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20 July 2018

CANADA WATER MASTERPLAN (PLANNING APPLICATION 18/AP/1604)

INTERIM RESPONSE

Dear Mr Glasgow,

We write to you in regards to the planning application 18/AP/1604 submitted by British Land on 11 May 2018 (the "**Canada Water Masterplan**").

As the local elected councillors of Surrey Docks ward in the London Borough of Southwark, the Canada Water Masterplan will have a significant impact on both the geographical area and lives of the residents that we represent.

We broadly welcome the intention of regenerating the Canada Water and Surrey Quays area and believe that the current Canada Water Masterplan site can be better used than it is currently. Nonetheless the planning application that has been submitted by British Land, in its current form, raises a number of significant concerns.

We have sought to summarise a number of our primary objections to the Canada Water Masterplan below (our "**Interim Response**"). However, considering that the planning application is made up of a total of 221 documents, the statutory timeframe for consultation has been insufficient to produce a detailed response in respect of all of the pertinent issues that we have identified.

In light of this, we are relying upon your written confirmation to us in your email dated 27 June 2018 that you will continue to accept consultation responses beyond the today's formal deadline of 20 July 2018. We intend to submit a more comprehensive submission to you later this summer, outlining the particulars of how the Canada Water Masterplan currently fails to comply with planning laws and policies (our "**Detailed Response**").

Our Interim Response is as follows:

Transport infrastructure

We acknowledge that Canada Water has extensive public transport links, including the Jubilee Line, Overground and access to a variety of bus routes. Despite this, each of these modes of transport are

already subject to substantial overcrowding and arguably beyond full capacity. This is particularly true during peak times, with Canada Water station being regularly subject to long queues and even closures due to overcrowding.

Moreover, for many of our constituents who live on the Rotherhithe peninsula, access to public transport is already poor. According to TfL, a substantial region of Surrey Docks ward has a PTAL rating of either 1a or 1b, which makes it one of the most isolated areas in central London.

The Canada Water Masterplan estimates that the development will bring “3,000 new homes and 20,000 new jobs” to the area along with “90,000 sq metres of retail space”. This will have a materially significant and long-term impact public transport in the area, with a substantial increase in footfall both going out of and into Canada Water at all times of the day.

These changes must also be aggregated together with other plans and ongoing developments in the area. These include, by way of illustration: (i) Convoy’s Wharf in Deptford, which is less than a mile from the Canada Water Masterplan site and has already been granted outline planning permission for 3,500 homes; (ii) the ongoing construction by Notting Hill Genesis of 1,000 new homes at the Decathlon site in Canada Water; and (iii) the so-called ‘Mulberry site’ owned by King’s College London, where the university intended to build approximately 800 new student rooms.

At present, British Land manifestly fails in its application to demonstrate how transport infrastructure will remain sufficient to cope with this increased demand. The developer also offers inadequate commitments to assisting with the improvement of transport infrastructure in the Canada Water area and across the wider Rotherhithe peninsula. It is therefore our opinion that this development will therefore, in its current form, be to the severe detriment of existing residents in the area.

Provision of school places

Regarding school places: the plan has committed to funding an extra form’s entry to a primary school (likely to be insufficient given numbers of new builds) and the funding of a sixth form, but no other secondary provision. This will mean parents will effectively be forced to leave the area as their children get older. One of the defining characteristics of the area is the people have lived here for many years, without proper schooling the area will be turned into a much more transitory population

Police funding

The plan calls for the area to become a centre for night life. This will require extra policing. The plan further states there will be a police hub in the area, but makes no mention of any provision for more actual police officers so they will presumably just be spread a bit more thinly. Assuming it is a lively night spot we will need more police on the ground, esp. over weekends

Concerns about K1, A1 and A2 applications

K1 will overshadow the primary school playground and sports facilities raising safeguarding issues. It may also mean that the outside areas of the school are in deep shadow for significant parts of the day. It is unclear if the K1 development will also damage or disturb the Woodland and wildlife in it.

K1 no parking provision and is the furthest away from the tube yet the submission states it is aimed at families (who are most likely to not only have a car, but also need a car). A CPZ isn’t the answer as it just makes the families in K1 suffer even more as they will be banned from having a car AND be 600m from the tube. The site should have a proportion of allocated parking spaces.

A1/A2

The tower is disproportionately high compared to the surrounding area (casting a huge shadow over Canada Water and surrounding area. The decision to place nearly all the social housing in K1 (the lowest value part of the development) will also create social exclusion.

Yours sincerely,

Cllr Dan Whitehead
Cllr Nick Johnson
Cllr Jane Salmon

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Cc.

Cllr Stephanie Cryan
Cllr Kath Whittam
Cllr Bill Williams
Neil Coyle MP