and the shopping centre is poor. The pedestrian link through Hothfield Place does not link with the park.

- The Quebec Industrial Estate forms a physical barrier preventing access from Quebec Way to the Russia Dock Woodlands. An opportunity exists to create smaller scale blocks with improved permeability through the site.

- The tall fence around Harmsworth Quays printworks presents a barrier to movement.
- As a result of the docks being filled in, the Canada Water Basin was elevated above the surrounding level by approximately three metres. This creates a challenge to physically link to the surrounding properties and streets as well as providing accessibility for less abled residents and visitors.

A3.5.4 There is an identified need to reinforce vitality of town centre and character with opportunities for a new street layout in some areas. New development should be of finer grain and should consider opportunities to improve connectivity and permeability of the site and the wider area. It should integrate with adjacent areas and expand to provide new community amenity.

A3.6 Spatial Structure - Streetscape and Public Realm

Public Realm

A3.6.1 With the exception of the new plaza outside the library, public realm in the town centre area is very poor, with the emphasis firmly on cars rather than pedestrians. There is a distinct lack of activity in the area with few places to sit and relax. In addition, the large single-use buildings lack the diversity Canada Water requires to function as a genuine town centre.

A3.6.2 New development should provide active street frontages with a variety of smaller-scale shops, cafes and restaurants, commercial and community spaces to create a range of activities and a mix of uses to add vibrancy and permeability within the streetscape. Improvements should including adequate seating and lighting for residents, workers and visitors to walk, sit, relax and socialise.

A3.6.3 There are a number of works of public art in and around Surrey Docks and Canada Water, including a series of sculptures commissioned by the LDDC. The Deal Porters sculpture at Canada Water depicts the men who unloaded deal (timber) from the ships from the local docks. At the top of Stave Hill a bas relief shows the Surrey Commercial Docks as they were in 1896 and at Cumberland Wharf, a series of three bronze figures refers to the Pilgrim Fathers who set sail for the New World from here in 1620. New development could seek to build on this legacy.

Nodes

A3.6.4 Nodes are generally identified as strategic points, which can be entered and are typically major junctions or arrival points. With the current design of the shopping centre, there is no central focus in the town centre. Existing nodes are:

- Canada Water tube and bus stations - this intersection is heavily orientated towards managing bus interchanges and commuter flows travelling on the Jubilee Line.
- Surrey Quays tube –on the East London Line this located further south of Canada Water tube on the busy Lower Road.
- Commercial developments clustered around the Canada Water basin and around the existing Surrey Quays shopping centre.

A3.6.5 There is a lack of nodes in the area, creating an absence of strong urban elements which mark the start or end of a route, or 'bookend' a physical or visual connection. New development should consider this as part of an improved street layout, for example by using local views and vistas to anchor routes or in the effective orientation of new blocks. There is an opportunity to make the basin and public spaces around it as the focal point and key node within the town centre which would help bring some structure to the hierarchy of routes and spaces in the centre.

Landmarks

A3.6.6 There is a particular lack of landmarks in the study area. Existing landmarks are:

- Canada Water tube and bus station
- The tall towers of the Canada Estate
- Ontario Point
- Canada Water Basin
- The Pumphouse Court
- The towers of the Hawkstone Estate

A3.6.7 An opportunity exists to create strong landmark structures, bringing character to the town centre and highlighting key locations such as the new plaza or the train stations.

Gateways

A3.6.8 There is a lack of definition to the town centre and therefore no clearly defined gateway to the retail and leisure complex, presenting an opportunity to provide more definition to these spaces and introduce new elements which reinforce and herald new opportunities for the town centre, including public spaces, housing, shops and leisure facilities. Distinctively designed buildings and active public realm can help define the gateways as important routes into the town centre.

A3.6.9 The link between the shopping centre and Surrey Quays train station at the junction of Redriff and Lower Roads should comprise a natural gateway into the town centre when approaching from the south. Currently however, with complicated road crossing facilities, the change in levels into the shopping centre and approach into car parks make this gateway particularly unsatisfactory. Strong visual and physical links between the two parts of the town centre (Surrey Quays and Lower Road) should be an integral part of new development. Other gateways into the centre include Dock Offices and library and potentially the southern end of Surrey Quays Roads.

Views and Vistas

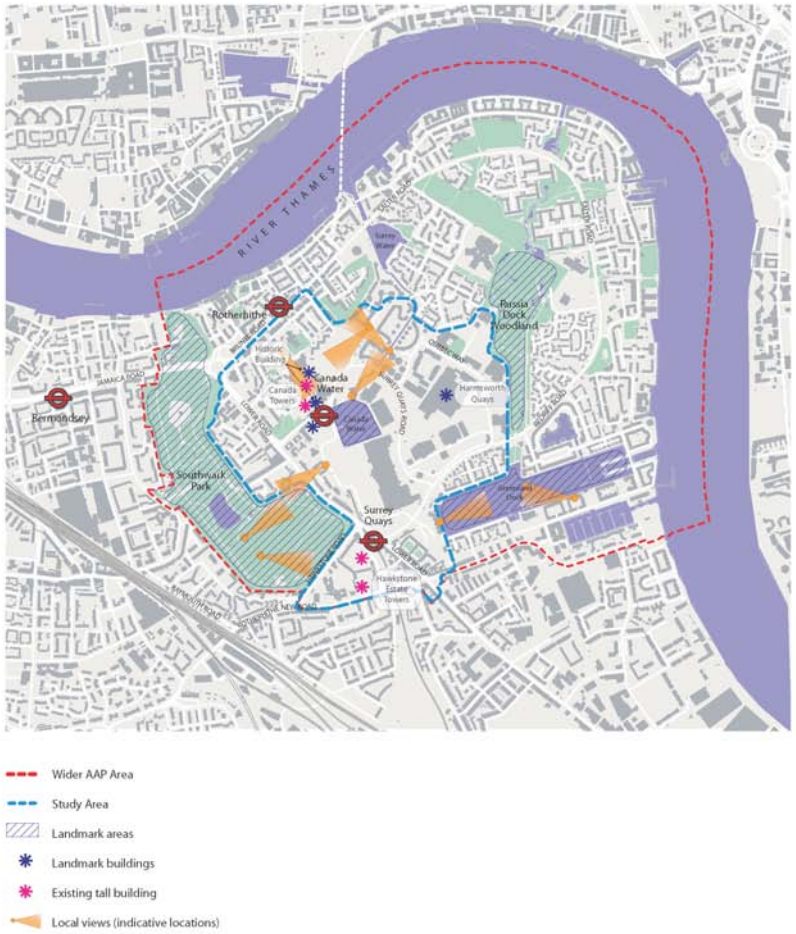
A3.6.10 There are a number of views which aid in understanding the character of the local area and can be used to understand how development might impact in these views:

- Views from the shopping centre car park south west towards Southwark Park along Hothfield Place
- views from Canada Water Basin up the Albion Channel
- Views from Albatross Way north towards the City
- Views across Greenland Dock
- Views of Pumphouse Court
- Views west down Needleman Street

Figure 10 shows the views and landmarks in the study area.

A3.6.11 Planning applications for large and tall buildings will need to consider their impact on the local character and context of the area. This may require preparation of a visual impact assessment which considers the potential impact of new development within views of the local area. The identification of views for testing should be prepared in consultation with the Council's planning department and through review of any relevant conservation area appraisals or character area appraisals.

Figure 10. Views and landmarks



A3.7 Landscape & Open Space

Waterways

A3.7.1 The open spaces of Southwark Park and the Russia Dock Woodlands and the variety of canals and historic waterways are significant characteristics of the area.

A3.7.2 The largest waterbody in the study area is the Canada Water basin. This is designated as borough open land and a site of importance for nature conservation. Its western edge has been richly planted and supports a range of wildlife while the eastern edge has a pontoon used for fishing by locals. As development takes place on surrounding sites, the basin will form an increasingly important open space and provide relief from the surrounding built development. New development should respect its setting and openness.

A3.7.3 Existing developments, including the Decathlon store and BHS store do not allow the basin to fulfill its potential. Buildings and uses that inspire and facilitate waterside activity should be a key consideration for development on adjacent sites. There is strong potential to use the basin as a focus for activities including the new library, and other key active frontages in the form of cafes, restaurants and retail units.

A3.7.4 The Albion Channel runs northward from the Canada Water Basin. This waterway has also been carefully landscaped providing a peaceful walkway and a unique community amenity connecting residents to the edge of the basin and on towards the town centre.

A3.7.5 Greenland Dock is a large basin just outside the south eastern edge of the study area. One of the largest open spaces in the area, the docks affords many views, notably towards Canary Wharf to the east. The immediate townscape around the dock however has a consistent height of around 3 to 5 storeys.

Parks and Open Spaces

A3.7.6 The AAP area contains a variety of open spaces and green areas. Many of these are of strategic importance to Southwark and are therefore protected as Metropolitan either Borough Open Land or Other Open Space. These include Southwark Park, a Registered Park and garden and Russia Dock Woodlands, which has a rich existence of wildlife habitat. Other open spaces include the remaining docks, smaller parks, squares and playgrounds.

A3.7.7 New development should enhance and protect these sensitive areas and should not be intrusive on the rich and unique open spaces and wildlife in the area.

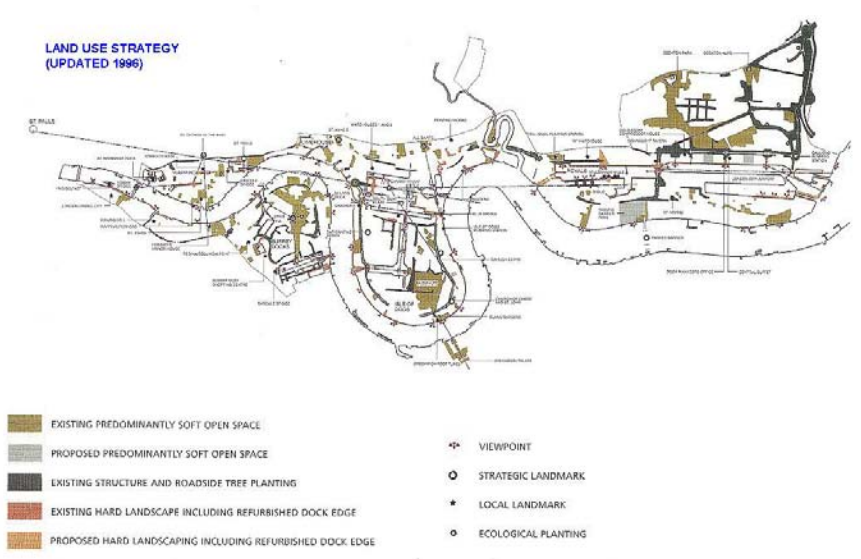
A3.7.8 The landscaping strategy put in place by the LDDC (see Figure 12 below) is still evident, not only in the canals and waterways but also in the roadside planting verges on Canada Water and Quebec Way.

A3.7.9 While the area has good pedestrian and cycle routes such as Albatross Way and along the Albion Channel, there is considerable scope for improving links between open spaces, in particular between Southwark Park, the Docks and Russia Dock Woodlands.

A3.7.10 Improvements should be made to strengthen and enhance these softer, green links.

Figure 11 shows the Land Use landscape strategy for the Thames riverfront and dock areas.

Figure 11. LDDC Land Use landscape strategy



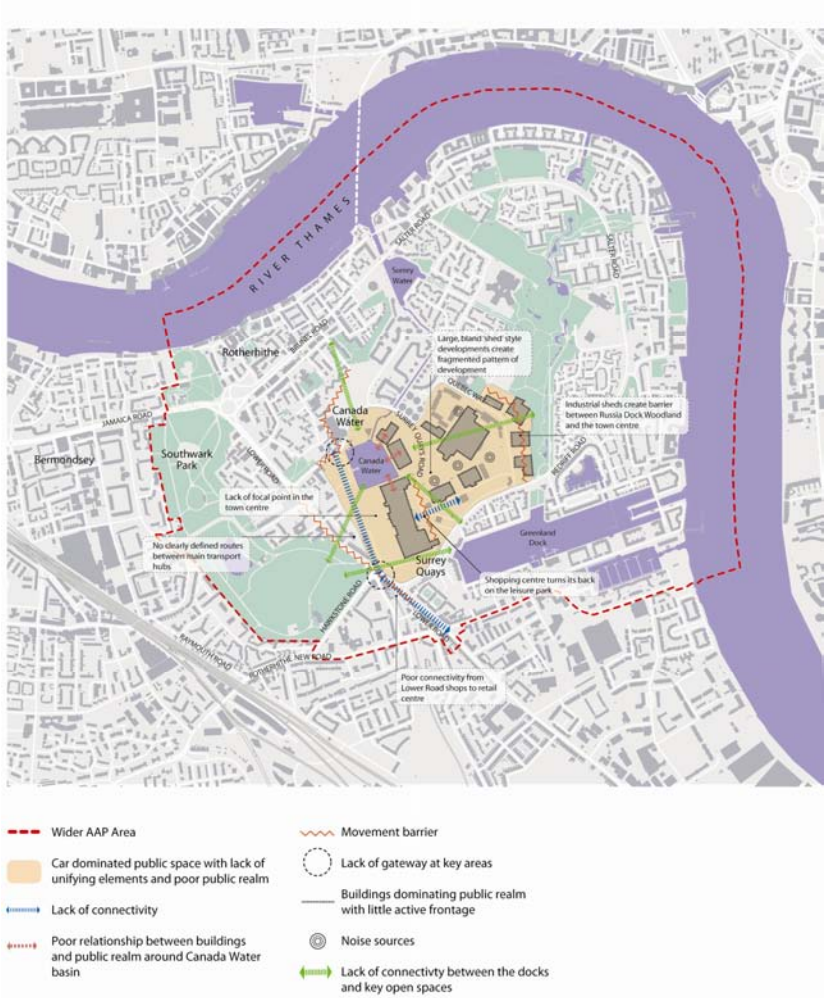
A3.8 What are the key issues in the action area

- The shopping centre, Decathlon store and leisure facilities were designed with car-borne visitors in mind. The large amounts of surface car parking, mono use blocks and single or two storey utilitarian 'shed' type buildings create an out-of-town character.
- The recent developments on Maple Quays, Toronto and Montreal Houses and the library have begun to create an urban context. The shopping centre, Decathlon site and sites to the east of Surry Quays Road have no definable urban structure or hierarchy of streets and spaces.
- There is currently no focal point in the centre. The new library and plaza are helping to redress this. The basin and public realm around it have the potential to provide a focal point for the town centre.
- The relationship between key uses in the town centre is poor. The shopping centre turns its back on the Leisure Park. Lower Road is disconnected from the shopping centre.
- There is little mixed use development in the main town centre. The result of this is that there is little on-street activity when shops are closed. Also there is little diversity of town centre uses.
- The library and tube station create a gateway into the town centre from the north west, However, there are no identifiable gateways into the town centre from the south west or south east.
- With a tube station, overground station and bus station, the area has very good access to public transport facilities.
- The pedestrian and cycle routes which radiate out of the town centre are often indirect and difficult to navigate.
- Pedestrian access from the town centre to the key open spaces of Southwark Park, Russia Dock Woodland, Greenland Dock and the Thames is poor.
- Barriers to pedestrian and cycle movement include Lower Road, the large block sizes eg. Quebec Industrial Estate, the Canada Estate etc
- The Decathlon buildings and BHS store do not make best use of the basin. There is an opportunity to activate the edges of the basin.
- With the exception of the new plaza, public realm in the town centre is poor. There are few places to sit, meet with friends etc.

- There are two conservation areas in the north west of the action area: St Mary's Rotherhithe and Edward III's Rotherhithe. These areas have a concentration of listed buildings and two scheduled monuments. There are a number of other buildings of interest, including a number of warehouses, dock features and existing dockwalls, with some of the notable buildings and structures include Lavender Dock Pumping Station, Rotherhithe Pier and Bridge over Surrey Lock. The physical legacy of the docks is a key part of the character of the area.
- There is scope for intensification in the town centre. The development of the Water Gardens, Maple Quays and Montreal and Toronto Houses have stated to establish a character which is more appropriate for an urban environment, including multi-storey and mixed use buildings fronting onto streets. Recent permissions on the Decathlon site, Site E, Mulberry Business Park and Quebec Industrial estate are helping create a context in which the tallest elements of development help define the importance of the basin, with heights diminishing to the periphery of the core area to help create a transition down to existing developments.
- Outside the core area, other than Rotherhithe village, development is mainly residential in character. Densities are low in the central part of the peninsula around Russia Dock Woodland and is mainly comprised of terraced and semi detached houses. Densities are slightly higher around the periphery of the peninsula, as well as in the area around Wolff Crescent, where a higher proportion of homes comprises flats.

Figure 12 shows the issues and constraints which impact on the action area.

Figure 12. Issues in the action area



Appendix 4: Policy and guidance

A4.1 POLICY BACKGROUND

A4.1.1 This section sets out the key national, regional and local plans and policies. It only covers the documents which have been published or adopted since Canada water AAP was adopted and the Canada Water urban design background paper (July 2011) was prepared.

A4.2 NATIONAL POLICY

National Planning Policy Framework (2012)

A4.2.1 Since the Canada Water AAP was adopted, the government have consulted on and adopted the National Planning Policy Framework (NPPF). The NPPF consolidates the raft of guidance that was previously in the range of PPSs and PPGs into a single document. It sets out the Government's priorities for the planning system in England and all major forms of development proposals handled by local authorities. It contains policies on the preparation of local and neighbourhood plans, development management decisions as well as a range of topic based policies such as design and heritage.

A4.2.2 In terms of urban design, the NPPF aims to replace poor design with better design and improving the conditions in which people live, work, travel and take leisure by introducing the presumption in favour of sustainable development (para 9).

A4.2.3 A number of core planning principles that underpin both plan-making and decision-taking state that planning should always seek to secure high quality design, take into account the different roles and character of different areas and conserve heritage assets in a manner appropriate to their significance (para 7 – bullet points 4, 5 and 10).

A4.2.4 Section 7 of the NPPF deals specifically with how good design should be achieved. LPAs should prepare planning policies that contribute to the protection and positive enhancement of our natural, built and historic environment through better design (paras 9, 56), and that plans should establish a strong sense of place, optimise the potential of sites, respond to local character and history, and ensure that places are safe, inclusive and visually attractive (para 58).

A4.2.5 To achieve this, design policies should be based on the strategic and stated objectives for the future of an area, alongside a positive strategy for the conservation and enjoyment of our historic environments. (paras 126, 129, 132 and 137). A proportionate and up-to-date evidence base of an area's economic, social, environmental and historic characteristics is required to underpin design and heritage policies, assess the significance of heritage assets and assist the likelihood that currently unidentified heritage assets, particularly sites of historic and archaeological interest, will be discovered in the future. (paras 158 and 169).

A4.2.6 The NPPF, specifically section 12, has superseded PPS 5: 'Planning for the historic environment' which defined those parts of the historic environment that have significance because of their historic, archaeological, architectural or artistic interest as heritage assets. PPS5 covered heritage assets that were both designated

(particular procedures apply to decisions that involve them) and those which are not designated but which are of heritage interest nonetheless. The PPS 5 Practice Guide remains a valid and Government endorsed document pending the results of a review of guidance supporting national planning policy. It remains almost entirely relevant and useful in the application of the NPPF.

REGIONAL POLICY

London Plan (2011)

A4.2.7 The London Plan (2011) establishes the planning framework for London. The policies and guidance in this document are considered when preparing local plans and determining planning applications. Section 7 covers policies that relate to urban design within Canada Water.

A4.2.8 London Plan policy 7.1 'Building London's neighbourhoods and communities' states that people should have neighbourhoods with a good quality environment in an active and supportive local community with the best possible access to services, infrastructure and public transport to wider London. Their neighbourhoods should also provide a character that is easy to understand and relate to.

A4.2.9 Policy 7.2 'An inclusive environment' states that all new development must achieve the highest standards of accessible and inclusive design.

A4.2.10 Policy 7.3 'Designing out crime' states that boroughs should seek to create safe, secure and appropriately accessible environments where crime and disorder, and the fear of crime do not undermine quality of life or community cohesion.

A4.2.11 Policy 7.4 'Local character' outlines the contextual factors that development proposals should have regards to when coming forward. This includes the existing form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings.

A4.2.12 Policy 7.5 'Public realm' states that public spaces should be secure, accessible, inclusive, connected, easy to understand and maintain, relate to local context, and incorporate the highest quality design, landscaping, planting, street furniture and surfaces.

A4.2.13 Policy 7.6 'Architecture' states that architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape, and should be of high quality, consider local character and heritage, potential impacts and optimise the potential of development sites.

A4.2.14 Policy 7.7 'Location and design of tall and large buildings' says that tall and large buildings should meet a series of design criteria to ensure that they make positive and successful contributions, relate well to the local character and context and not impact negatively on strategic views or their surroundings. The policy recognises that tall and large buildings are likely to be sensitive in certain areas, especially in their proximity to heritage assets and their settings or other areas identified by local boroughs.

A4.2.15 The policy states that boroughs should work with the Mayor to identify appropriate, inappropriate and sensitive locations for tall buildings. The London Plan identified

Canada Water as an Intensification Area (policy 2.13) based on the good public transport accessibility and availability of development sites. Policy 7.7 'Location and design or tall and large buildings' states that 'tall and large buildings should a) generally be limited to sites in the Central Activity Zone, opportunity areas, areas of intensification or town centres that have good access to public transport'.

A4.2.16 Policy 7.8 'Heritage assets and archaeology' recognises the importance of sustaining, protecting or enhancing the historic context and local character of an area through managed change. The Canada Water Urban Design Study (December 2012) includes a section (section 4) on the character of the area.

A4.2.17 Policy 7.9 'Heritage-led regeneration' states that regeneration schemes should identify and make use of heritage assets and reinforce the qualities that make them significant so they can help stimulate environmental, economic and community regeneration.

LOCAL POLICY

A4.2.18 Core Strategy policy 12 'Design and conservation' is the adopted borough-wide strategic urban design policy for Southwark. The detailed policy context that underpins this policy and in particular tall buildings was set in the Core Strategy design and conservation background paper (2010).

A4.2.19 The AAP will be used alongside the Core Strategy and the saved Southwark Plan policies to make decisions related to urban design and together with the London Plan (2011) will form our development plan for Canada Water. This relationship will change in the future as we update and replace our policies. Our timetable for preparing and updating our policies is set out in our Local Development Scheme (LDS) . The current LDS sets out that we will prepare a new Local Plan in accordance with the NPPF, which will set out the strategy for development in Southwark with policies, master-plans, maps and site allocations. This will replace the Core Strategy and saved Southwark Plan policies.

Core Strategy (2011)

A4.2.20 Our adopted Core Strategy sets out our overall strategy for design and conservation within the borough. Strategic policy 12 sets out borough-wide design and conservation policies that require development to be of the highest possible standards of design, give consideration to the conservation or enhancement of the historic environment, height and design of tall buildings and potential impact on the historic environment and within important local views.

A4.2.21 The vision for the Canada Water action area outlined in the Core Strategy (paras 4.31 - 4.36) promotes the creation of a new destination around Canada Water basin. and identifies new commercial, housing and retail opportunities. The AAP vision supersedes the vision for the area that was set out in the Core Strategy.

A4.2.22 Within the Core Strategy the Canada Water vision and strategic policy 12 indicate that taller buildings may be appropriate on some sites within the Canada Water core area where they help to stimulate regeneration and create a more distinctive place. The supporting text for

policy 12 (paragraphs 5.113 - 5.115) explain that further detail on where taller buildings will be appropriate, inappropriate and sensitive will be undertaken.

A4.2.23 Strategic policy 5 sets out the density ranges for new development, splitting the borough into three areas: the Central Activities Zone, the Urban Zone and the Suburban Zone. The area covered by the Canada Water AAP includes parts of the urban zone and parts of the suburban zone. Policy 5 also sets out that within the opportunity area and action area cores the maximum densities may be exceeded when developments are of an exemplary standard of design.

Saved Southwark Plan (2007)

A4.2.24 The Southwark Plan was adopted in 2007 and we applied to save a number of the policies in the plan beyond July 2010. The following saved polices that relate to design are used alongside the Core Strategy and AAPs to make decisions.

A4.2.25 Policy 3.11 'Efficient use of land' requires all developments maximise the efficient use of land, positively responding to the local context and complying with all design policies

A4.2.26 Policy 3.12 'Quality in design' seeks to ensure that development achieves a high quality of both architectural and urban design, enhances the quality of the built environment in order to create attractive, high amenity environments people will choose to live in, work in and visit.

A4.2.27 Policy 3.13 'Urban design' states that the principles of good urban design must be taken into account in all developments, with consideration given to the relationship between different buildings and streets, squares, parks and waterways and other spaces that make up the public domain; the nature and quality of the public domain itself; the relationship of one part of an urban area to another; and the pattern of movement and activity.

A4.2.28 Policy 3.14 'Designing out crime' requires development in both the private and public realm, should be designed to improve community safety and crime prevention.

A4.2.29 Policy 3.15 'Conservation of the historic environment' Development should preserve or enhance the special interest or historic character or appearance of buildings or areas of historical or architectural significance.

A4.2.30 Policy 3.16 'Conservation areas' seeks to ensure that development within conservation areas preserves or enhances the character or appearance of the area.

A4.2.31 Policy 3.17 Listed buildings' states that development proposals involving a listed building should preserve the building and its features of special architectural or historic interest.

A4.2.32 Policy 3.18 'Setting of listed buildings, conservation areas and world heritage sites' seeks to ensure that the setting of heritage assets is preserved or enhanced.

A4.2.33 Policy 3.19 'Archaeology' recognises the requirement to assess and evaluate development sites within Archaeological Priority Zones (APZs) for archaeological

remains, such as the Canada Water Village APZ within the AAP area.

A4.2.34 Policy 3.20 'Tall buildings' sets out the criteria that is required for taller buildings, such as sites with excellent accessibility to transport facilities. A taller building should also:

- make a positive contribution to the landscape;
- be located at a point of landmark significance;
- be of the highest architectural standard;
- Relate well to its surroundings, particularly at street level;
- Contribute positively to the London skyline as a whole consolidating a cluster within that skyline or providing key focus within views.

A4.2.35 The policy also states that taller buildings should be located within the Central Activities Zone (particularly in opportunity areas) outside landmark viewing corridors. The Core Strategy is used in addition to this policy and identifies further areas within the borough that may be suitable for taller buildings, including the Canada Water core action area.

A4.2.36 Policy 3.22 'Important local views' states that identified views, panoramas, prospects and their settings that contribute to the image and built environment of the borough and wider London will be protected and enhanced.

Residential design standards supplementary planning document (2011)

A4.2.37 The council adopted an updated Residential design standards supplementary planning document (SPD) on 18 October 2011.

A4.2.38 The updated SPD replaced the 2008 Residential design standards SPD. There were no changes within the SPD that related to more detailed policies on design.

A4.3 GUIDANCE

Heritage in local plans - how to create a sound plan under the NPPF, English Heritage (2012)

A4.3.1 This guidance states that LPAs have to achieve the historic environment objectives of the NPPF to ensure that their local plan is sound. Requirements include an up-to-date evidence base that may be used to assess the significance of heritage assets and their settings within the local plan area, and for identification of new sites of archaeological or historic interest.

A4.3.2 A positive strategy for the conservation, enhancement and enjoyment of the historic environment and policies that are clearly identified as strategic are also required.

Guidance on tall buildings, CABE and English Heritage (2007)

A4.3.3 When preparing an evidence base, LPAs should identify appropriate, inappropriate and sensitive locations for tall buildings as part of a detailed urban design study of the plan area. This should include analysis of the historic context, local character, and the identification of past mistakes and new opportunities.

A4.3.4 It is recommended that LPAs use the guidance to inform policy making. The government has endorsed the guidance which is capable of being a material consideration in the determination of planning applications.

A4.3.5 There are a series of criteria for evaluating tall building proposals including:

- Relationship to context
- Effect on the historic context
- Effect on World Heritage Sites
- Relationship to transport infrastructure
- Contribution to public space and facilities
- Effect on the local environment
- Contribution to permeability

English Heritage: Seeing History in the View - The Setting of Heritage Assets, English Heritage (2011)

A4.3.6 This document outlines a best practice methodology for understanding and assessing heritage significance within views.