

South Dock Marina Boatyard, St. George's Wharf, Rotherhithe

in the London Borough of Southwark

The proposal

Mixed use redevelopment of existing boatyard to provide 214 residential units, 1,119 sq.m. of boatyard workshops, 1,913 sq.m. of external boatyard space, 290 sq.m. restaurant/cafe space, 356 sq.m. of marina facilities, 1,147 sq.m. of general workshops, 135 car parking spaces, access and landscaping. The proposed buildings range from 2 to 20-storeys.

The applicant

The applicant is **Southwark Council**, and the architect is **Adam Khan Architects**.

Context

1 On 9 February 2016 a request was received for a pre-planning application meeting with the Greater London Authority on a proposal to develop the above site for the above uses. On 1 March 2016 a pre-planning application meeting was held at City Hall with the following attendees:

GLA group

- Graham Clements – Senior Strategic Planner, GLA (case officer)
- James Keogh – Strategic Planner/Urban Design, GLA
- Lyndon Fothergill – Principal Strategic Planner, GLA
- Mark Roberts – Senior Policy Officer (Energy), GLA
- Mark Day – Principal Planning Officer, TfL

Applicant team

- Diana Hall – Southwark Council
- Bruce Glockling – Southwark Council
- Adam Kahn – Adam Kahn Architects
- Juliette Scalbert – Adam Kahn Architects
- Judith Loesing – East (landscape consultant)
- Cyril Knabe – MLM (energy consultant)
- Ben Meekings – Project Centre (transport consultant)
- Jennifer Ross – Tibbalds (planning consultant)

Local Planning Authority

- Amy Lester – Senior Planning Officer, Southwark Council (LPA case officer)
- Terence McLellan – Team Leader, Strategic Applications

2 The advice given by GLA officers does not constitute a formal response or decision by the Mayor with regard to future planning applications. Any views or opinions expressed are without prejudice to the Mayor's formal consideration of an application. Please note that the advice you receive is dependent upon the quality of the information and documentation that you provide.

Site description

3 The South Dock Marina boatyard is located on the eastern side of the Rotherhithe Peninsula, close to the Southwark/Lewisham borough boundary. The site is positioned on the edge of two Opportunity Areas, and the wider area is undergoing considerable growth and change.

4 To the northwest of the site, at Canada Water, the London Plan identifies an Opportunity Area with indicative capacity for 3,300 new homes, and 2,000 jobs. Southwark Council has adopted the Canada Water Area Action Plan to help shape the development of this area, and that plan identifies South Dock Marina as within the wider fringes of the Opportunity Area. South of the site, in the London Borough of Lewisham, a number of large scale mixed use developments are consented/underway within the Deptford Creek Opportunity Area (including Marine Wharf, Deptford Wharves and Convoys Wharf).

5 Comprising approximately 0.7 hectares, the proposal site itself is bounded by South Dock Lock to the north; the Thames Path and River Thames to the east; St. Georges Square (and the administrative boundary with Lewisham) to the south; and, Calypso Way and South Dock to the west. The northern portion of the site currently operates as a boatyard and is surfaced with a concrete hard-standing area to support the weight of the boats. The southern part of the site is surfaced in tarmac and contains storage containers and car parking.

6 Whilst the site is not within a Conservation Area, and there are no heritage assets within the red line, there are various Listed Buildings in the vicinity, including: South Lock; Parish Boundary Stone; Greenland Lock; and, various footbridges (all Grade II). A strategic viewing corridor from (Greenwich Park to St. Paul's Cathedral) also passes by (at 30 metres A.O.D.) to the west of the site.

7 In transport terms the site registers a Public Transport Access Level (PTAL) of one(b), on a scale from zero to six(b). Whilst this is low, the 199 bus route (providing connections to Canada Water tube and bus station, Greenwich, Lewisham and Catford town centres) stops 150 metres west of the site at Plough Way. Furthermore, Surrey Quays London Overground station is a 15 minute walk from the site, and Thames Clipper river services are available nearby at Greenland Pier.

Details of the proposal

8 The proposal is for mixed use redevelopment of the existing boatyard to provide 214 residential units, 1,119 sq.m. of boatyard workshops, 1,913 sq.m. of external boatyard space, 290 sq.m. restaurant/cafe space, 356 sq.m. of marina facilities, 1,147 sq.m. of general workshops, 135 car parking spaces, access and landscaping. (The proposed buildings range from 2 to 20-storeys).

9 This scheme forms part of a wider programme by Southwark Council to redevelop underused sites in the borough in order to deliver 1,500 new Council homes by 2018, and 11,000 new Council homes by 2043.

Strategic planning issues and relevant policies and guidance

10 The relevant strategic issues and corresponding policies are as follows:

- Opportunity Areas *London Plan;*
- Blue Ribbon Network *London Plan;*
- Environmental issues *London Plan;*
- Housing *London Plan; Housing SPG; Housing Strategy; Shaping Neighbourhoods: Play and Informal Recreation SPG; Shaping Neighbourhoods: Character and Context SPG;*
- Affordable housing *London Plan; Housing SPG; draft Interim Housing SPG; Housing Strategy;*
- Density *London Plan; Housing SPG;*
- Urban design *London Plan; Shaping Neighbourhoods: Character and Context SPG; Housing SPG; Shaping Neighbourhoods: Play and Informal Recreation SPG;*
- Historic environment *London Plan;*
- Inclusive access *London Plan; Accessible London: achieving an inclusive environment SPG;*
- Sustainable development *London Plan; Sustainable Design and Construction SPG; Mayor's Climate Change Adaptation Strategy; Mayor's Climate Change Mitigation and Energy Strategy; Mayor's Water Strategy; Mayor's Ambient Noise Strategy;*
- Transport and parking *London Plan; the Mayor's Transport Strategy;*
- Crossrail *London Plan; and, Mayoral Community Infrastructure Levy.*

11 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is the 2011 Southwark Core Strategy and Policies Map; the 2015 Canada Water Area Action Plan; the saved policies of the 2007 Southwark Plan; and, the 2016 London Plan (Consolidated with Alterations since 2011).

12 The following are also relevant material considerations:

- National Planning Policy Framework, Technical Guide to the National Planning Policy Framework and National Planning Practice Guidance; and,
- New Southwark Plan (2015 Preferred Options draft).

Summary of meeting discussion

13 Following a presentation of the proposed scheme on behalf of the applicant team, meeting discussions covered strategic issues with respect to principle of development; Blue Ribbon Network; environmental issues; housing; urban design; inclusive access; sustainable development; and, transport. GLA officer advice with respect to these issues is set out within the sections that follow.

Principle of development

14 As discussed in paragraph 4, the site is located on the edge of the Canada Water Opportunity Area, which London Plan Policy 2.13 identifies as has having indicative capacity for a minimum of 3,300 new homes and 2,000 new jobs.

15 The adopted Canada Water Area Action Plan (CWAAP) is the primary policy vehicle for shaping growth and change in this part of the borough, and identifies this site as within the wider hinterland of the Opportunity Area. The CWAAP allocation for this site (CWAAP 16, St. George's Wharf) essentially promotes mixed use redevelopment (including housing and/or hotel uses), on the basis that such development would reprove and enhance the existing boatyard facilities.

16 Accordingly (and having regard to the related consideration below), the proposal to provide 210 new homes and 3,010 sq.m. of boatyard facilities (as well as restaurant/cafe space, general workspace and improved marina facilities) responds well to the objectives of the CWAAP, and is strongly supported in principle.

Blue Ribbon Network

17 London Plan Policy 7.27 seeks to ensure that development proposals enhance the use of the Blue Ribbon Network for sport, leisure and transport. This policy also resists the loss of waterway support infrastructure (such as boatyards) unless equivalent or better provision is made.

Boatyard provision

18 The South Dock Marina Boatyard caters for boats of up to 16 metres, and currently comprises a 6,900 sq.m. site, providing a concrete hard-standing area of boatyard, and ancillary car parking and storage areas. Based on the information available GLA officers have estimated that the existing 'working area' of the boatyard comprises 2,500 sq.m. approximately.

19 It is understood that the applicant team has engaged with the Harbourmaster at South Dock, and the boatyard operator, to discuss the design and specification of the related facilities that are proposed to be provided within the scheme. Further to these discussions, the following schedule of boatyard accommodation has been developed.

| Boatyard accommodation | Floorspace (gross external area) |
|-------------------------------------|---|
| External hard surfaced working area | 1,913 sq.m. |
| Boat workshops | 1,119 sq.m. |
| Total | 3,032 sq.m. |

Table 1: Proposed boatyard accommodation schedule.

20 Based on the information currently available it appears that the proposal would result in a 3,868 sq.m. reduction in overall boatyard site area (including ancillary spaces), but a 500 sq.m. uplift in boatyard 'working area'. It is also noted that the scheme would introduce new covered working areas to the site in the form of boat workshops – which would help to provide greater working flexibility. Whilst the proposed quantitative and qualitative improvements to boatyard 'working area' is strongly supported, GLA officers seek further information on how operational needs for storage and other ancillary space would be addressed (given the net reduction in overall area).

21 It is noted that the applicant team has also been exploring options for the interim provision of boatyard space during the construction phase of the proposed development. This is strongly supported. Based on the information provided it appears that an area of approximately 2,500 sq.m. could be set aside for temporary boatyard accommodation (at part of the site and the adjacent dockside). Albeit, the effective boatyard working area is expected to be somewhat less than existing (resulting in a temporary reduction in working area for the boatyard during the construction phase) and some storage facilities may need to be moved off site. It also appears that, in order to secure this space, some temporary stopping up of public realm would be required.

However, these issues appear to be surmountable, and GLA officers support the proposed approach in strategic planning terms. Nevertheless, the applicant is strongly encouraged to continue its engagement with the Harbourmaster and boatyard operator to ensure that the interim and completed boatyard provision would meet operational requirements. Ultimately, GLA officers expect provision of the interim boatyard to be secured via Section 106 or other suitable legal mechanism.

Marina facilities

22 In addition to the boatyard, the applicant also proposes 1,147 sq.m. of general workspace and 741 sq.m. of new facilities for South Dock Marina, including a club room for berth holders and ancillary facilities such as showers, WCs, a launderette and storage. It is understood that the club room could also be opened to the wider community. The provision of these new facilities would greatly enhance the attraction of the marina, and is supported in accordance with the strategic objective to promote the use of the Blue Ribbon Network for sport, leisure and transport.

Blue Ribbon Network conclusion

23 GLA officers strongly support the proposal to deliver improvements to the boatyard in line with London Plan Policy 7.27, and welcome the early consideration of interim measures to enable boatyard operations to continue during the construction phase. The proposed provision of new facilities for South Dock Marina is also a significant benefit of the scheme. The applicant should, nevertheless, continue its engagement with the Harbourmaster and boatyard operator with respect to design requirements, and ensure that the future planning statement clearly sets out a boatyard area schedule for the existing, interim and completed development scenarios (in terms of 'working area' and ancillary space) – demonstrating that operational requirements could be met.

Environmental issues

24 London Plan policies 7.14 and 7.15 respectively seek to improve air quality in the capital and reduce noise in order to enhance the environment. Moreover, London Plan Policy 7.6 sets out that new development should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. As discussed at the meeting, given the nature of this proposal (in terms of the combination of uses, and the scale of development) it will be important to consider and address the potential environmental impacts of the scheme on itself, as well as on neighbouring areas.

25 With respect to the former, the applicant will need to demonstrate that potential conflicts between residential occupiers and boatyard operations would be avoided. Clearly GLA officers seek to avoid a situation where boatyard operations may be prejudiced or unduly constrained due to noise/air quality impacts on residents. Initial discussions at the meeting suggest that it should be possible to acceptably mitigate the amenity impacts of the boatyard through conventional design and construction measures – indeed, it is noted that the proposed covered working areas are likely to result in an improvement over the existing situation. Nevertheless, as part of the future planning submission the applicant will need to demonstrate that adverse impacts on sensitive receptors within the scheme would be avoided.

26 With respect to the impact on neighbouring areas, discussion at the meeting highlighted the potential for the scheme to cause noise reflection from the boatyard to nearby residential receptors. It is understood that this issue could potentially be mitigated through the introduction of a form a screening/noise barrier at the site. The applicant will, nevertheless, need to work up proposals to address this issue, as well as other potential impacts on the local environment, including: over-shading impact at the River Thames, foreshore and marina (designated as a Site of

Importance for Nature Conservation); and, wind impact on public realm comfort and marina/boatyard function.

Housing

27 Whilst the proposed residential schedule is not yet finalised, the scheme presented to GLA officers includes 214 residential units. This is equivalent to 8% of the London Borough of Southwark's annual monitoring housing target, and 6% of the minimum housing capacity identified for the Canada Water Opportunity Area as a whole. Accordingly, the proposed delivery of these units is strongly supported in accordance with London Plan Policy 3.3. The draft residential schedule is set out within the table below.

| Unit type | Social rent | Intermediate | Private market | Total |
|---------------|-------------|--------------|----------------|------------|
| One-bedroom | 10 | 12 | 50 | 72 |
| Two-bedroom | 24 | 30 | 24 | 78 |
| Three-bedroom | 31 | 0 | 32 | 63 |
| Four-bedroom | 0 | 0 | 1 | 1 |
| Total | 65 | 42 | 107 | 214 |

28 London Plan Policy 3.12 seeks the maximum reasonable amount of affordable housing, and the Southwark Core Strategy seeks a minimum of 35% affordable housing for new development coming forward on the Rotherhithe Peninsula. Based on the schedule of accommodation presented above, the scheme would deliver a 50% provision of affordable housing at a tenure split of 60/40 (social rent/intermediate), and with a 48% provision of family housing within the social rent component. This provision is strongly supported in response to London Plan policies 3.11 and 3.12. Indeed, the level of affordable housing proposed in this case is all the more noteworthy given the commitment to provide enhanced boatyard and marina facilities. The applicant also confirmed that a viability assessment will be submitted in support of the future application.

29 With respect to residential standards, the applicant confirmed that the scheme is being designed to ensure that all units would comply with London Plan minimum space standards (Policy 3.5), as well as the requirement for 10% wheelchair accessible/adaptable homes (London Plan Policy 3.8). This is supported, and noting that new national housing standards now apply as part of Building Regulations, the Council will be advised in the GLA statutory response to include planning conditions to secure standards M4(2) and M4(3). More generally the applicant should ensure that the design of residential blocks and layouts comes forward in broad accordance with criteria within the Mayor's Housing SPG, focusing particularly on maximising dual aspect units; avoiding/minimising any north facing single aspect units; providing front doors to ground floor units; and, optimising unit to core ratios.

30 Based on the Mayor's Play and informal recreation SPG GLA officers have calculated a children's play space requirement of 1,046 sq.m. for this scheme. As part of discussion at the meeting the applicant confirmed that it was developing a play strategy, and identified various indicative locations and proposals for play within the proposed public realm (including a 'woodland' play area and 'folly' play structure within an open courtyard, and a sandy riverside play environment along the Thames Path. Based on the information provided these are expected to amount to a combined total of 866 sq.m. of dedicated on-site play space. This would address the doorstep play requirements for the youngest children within the scheme, however, the applicant proposes that the needs of older children are addressed principally off-site. This approach is acceptable in principle, however, the applicant should identify the local spaces that are proposed to address this need. Furthermore, the local planning authority is encouraged to

consider whether an additional financial contribution to local open space may be appropriate in this case.

31 In terms of residential density, it is noted that that CWAAP classifies this area as a 'suburban density zone' - where development should be between 200 and 350 habitable rooms per hectare. GLA officers are of the view that the setting to this site should be considered to be 'urban' for the purposes of London Plan Policy 3.4 (Optimising housing potential). Nevertheless, the London Plan density matrix suggests a broadly similar density range on this basis (given the PTAL of one(b)).

32 The applicant stated at the meeting that the density of the development is likely to be in the region of 1,300 habitable rooms per hectare. This would considerably exceed the typical range specified by the London Plan and CWAAP. Nevertheless, paragraph 2.62 of the London Plan, and associated guidance within the Mayor's Housing SPG, acknowledges the potential for development sites in Opportunity Areas to define their own character. Moreover, having regard to the character of the local context and the urban design advice set out below, GLA officers support the principle of a high quality, high density, residential-enabled redevelopment of this site in the interests of optimising development potential, increasing housing supply and enhancing Blue Ribbon Network infrastructure in accordance with London Plan policies 3.3, 3.4 and 7.27. The applicant should, nevertheless, ensure that the matters discussed in this report with respect to environmental issues and residential quality are fully addressed to ensure accordance with London Plan Policy 3.4.

Urban design

33 The proposal is generally well thought out; optimises the potential of this prominent riverside site; and, responds successfully to the alignment of pedestrian routes, as well as the nature of public realm in the immediate and wider area. In line with discussion at the meeting a strategic design assessment is set out below.

34 The scheme is laid out in a 'crank' footprint. This is an effective means of maximising the potential for active frontage, and optimising the orientation of all public facing edges of the scheme. As part of this arrangement residential cores have been well distributed across the scheme - providing legible and welcoming entrances to the blocks. This is strongly supported. It is evident that the architect has worked to minimise the extent of servicing/refuse frontages onto the public realm, which is welcomed. However, further information is sought to demonstrate how the rear edges of the boatyard could be designed and detailed to provide visual transparency and activity onto the new square. The applicant should also explore a means of relocating refuse and cycle storage to basement level, in order to maximise the amount of commercial/residential frontage along Calypso Way.

35 The building form also creates a generously proportioned public square, which would provide a welcome extension of public realm from the Thames Path. The east facing aspect of the square generally enables the potential for good levels of morning sunlight penetration. However, the draft sunlight study indicates that the square would be overshadowed for large parts of the day during winter months. The applicant is encouraged to undertake testing of various redistributed massing options in this area with a view to optimising daylight/sunlight penetration into the square. The applicant will also need to ensure that the planting strategy for the square is carefully considered.

36 In terms of scale, the proposal presents a general datum of 6/7-storeys, which would be punctuated by taller elements of 10, 16 and 22-storeys. The varied positioning of taller elements results in an elegant building composition, with the depth of blocks forming well-proportioned

building forms that have potential to act as a local landmark along this part of the Thames. Moreover, based on the draft visual impact study GLA officers are satisfied that the proposal would not cause harm to the strategic view from Greenwich Hill, or the Outstanding Universal Value of the Maritime Greenwich World Heritage Site. Accordingly, having regard to the context of this site (discussed in paragraphs 3 to 7 above), and subject to the acceptable conclusion of the applicant's townscape, heritage and environmental analysis, the arrangement of massing and height is supported in strategic planning terms.

37 The massing approach also allows for a high quality of residential accommodation with 'through unit' typologies used to maximise the amount of dual aspect dwellings. It is also noted that the majority of units will benefit from river facing aspects. The applicant should, nevertheless, provide further information on how the positioning of the tallest elements has been informed by the need to minimise any overshadowing to dwellings at the lower levels.

38 The proposed formulation of an integrated public realm strategy to utilise and enhance the Thames Path, Marina entrance and edges of the dock is strongly supported. Nevertheless, the applicant will need to demonstrate that a safe and inclusive pedestrian environment would be achieved at the northern section of Calypso Way (at the interface between the working boatyard and commercial/residential entry points). Particular care will also need to be given to the treatment of the Plough Way/Calypso Way junction area to avoid potential conflicts between pedestrians and vehicular access to the basement. This could be achieved through the positioning of tree planting and/or street furniture to clearly delineate safe and accessible pedestrian routes across the site.

39 With respect to the proposed architectural treatment, the intention to use high quality brickwork across the scheme is supported, and would help to create a simple and refined building with subtle articulation through varying brick tones and detailing.

Inclusive access

40 London Plan Policy 7.2 seeks the highest standards of accessibility and inclusion, and requires that the design and access statement explains how the principles of inclusive design, including the specific needs of disabled people, have been addressed. In particular the design and access statement should include typical unit layouts for the 10% provision of wheelchair accessible/adaptable homes – demonstrating that relevant standards would be met. Blue Badge parking should also be provided on a 1:1 basis for wheelchair accessible dwellings, with passive provision identified for wheelchair adaptable units.

41 The design of the landscaping and public realm will also be crucial to how legible and inclusive this scheme will be. In this regard the applicant team is advised to pay close attention to the treatment of gradients and any shared space. Shared surface areas should be clearly denoted by tactile paving (with pedestrian safe zones provided). As discussed at the meeting, the boatyard management plan will also need to ensure public safety during operation of the boat crane adjacent to the Marina, on Calypso Way.

Sustainable development

Energy strategy

42 In accordance with London Plan Policy 5.2 the applicant should provide an energy assessment which complies with the principles of the London Plan energy hierarchy. Recently updated guidance on the format for the energy assessment is available on the GLA website here: www.london.gov.uk/what-we-do/planning/planning-applications-and-decisions/pre-planning-

application-meeting-service-0. This guidance also sets out the Mayor's position in respect to the interpretation of London Plan energy policy following Government's revisions to energy performance standards.

43 Since 6 April 2014 the Mayor has been applying a target reduction of 35% against Part L of Building Regulations 2013 for the purposes of assessing carbon dioxide savings against London Plan Policy 5.2. Accordingly, carbon dioxide emission figures within the future energy strategy should be reported against a Part L 2013 baseline, with a view to meeting and exceeding the 35% reduction target. Further detailed energy strategy advice is set out below:

- The applicant is proposing a high performance energy efficient building fabric specification, with a current estimated reduction of 7.6% over the Part L Baseline. This approach is welcomed and the future energy statement should include sample SAP calculation worksheets (both DER and TER sheets) and BRUKL sheets (including efficiency measures alone) to support the savings claimed.
- Evidence should be provided on how the demand for cooling will be minimised through passive design in line with Policy 5.9. In particular, the applicant should consider how best to mitigate any restrictions posed by, for example, local noise or air quality issues, and any single aspect units. It is noted that the applicant is proposing to undertake dynamic overheating modelling in line with CIBSE Guidance TM52 and TM49. This is welcomed. The modelling of overheating risk against a future climate scenario is also supported.
- The site is located adjacent to a district heating opportunity area according to the London Heat Map. The applicant should investigate any opportunities to connect to the SELCHP network and provide evidence of correspondence with the network operator regarding this.
- Having explored opportunities for connection to nearby district heating networks the applicant should commit to providing a site-wide heating network. This must be suitable for connection to wider district networks (now, or in the future).
- The site-wide network should be served by a single energy centre, and the future energy statement should include a plan showing the size and proposed location of this.
- Where a combined heat and power system (CHP) is applicable, detailed information should be provided in the energy statement including: the size of the engine proposed (kWe/kWth); the provision of any thermal store; suitable monthly demand profiles for heating, cooling and electrical loads; cost benefit analysis; and, carbon reduction benefits. The plant efficiencies used when modelling carbon savings should be gross values, rather than the net values often provided by manufacturers. In line with the London Plan energy hierarchy, where CHP is applicable, the size of the CHP must be optimised based on the thermal load profile before renewable energy systems are considered for the scheme.
- It is understood that the applicant is proposing to provide heating and cooling to the commercial components of the development via Air Source Heat Pumps (ASHP). The applicant should ensure that sufficient information is included in the submitted energy statement to detail how the ASHP will operate alongside any other heating/cooling technologies being specified for the development (i.e. how will the ASHP operate alongside communal heating systems, and/or CHP).
- The applicant is proposing to install approximately 318 sq.m. of solar photovoltaic panels (PV) in response to London Plan Policy 5.7, and, in conjunction with the above mentioned measures, this should allow for the scheme to comfortably exceed the 35% carbon dioxide reduction target. This is supported, and a roof plan showing the proposed location of the PV array should be included as an annex to the energy statement.

Climate change adaptation

44 The site is within Flood Zone 3(a) and is close to/adjacent to Thames Tidal Flood defences. A Flood Risk Assessment (FRA) will be required, although it is acknowledged that the site benefits from a high standard of protection from the existing defences. The FRA should consider the potential impact of a breach or over-topping of the defences, and pay particular attention to the basement parking area, ground floor land uses and measures to ensure the resilience of the development under flood conditions.

45 London Plan policies 5.10 and 5.11 seek the incorporation of new green infrastructure as part of development proposals, and Policy 5.13 requires the use of sustainable urban drainage systems to reduce surface water runoff. The applicant confirmed that it was exploring options for rainwater attenuation and potential green/brown roofs. This is supported, and the future submission should include firm proposals for these measures where feasible and viable. GLA officers also welcome the proposed development of landscaping proposals for the Thames Path, which, along with play and amenity space should include opportunities for the planting of native species to support local biodiversity and access to nature in accordance with London Plan Policy 7.19.

46 Whilst the applicant seeks to retain existing high quality mature trees wherever possible, it is understood that a number of trees may need to be removed in order to facilitate the redevelopment. Such proposals will need to be supported by an arboricultural report, and a replacement planting strategy in line with London Plan Policy 7.21.

Transport

47 TfL expects a transport assessment report to be undertaken in accordance with TfL's 'Transport Assessment Best Practice Guidance', available at <http://www.tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guidance>. This should consider the impact of the development on all modes of transport for both the occupation and construction phases. This will enable TfL to get an understanding of what (if any) measures may be required to mitigate the impact of the development on the transport network. The application should also be supported by a travel plan.

48 Residential car parking is proposed at a ratio of 0.5 spaces per unit. Whilst this is within London Plan standards (and the low PTAL of the site is acknowledged), this provision is higher than has been secured at neighbouring sites with similar characteristics. As such, a reduction in car parking is encouraged, preferably in conjunction with the introduction of a Controlled Parking Zone (as will be the case at neighbouring streets in Lewisham). It is noted that cycle parking is to be provided in accordance with London Plan standards. This is supported, however, the applicant is encouraged to provide a proportion of long stay cycle parking as 'Sheffield stands' that are suitable for a wider range of cycles.

49 Given the low PTAL of the site, all measures to encourage the use of public transport and other sustainable modes will be strongly supported. Accordingly it is welcomed that the transport assessment will incorporate a pedestrian audit of routes to stations, and will suggest necessary improvements. The applicant is also invited to consider potential improvements to the neighbouring Greenland Pier and/or travel plan measures to encourage Thames Clipper use. It is also noted that the 199 bus route is operating close to capacity during peak times. Accordingly, the transport assessment will need to consider the development's impact on this (both in terms of 'main mode' bus passengers, and residents using buses to get to Canada Water and Surrey Quays stations). In light of the anticipated level of growth in the area (and funding for bus capacity secured from other planning applications) TfL will be reviewing future bus provision on

the Lower Road/Evelyn Street corridor later this year. Any mitigation for additional bus capacity falls outside the scope of CIL and would need to be secured via planning obligation.

50 To minimise the impact of this development on the highway network during the construction and operational phase TfL expects a delivery and servicing plan and construction logistics plan to be secured as part of any future planning permission. In line with London Plan policies 6.14 and 7.26 these should seek to maximise the water transport of bulk materials (particularly during the demolition/construction phase).

Mayoral community infrastructure levy

51 In accordance with London Plan Policy 8.3 the Mayoral community infrastructure levy (CIL) came into effect on 1 April 2012. All new development that creates 100 sq.m. or more additional floorspace is liable to pay the Mayoral CIL. The levy is charged at £35 per square metre of additional floorspace in the London Borough of Southwark. Further details are available at: www.london.gov.uk/publication/mayoral-community-infrastructure-levy.

Conclusion

52 The proposal is generally well thought out; optimises the potential of this prominent riverside site; proposes significant enhancements to boatyard working area and marina facilities; and, includes an excellent affordable housing offer. Nevertheless, the applicant should ensure that the matters discussed in this report with respect to: Blue Ribbon Network; environmental issues; housing; urban design; inclusive access; sustainable development; and, transport are addressed by the future application.

for further information contact GLA Planning Unit, Development & Projects Team:

Colin Wilson, Senior Manager – Planning Decisions

020 7983 4271 email colin.wilson@london.gov.uk

Lyndon Fothergill, Principal Strategic Planner

020 7983 4512 email lyndon.fothergill@london.gov.uk

Graham Clements, Senior Strategic Planner (case officer)

020 7983 4265 email graham.clements@london.gov.uk
