

SOUTH QUAY MASTERPLAN



SOUTH QUAY MASTERPLAN SUPPLEMENTARY PLANNING DOCUMENT (SPD) AREA BOUNDARY

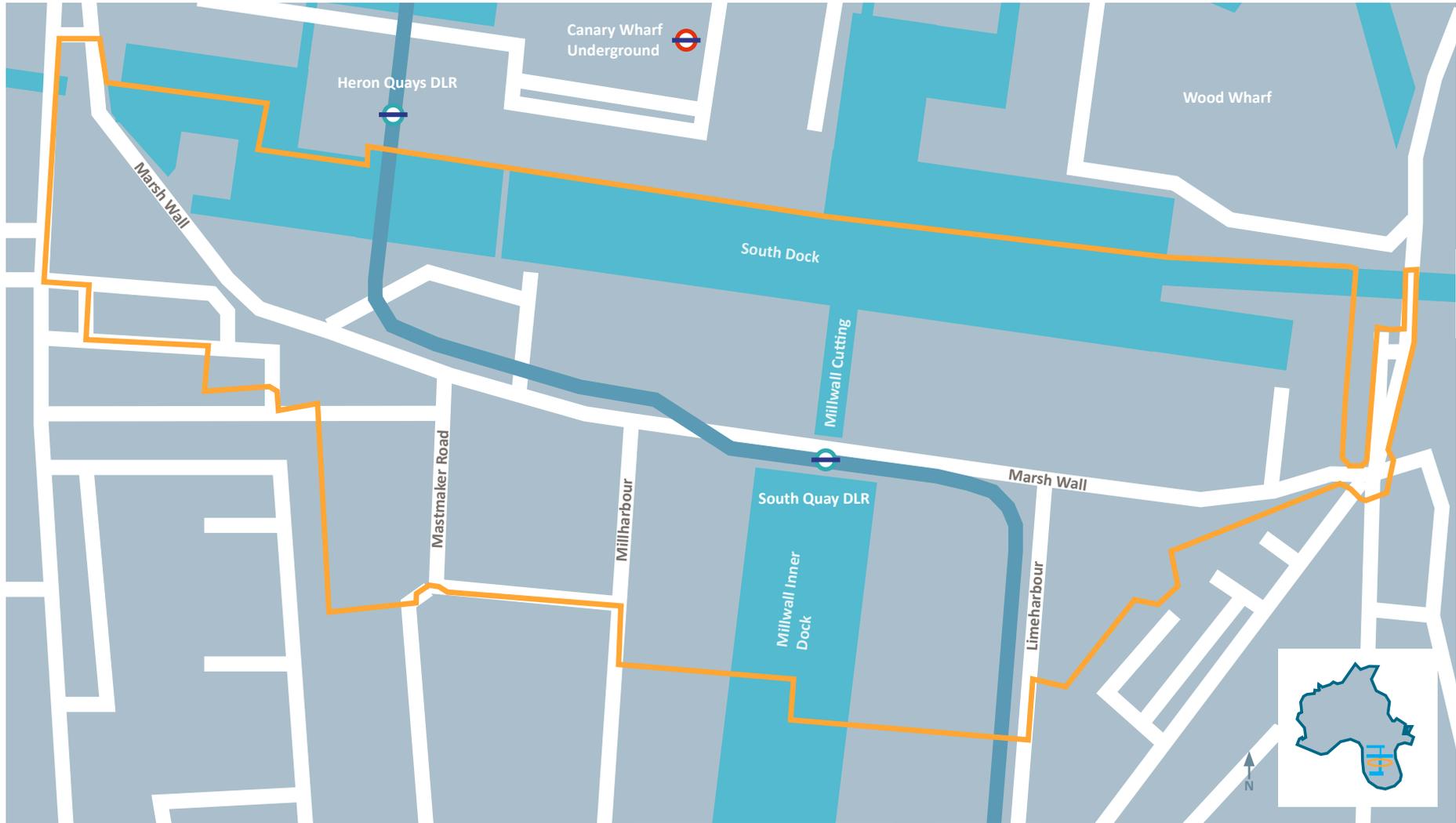


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FOREWORD



The last 20 years has seen the Isle of Dogs transformed. This transformation has not been without controversy, with many feeling that development on the Isle of Dogs has not benefited the whole community. On the other hand, there is scope for continuing development provided it is sensitive to those concerns. I am determined to stand up for residents so that development brings with it the health, education, transport and public realm infrastructure required to keep Tower Hamlets a great place to live.

I have been contacted by many local residents and businesses about this Masterplan and have considered their comments and the plan in detail. We must all acknowledge that a Supplementary Planning Document (SPD) cannot do any more than set a very local context for existing policy. It cannot amend that policy. So we must be very clear that this SPD can only help to shape development which is permitted under the Local Plan, which in turn has to be consistent with the Mayor of London's London Plan and other, including national planning policies.

Nevertheless, the SPD can help to better define some of the detail of what we would like to see happen in this important area and the core purpose of this SPD is to improve the design, infrastructure and development co-ordination within the South Quay area. Ultra-high density without infrastructure is a recipe for gridlock and is the biggest cause of community concerns. We are determined to make progress with the infrastructure problems.

We are beginning a review of the Local Plan and in this process we will want to engage with residents on the Isle of Dogs about the pressures of development and how these are best addressed.

This SPD focuses on a small but significant area of the Isle of Dogs. I look forward to the discussions on the Local Plan to consider the future of the Island.

Yours faithfully

John Biggs
Mayor of Tower Hamlets



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This document can be printed at A4 and A3 scales.

For further information on the South Quay Masterplan SPD please:

- Visit www.towerhamlets.gov.uk; or
- contact the Plan Making team at:
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Paper copies of the Masterplan are also available to view at:

- Town Hall Planning Reception (5 Clove Crescent, London E14 2BG)
- IDEA Store Canary Wharf (Churchill Place, London E14 5RB)
- Cubitt Town Library (Strattondale Street, E14 3HG)

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INTRODUCTION



INTRODUCTION

An overview

The South Quay Masterplan Supplementary Planning Document (SPD) was adopted by the London Borough of Tower Hamlets on 6th October 2015.

The SPD was prepared in accordance with the National Planning Policy Framework (NPPF) and Town and Country Planning (Local Planning) (England) Regulations 2012. It supplements existing policies in the Tower Hamlets Local Plan, which comprises the Core Strategy (2010) and Management Development Document (2013).

Aim and purpose

The area covered by the South Quay Masterplan SPD is subject to rapid change. There has been a recent surge of developer interest in the area and at the time of publication nearly thirty potential development sites could come forward in the very near future. Each of these sites will bring their own individual challenges and opportunities. The Council also recognises that together these sites bring collective opportunities to create a high-quality, coherent but varied built environment.

The Council has identified a need for further guidance in addition to existing planning policies to help steer the future development of South Quay. The SPD is considered necessary to ensure that development coming forward does so in a coordinated and planned way. Hence, the existing and future community can benefit from development that delivers the Local Plan vision, which is to create 'a well-designed, vibrant and above all, a great place to live' in South Quay.

The South Quay Masterplan SPD was produced for this purpose. The guidance specially focuses on the design of future developments and the supplementary policies and illustrative material should be used as a tool to inform the design of proposals at an early stage.

Role and status of the SPD

The South Quay Masterplan SPD is a material consideration to help determine decisions on planning applications within the SPD boundary. This means that in addition to satisfying the requirements of national, regional and local planning policies, proposals also need to demonstrate how the guidance in this SPD has been taken into account.

More information on how the document sits within the national, regional and local planning policy context is set out in the following chapter titled 'Context – Policies, Local History, and Current Context'.

Developing the SPD

The South Quay Masterplan SPD was developed by the London Borough of Tower Hamlets alongside close working with the Greater London Authority and other stakeholders.

The content of the SPD was informed by:

- National, regional and local policies, legislation and guidance
- Technical evidence base
- Strategic Environmental Assessment (SEA)
- Habitats Regulations Assessment (HRA) Screening
- Equalities Analysis
- Public consultation

More information on how the legislation, policies and guidances inform and frame the SPD is explained in the chapter titled 'Context - Policies, Local History, and Current Context'.

The South Quay Masterplan will be a Supplementary Planning Document to support the London Plan and Local Plan.

Technical evidence

Maccreehan Lavington architects provided technical support on design and townscape illustrations. More information on the design approach that informed the SPD is provided in the chapter titled 'Design – Vision, Principles and Masterplan Approach'.

Strategic Environmental Assessment (SEA)

LUC prepared the Strategic Environmental Assessment (SEA) that supports this document. The SEA has been undertaken to inform the development of the SPD by looking at environmental considerations that may arise from the implementation of development within the South Quay area. The SEA has been informed by the Local Plan Sustainability Appraisal.

The findings of the SEA have informed the SPD at every stage of its development. Details are set out in the SEA report, updated Non-Technical Statement and its addendum, which accompany this SPD.

Equalities Analysis

An Equalities Analysis has been undertaken to inform the development of the SPD and ensure that the impacts are understood and, if required, are addressed. The Equalities Analysis has been informed by the Local Plan Equality Impact Assessment.



Consultation

The production of the SPD was informed by input from a range of stakeholders including:

- Canal & River Trust
- DLR
- Greater London Authority
- Transport for London
- Environment Agency
- Historic England (Formerly English Heritage)
- Natural England
- Landowners and developers
- Local community groups
- Local Tenants & Residents Associations
- Local residents
- Maritime Greenwich World Heritage Site
- Registered providers
- Utilities providers

In line with the requirements of the Town and Country Planning (Local Planning) (England) Regulations 2012 and the Council's Statement of Community Involvement (SCI), a formal public consultation was held between 5th January and 16th February 2015. During the consultation period, the Council also hosted three events to further engage with the public. The Council received 63 representations to the consultation. These were considered and, where appropriate, amendments to the draft document were made and incorporated into the adopted SPD. Further information can be read in the Consultation Statement and Adoption Statement (June 2015).

Structure of the SPD

This document is comprised of the following sections:

1. Introduction
2. Context – Policies, Local History and Current Context
3. Design – Vision, Principles and Masterplan Approach
4. Design - Guidance
 - SQ1 Housing Density
 - SQ2 Connections & Public Spaces
 - SQ3 Massing & Urban Blocks
 - SQ4 The Skyline
 - SQ5 Waste Management
5. Delivery, Management and Monitoring
6. Appendix 1 - Infrastructure

Diagrams have been used in an illustrative capacity throughout the document, to help visualise the supplementary policy guidance.

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- South Quay DLR Station - Sunil Prasannan
- Canary Wharf – Stuart Logan
- South Dock at Night – Philip Jama
- View from Greenwich – Retignano

CONTEXT - POLICIES, LOCAL HISTORY,
AND CURRENT CONTEXT



Planning policies

The South Quay Masterplan SPD sits beneath a hierarchy of planning policy and legislation at different levels.

National:

- Localism Act (2011)
- Planning Act (2008)
- Planning and Compulsory Purchase Act (2004)
- Town and Country Planning (Local Planning) (England) Regulations 2012
- National Planning Policy Framework (2012)
- Planning Practice Guidance

Regional:

- The London Plan (Further Alterations to the London Plan) (2015)

Local:

- Local Plan (Core Strategy (2010)) & Managing Development Document (2013)

The section which follows provides a summary of the key pieces of policy considered at each of the three levels.

National

The National Planning Policy Framework provides guidance for when and why Supplementary Planning Documents should be prepared. The South Quay Masterplan will fulfil these requirements by seeking to help facilitate successful applications and deliver the required infrastructure to support housing growth in South Quay area.

Regional

In the Further Alterations to the London Plan (FALP) (2015), the SPD area is located within the 'Opportunity Area' for the Isle of Dogs. The London Plan guidance for the Opportunity Area seeks to deliver new homes by converting surplus business

capacity south of Canary Wharf to housing and to support a wider mix of services.

London Borough Tower Hamlets and the Greater London Authority will be working in partnership to develop an Opportunity Area Planning Framework for the wider area called the Isle of Dogs and South Poplar Opportunity Area Planning Framework (OAPF). This will begin to examine the cumulative impacts of development and supporting infrastructure required in the area. The OAPF project has commenced in 2015 and is expected to be completed within two years. The content of the South Quay Masterplan will complement and inform the development of the OAPF work.

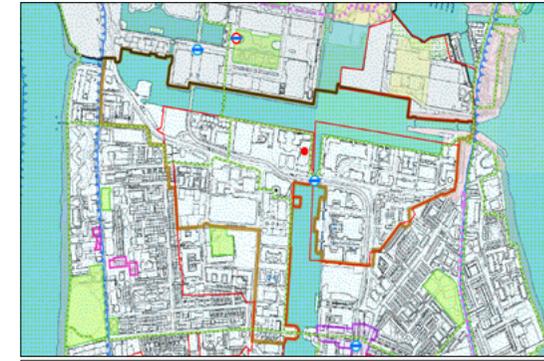
Local

The Local Plan (Core Strategy 2010) provides borough-wide, place-specific and site-specific guidance for the South Quay area. The key policy designations relevant to the Masterplan are as follows:

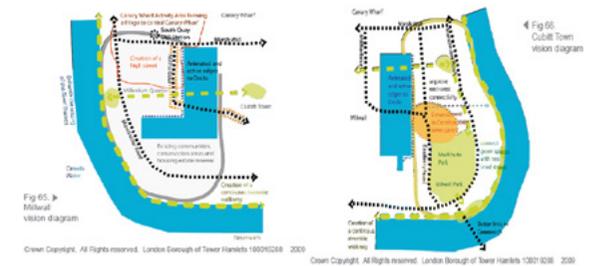
- Place of Millwall
- Place of Cubitt Town
- Canary Wharf Activity Area
- Marsh Wall East Site Allocation
- Millennium Quarter Site Allocation

The two above Site Allocations set broad guidance on land use principles and support housing development alongside the provision of open space, commercial space and other compatible uses.

The South Quay Masterplan supersedes the Millennium Quarter Masterplan Supplementary Planning Guidance (Interim). The Millennium Quarter Public Realm Guidance Manual (2008) will continue to be used to inform development across the whole of the South Quay area.



Local Plan (Adopted Policies Map) extract
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Local Plan (Core Strategy) Spatial Policy 12 Annex vision diagrams for Millwall & Cubitt town
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Local Plan (Managing Development Document) Millennium Quarter & Marsh Wall East Site Allocations
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The South Quay Masterplan boundary

The SPD area is informed by the boundaries in the Council's Local Plan (Core Strategy 2010 and Managing Development Document 2013). In particular, it includes the Isle of Dogs Activity Area, the Marsh Wall East site allocation and part of the Millennium Quarter site allocation.

The SPD area boundary partly extends beyond the allocated areas to include developable sites in immediate proximity to Marsh Wall and the means of moving to and from the area. These include South Dock, the northern section of Millwall Inner Dock, Marsh Wall Roundabout and the A1206 'Blue Bridge'.

It is recognised that these areas form an important part of the context of the area's development potential, and their inclusion is critical to fully understand and identify opportunities to improve connectivity and the public realm in the South Quay area.

Other guidance

The document has also been prepared with regard to the following:

- Guidance on Heritage Impact Assessment for Cultural World Heritage Properties (2011)
- Maritime Greenwich World Heritage Site Management Plan – Third Review 2014
- Vienna Memorandum on 'World Heritage and Contemporary Architecture – Managing the Historic Urban Landscape' (2005)

Local history

The wider area was originally called Stepney Marshes until the reign of Edward II when the land was drained for pasture. The earliest form of settlement was a street village at Poplar around the first docks at Blackwall Basin built in the early years of the 17th century serving as a base for the East India Company.

During this time, a small settlement including the Gun Tavern was built in Coldharbour and a further dock was built at Blackwall Basin. To ensure the future of London as a trading centre, at the instigation of Parliament, the West India Dock Company was formed to build a dock for the West Indies trade in the northern part of Isle of Dogs.

The area became an island with the construction of West India Docks with entrances provided at the eastern and western ends through the Blackwall Basin and the former Limehouse Basin.

By 1829, new perimeter and internal roads were established that replaced the former winding lanes. In 1843, Cubitts, the builder, obtained a long lease from the Countess of Glengall on a large area in the south-east of the island and established timber wharves, sawmills and cements works to supply the construction firm and also housing for the workers. The layout of the area followed the lines of the old drainage ditches and the only public building was the Church of Christ and St. John.

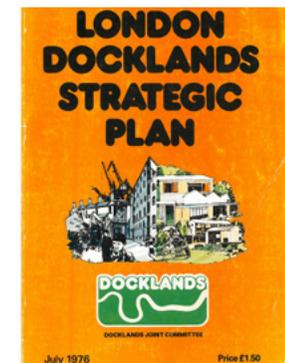
Millwall inner and outer docks were built in 1867-68 to handle increasing level of grain and timber arriving in the country. The inner dock accommodated a bridge that connected the eastern and western sections of Glengall Road across the island. Mudchute Park was formed from the silt that had been dredged from the docks.

In the mid-19th century, railways arrived in east London and networks of rail lines were built to the north serving Blackwall Goods Yard and the individual dock basin. Industrial development took up the whole of riverside fringe with housing occupying the hinterland up to the dock basin.

During the Second World War, the docklands were heavily targeted. Almost half of the warehousing on the island was destroyed and large areas of housing and industry were damaged.

Following the closure of the docks, the London Docklands Development Corporation (LDDC) was set up in the 1980s to regenerate the docklands and to attract investment for developing the area. LDDC commissioned a study to guide the development of the area in 1981 by Gordon Cullen. This study was to demonstrate the area's potential for regeneration.

The LDDC provided the necessary infrastructure including roads, transport and attracted private investment in industrial, commercial, leisure and housing development. However, the area was developed in a piecemeal manner without a comprehensive plan. The South Quay Masterplan provides this comprehensive plan to deliver a new urban neighbourhood.





Current context

Built environment

South Quay is home to a mix of uses and building typologies reflecting its evolution from dockside warehousing. This has resulted in an eclectic built environment that includes recent high-density housing developments, large floorplate offices and lower-rise employment spaces alongside pockets of open space, hotels, shops and light industrial units. To the south lie lower rise residential areas with Crossharbour District Town Centre to the south east.

Local population

According to population statistics from the most recent census (2011), there were approximately 2,932 people living in the South Quay area.

The local population is ethnically diverse, with almost 56% coming from BME groups and a further 22% being 'White – Other' (non-British). The population is also young, with almost 54% aged under thirty, and highly qualified. 63% hold a qualification at Level 4 or above, compared with a borough average of 41% and London average of 38%. In addition there is a significant number of students which comprise 15% of the population.

Local employment

A very high proportion of adult residents are economically active (over 68%), which exceeds the figures for the rest of the borough and London. The key source of employment is in financial services, with a large number also employed in supporting functions such as professional and technical activities.

There are currently a number of businesses operating from premises in South Quay which compliments and supports those at Canary Wharf.

There is also a retail offer in South Quay which predominantly supports the convenience needs of local people.

Tenures & property

In terms of housing, South Quay has a large private rented sector (61%) which is almost two and a half times that of London as a whole. Almost half of residents live alone. Property prices are also high compared with the borough as a whole. Commercial floorspace is cheaper than Canary Wharf which has attracted supporting businesses to the area, though some units are not of the highest modern standards in terms of fitting or layout.

Public transport

South Quay has a range of Public Transport Accessibility Levels of 3 (moderate) to 6a (excellent). South Quay DLR station is located in the Masterplan area, with a number bus services. Further connections are available from Canary Wharf via the Jubilee Line on the Underground which will be joined by Crossrail in 2018. However, it is acknowledged that services currently experience peak-time congestion which can restrict accessibility.

Connectivity

Walking and cycling connectivity is poor in South Quay due to the mix of building typologies and poorly defined public realm. Routes are disjointed which restricts ease of movement to and through the area. Specifically, along South Dock, barriers created by the Millwall Cutting and the Britannia Hotel disrupt pedestrian desire lines.

The increasing number of new housing being built in the South of the Isle of Dogs, has added more pressure on the capacity of the South Quay footbridge, particularly during peak-time.

Public open space

There is a lack of public open space in the Masterplan area, though there are large areas of open space to the south such as Millwall Park and Mudchute Park & Farm. Currently, the greatest source of open space in the Masterplan area is the docks which are bounded by footpaths and isolated spaces delivered by developments.

Heritage

South Quay does not contain any listed buildings, with only the easternmost edge of Marsh Wall being within the Coldharbour Conservation Area. Most buildings were constructed during the previous thirty years. However, the docks are historic asset dating from the nineteenth century.

Environmental

The dock areas in the South Quay Masterplan area are designated as a Site of Importance for Nature Conservation.

Recent development

There are nearly thirty developable sites within South Quay area which are accompanied by significant development interest. Development proposals are seeking residential tall building typologies that commonly exceed the density guidance set out in the London Plan and are some of the most dense developments in the UK.

When looking at the proposed densities across South Quay as a whole, planning applications for development will need to consider the cumulative impacts of these densities in terms of infrastructure delivery, environmental impacts, health and well-being and place-making, in line with the planning policy requirements at a national, regional and local level.

DESIGN - VISION, PRINCIPLES AND
MASTERPLAN APPROACH



THE VISION

A thriving dockside urban neighbourhood of varied densities integrated with the wider area and home to a diverse community.

By 2030, South Quay will have been shaped to be a lively, sustainable neighbourhood with a reinvigorated Marsh Wall and docksides sitting among the places of Canary Wharf, Millwall and Cubitt Town. Home to a substantial residential and working population that is integrated with the surrounding areas, the area will be designed to an exceptional standard. The benefits generated by the new development will be available to people from across the Isle of Dogs and beyond.

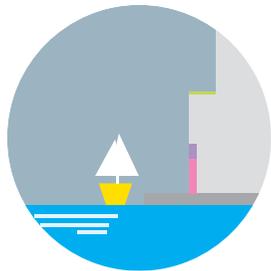


Figure V1. Delivering design: vision & principles



Indicative Layout:

- Podium (1-2 storeys)
- Plinth (3-10 storeys)
- Taller element (10+ storeys)
- Existing building / development unlikely
- Non-residential active frontage
- Dockside access
- Improved dockside walking & cycling route
- New / improved walking & cycling route
- DLR Stations
- Locations for principal public open space

This figure presents a vision for the Area based on the placemaking principles (overleaf)

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PLACEMAKING PRINCIPLES

These principles provide an overarching framework to structure the South Quay Masterplan SPD and its design guidance.

1. Housing design (SQ1 & SQ3)

Development should deliver exemplary sustainable housing design to meet the needs of residents, Registered Providers of affordable housing and service providers.

2. Connections & public realm (SQ2)

Development should frame and deliver high quality, legible and inviting movement routes, connections and public realm.

3. Public open spaces (SQ2)

Development should contribute to the delivery of usable high quality public green open spaces with biodiversity value in coordination with neighbouring sites.

4. Urban structure & frontages (SQ2 & SQ3)

Development should deliver a well-defined urban block pattern fronted by active frontages throughout, with a focus on non-residential uses facing onto Marsh Wall, open spaces and docksides with clear distinctions between public, communal and private spaces.

5. Massing (SQ3)

Development should deliver massing in a varied but coherent urban environment that delivers defined and engaging streets and spaces while maximising levels of natural light and providing a transition in scale from surrounding areas.

6. Skyline (SQ4)

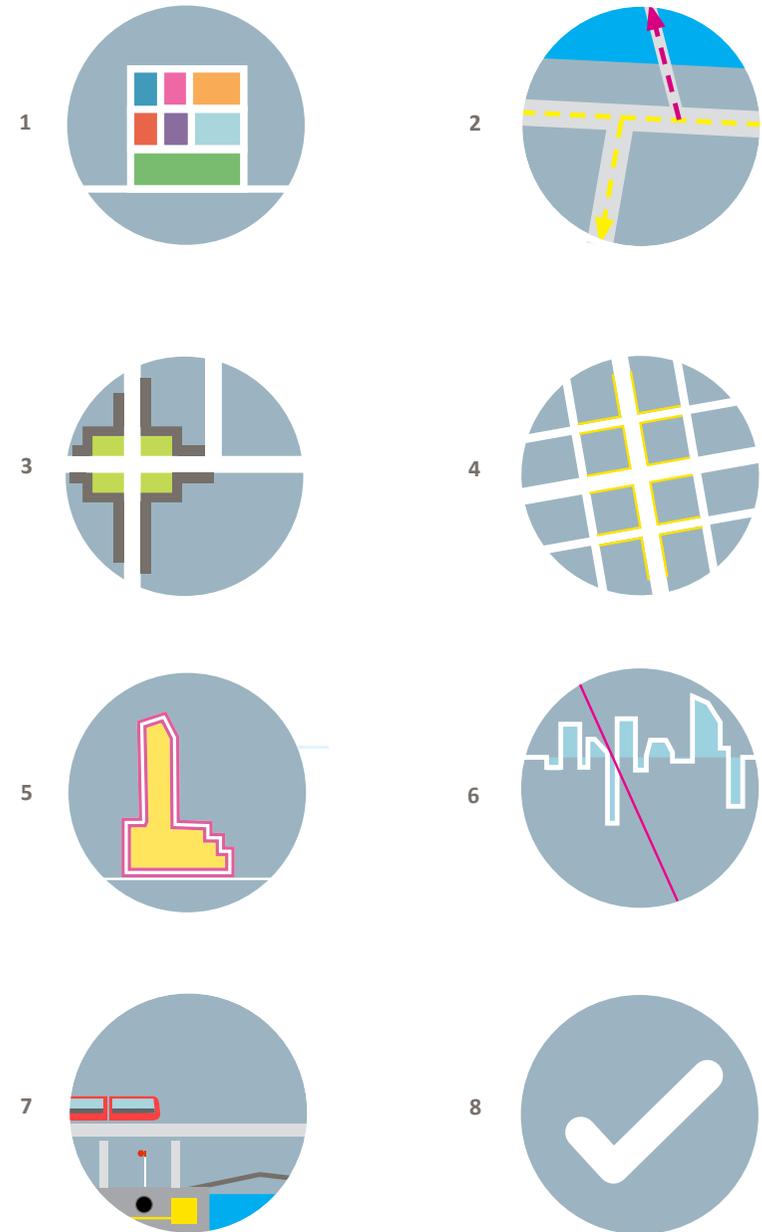
Development should contribute to a visually engaging and balanced skyline while acknowledging the Maritime Greenwich World Heritage Site.

7. Waste management (SQ5)

Development should contribute to waste management and recycling.

8. Delivery and management (Delivery)

Development should accord with the guidance set out in the South Quay Masterplan SPD and support its delivery in coordination with management mechanisms.

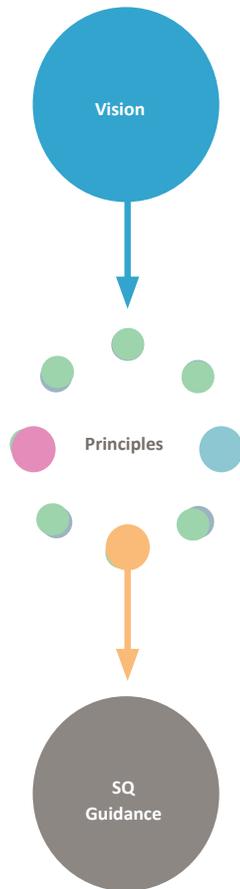




DESIGN APPROACH TO SOUTH QUAY MASTERPLAN

Vision and placemaking principles

The SPD identifies a vision and a set of place-making principles, which are considered crucial to helping deliver the Local Plan vision to create ‘a well-designed, vibrant and above all, a great place to live’ in the South Quay area.



Together these principles will help to shape development in the area and:

- complement and provide a transition from the Canary Wharf Major Centre to the adjacent residential areas;
- manage the delivery of high-density mixed-use areas with significant levels of housing;
- improve connections to the wider area;
- ensure buildings step down from dockside; and open spaces
- deliver a legible, permeable and well-defined movement network;
- activate frontages along streets and docks; and
- protect and enhance heritage assets.

Central to the delivery of the vision and placemaking principles at a local level, is the ‘Podiums/Plinths/ Taller elements urban block approach. This design approach focuses on:

- creating a well-defined streetscape and public realm, well-designed urban blocks that build on existing assets in the local area including the historic dockside; and the DLR and other assets of within the local area; and
- creating a strong sense of place within a hierarchy of streets and open spaces.

Strategic Environmental Assessment (SEA) - process and influence

The SPD was informed by a Strategic Environmental Assessment (SEA). The SEA process is concerned with assessing the potential environmental effects that may arise from the supplementary policies and guidance set out in the South Quay Masterplan SPD. The findings of the SEA informed the SPD at every stage of its development.

The SEA developed and refined alternative scenarios to understand the effects of different ways of development coming forward in the area and assessed its impacts against the SEA Framework. The likely effects of two sorts of reasonable development alternatives were considered. The results of the options appraisals informed the placemaking principles of the South Quay Masterplan SPD.

The SEA needed to understand the impact of different design approaches to the delivery of development. In order to do this, it first assessed different amounts of development that might come forward. This helped establish a reasonable starting point to then test different design approaches to its delivery based on development clusters.

Different amounts of development

The options tested through the SEA process included different amounts of development which could reasonably come forward within the Masterplan area. The smallest amount considered was 1,100 habitable rooms per hectare, and this is the top of the optimum density range for central locations, identified in the London Plan. The GLA Housing Supplementary Planning Guidance (SPG) provides guidance on exceptional circumstances where densities above the relevant range may be justified. Higher density options were also considered up to a maximum of 7,000 habitable rooms per hectare, these representing development densities which could conceivably come forward drawing on real schemes which had either been consented or were under construction in the South Quay Masterplan area at the time.

In respect of the assessment of the different development amounts, Option 1 (1,100 habitable rooms per hectare) performed best overall, whilst Option 5 (7,000 habitable rooms per hectare) performed the worst overall (predicted to have the greatest of likely significant adverse effects before mitigation).



The assessment of different densities of development found that the threshold for the greatest number of significant adverse effect was 3,000 habitable rooms per hectare and above. Thus, in developing development scenarios, density options of 1,100hr/ha and 3,000hr/ha were tested as reasonable options.

Different ways to deliver development

The SEA tested different ways to deliver development coming forward. 'Towers in Space' and 'Podiums/ Plinths/ Towers' were considered to be the two main options for delivering tall, high density development and no other reasonable alternatives have been identified.

'Towers in space' consisted of a development form which delivers all types of uses (e.g. residential, employment and education) within a single tower, perhaps with open/ private amenity space alongside. This represents a development form which has been coming forward within the South Quay Masterplan SPD area and elsewhere in the Borough and London.

'Podiums /Plinths /Towers' consisted of an architectural form which enabled higher density residential development to be delivered in tall towers alongside podiums [1-2 stories] and plinths [3-10 stories] enabling non-residential uses to be provided at lower levels within the podium/ plinth elements and for private/ amenity space to be contained around the built form.

Towers in space' and 'Podiums/Plinths/Towers' options were tested at 1100hr/ha and 3000hr/ha against the SEA Framework to establish the likely impact of development in the South Quay Masterplan area.

Conclusion and influence

The 'Podiums/ Plinths/ Towers' form of development delivery is considered to offer greater opportunities to deliver a more 'liveable' place both within individual development plots and across the South Quay Masterplan SPD area as a whole. For example, non-residential uses can be provided in the lower tier plinths and podiums, allowing for some separation between uses, more scope for residents to socially interact at lower levels than within a single tall building, and an opportunity for private and public open space to be better defined and configured.

Furthermore, with regard to provision of public open space, the option to deliver new principal public open spaces as well as private spaces on sites can also facilitate opportunities to create a more human scale environment with well-defined gaps and views of the sky.

The results of the SEA in respect of the development delivery Options informed the decision by officers to promote the 'Podium/ Plinth/ Towers' option in the SPD alongside the delivery of new principal public open spaces. The vision and place making principles for the South Quay Masterplan SPD area was informed by this option to deliver a high quality residential environment.

The SEA also includes a number of recommendations for developers to consider and address, as part of the planning application process. These are set out in more detail in chapter 5 - 'Delivery, Management and Monitoring'.

Since the publication of the Draft SEA Report in November 2014, three major residential-led mixed use schemes within the South Quay area have been granted planning permission by October 2015. The Masterplan will apply to those sites currently

classed as 'potential development' sites, where 'pre-application' discussions are currently underway or where current planning applications are in place.



HOUSING DENSITY

SQ1

Housing density

Development seeking to exceed London Plan housing densities should:

- a. robustly demonstrate:
 - i. how it successfully mitigates its impacts; and
 - ii. how it delivers the vision, principles and guidance of the South Quay Masterplan.
- b. deliver exemplary design for housing and non-residential uses; and
- c. provide the required infrastructure in accordance with the Local Plan and the London Plan.

As set out in the London Plan density matrix, the South Quay Masterplan area falls within the central urban area for which a density range of between 650hr/ha and 1,100hr/ha has been identified.

Within South Quay, planning applications exceeding the London Plan density were approved in the past. These schemes have demonstrated that the higher densities did not compromise on the quality of residential environment, and that the public realm was of high design quality.

The Council recognises that while all schemes must comply with the principles of good design, those coming in at densities higher than the London Plan density matrix have to demonstrate such compliance more robustly. Specifically, the need for housing

design to be exemplary encourages development to accord with the Good Practice Standards in the GLA Housing SPG.

The London Plan and GLA Housing SPG establishes clearly that in addition to density, other factors must be taken into account when ensuring that sites are optimising their potential including the local context, design and transport capacity as well as social infrastructure, open space and playspace.

The South Quay Masterplan therefore seeks to adopt a proactive approach to work with the growing interest in South Quay as a new residential area. It acknowledges the existing policy position on density and at the same time recognises that sites may come forward exceeding the London Plan densities. It seeks to address the demands such a dense scheme would need to provide for in terms of social and physical infrastructure. The Masterplan has been assessed for various infrastructure requirements based on and above the London Plan density matrix.

The Council recognises that over the plan period, there will be changes in the economic climate. Through the Masterplan it sets out a set of place shaping principals within which any scheme will be assessed for conformity, to help create a sustainable and liveable neighbourhood in South Quay.

The Council will monitor the average density of development in the Masterplan area, as part of its Local Plan monitoring obligations and to inform the development management process and infrastructure planning.

In order to manage this, the Council expects applicants for high density development to work

together with other applicants and landowners of neighbouring sites, to coordinate the approach to the delivery of infrastructure, and make the most of limited opportunities to secure provision in the area.



Pan Peninsula

CONNECTIONS & PUBLIC SPACES



SQ2.1

Connections & public realm

Development should deliver legible and well-defined networks of routes and spaces by:

- a. delivering a clear urban block pattern to support walking and cycling desire lines and define public, communal and private spaces as depicted in figure 2.1 (page 23);
- b. ensuring these are well defined, legible, safe and inviting;
- c. delivering non-residential uses generating active frontages along Marsh Wall, Millharbour, Limeharbour, docksides and public open spaces as depicted in figure 2.1 (page 23) and defined in SQ3;
- d. delivering the movement hierarchy depicted in figure 2.2 (page 24) of:
 - primary streets;
 - secondary streets;
 - tertiary streets / walking & cycling paths (including shared surfaces); and
 - dockside walking and & cycling paths.
- e. reflecting the street sections set out in figures 2.3 to 2.6 (page 25 & 26);
- f. stepping back from dock edges to improve the quality, character and continuity of dockside routes;
- g. addressing barriers to movement to and from areas to the south;
- h. supporting access to and from Canary Wharf Major Centre through:
 - i. an additional footbridge across South Dock between South Quay Plaza and Upper Bank Street (as depicted in figures

- 2.1 and 2.2 on page 23 & 24);
- ii. an improved or replacement footbridge between Admiral Way and Bank Street;
- iii. an additional footbridge across Millwall Cutting (as depicted in figures 2.1 and 2.2 on page 23& 24);
- iv. exploration of additional footbridges to Wood Wharf.
- v. supporting the delivery of TfL cycle hire infrastructure.

South Quay lies between Canary Wharf Major Centre to the north and a predominantly residential area to the south. It forms an important area of transition through which people walk and cycle from north to south. The existing footbridge across South Dock and the two ends of Westferry Road form the key walking and cycling links north to south.

The proposed movement hierarchy in figure 2.2 (page 24) reflects the recommendations in the Transport for London's Road Task Force Report (2013). The Report recommended that the 'Street Family' should recognise the many functions that our streets and public spaces perform. The South Quay Masterplan refers to 'high streets' as 'primary streets and town streets', and 'local streets' as 'secondary/tertiary streets'.

While the DLR provides the main public transport link, in terms of every day movements, it is the pedestrian and cycle links that are crucial for the integration of the South Quay Masterplan area within the wider area.

Currently, there are a number of barriers to creating well integrated connections. These include change in levels, layout of existing residential areas, quality of public realm, poor links across and along the

docks. The South Quay Masterplan informs and facilitates the transformation of the wider area over time. Some of these barriers to development have already been captured within the Masterplan as a set of projects and will potentially be facilitated through other delivery mechanisms.

The Council expects applicants for high density developments to work together with other applicants and landowners of neighbouring sites, to coordinate the approach to the delivery of connections and public realm, and make the most of limited opportunities to secure provision in the area.

Establishing new and improved existing walking and cycling routes is critical to the delivery of the South Quay Masterplan. The Masterplan seeks to strengthen movement network through clearly defined movement routes by implementing urban blocks with appropriate levels of enclosure. This will help to encourage and enhance journeys undertaken by foot or bike, preventing use of private cars and relieve pressure on the public transport network.

Specifically the delivery of new and improved footbridge crossings across South Dock to Canary Wharf is critical to provide access to the public transport interchange and to relieve pressure on the DLR. With an increasing residential population the existing footbridge will be uncomfortable to use within the next five years and is not suited to cycle journeys.

As such the Council will work with development partners to secure a new footbridge (which will also accommodate cycling) proposed from South Quay Plaza to Upper Bank Street, to support desire lines from the eastern area of South Quay, and adjacent to the DLR bridge to replace the existing footbridge. To support accessibility along South Dock, a bridge is also proposed across Millwall Cutting.



The dockside provides a unique opportunity to deliver east to west walking and cycling routes. By requiring development to step back from the dockside access along and to the docks can be maximised. Development should also explore whether local heritage can be incorporated and reflected.

It is recognised that active vessels on South Dock adds to the interest and activity of the dockside experience, therefore the design of bridges must be conducive to allow continued use of South Dock. The docks also provide an opportunity for water-borne transport, in particular aiding access to the Canary Wharf Crossrail Station further north.

In addition to footbridges, the opportunity to secure the delivery of off-road and/or segregated cycle routes should also be maximised.

To complement the delivery of defined urban blocks, street signage should conform with Legible London principles.

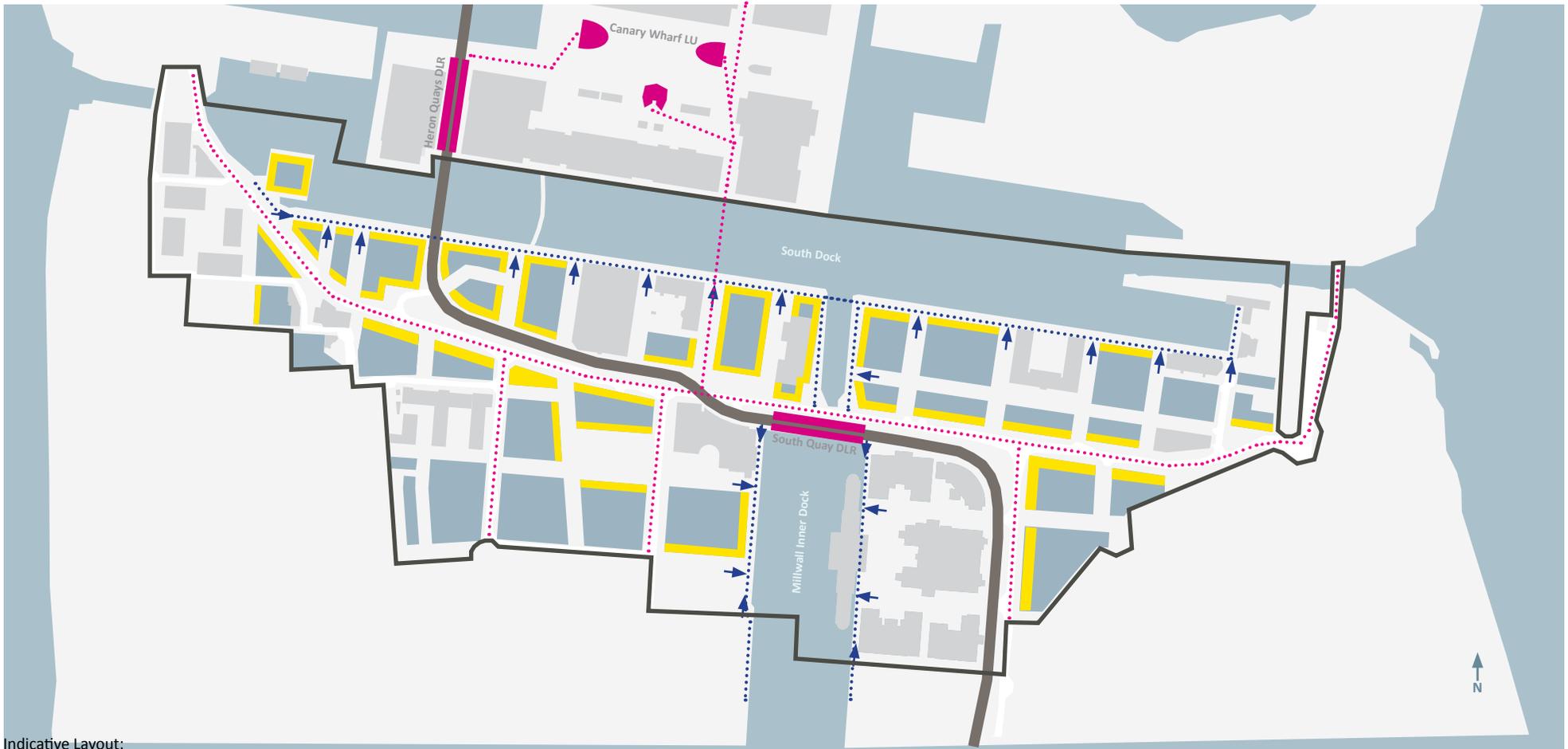
Further work will be undertaken with Transport for London during the development of the Isle of Dogs and South Poplar Opportunity Area Planning Framework in relation to the capacity and resilience of the road network and public transport network.



The existing footbridge between South Quay and Canary Wharf



Figure 2.1 Indicative connections and urban blocks



Indicative Layout:

-  DLR stations
-  Non-residential active frontage
-  Dockside access
-  Improved dockside walking & cycling route
-  New / improved walking & cycling route

This figure presents a vision for the Area based on the placemaking principles.

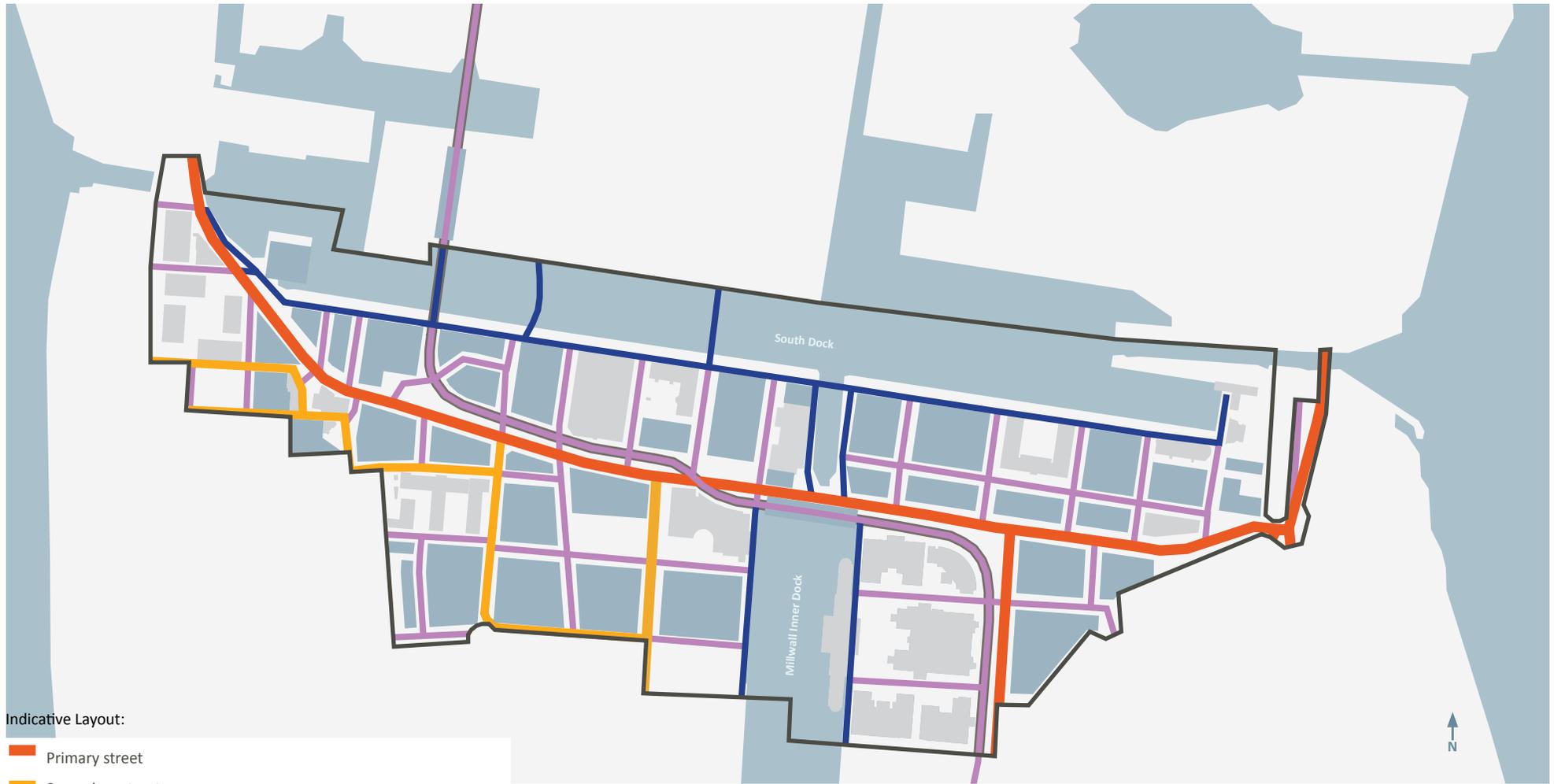
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Figure 2.2 Indicative movement hierarchy



Indicative Layout:

- Primary street
- Secondary street
- Tertiary street / walking & cycling path (including shared surfaces)
- Dockside walking & cycling path /bridge
- Proposed urban block
- Existing development unlikely to be developed

This figure presents a vision for the Area based on the placemaking principles.

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Figure 2.3 Suggested primary streets section

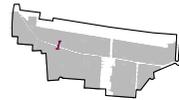
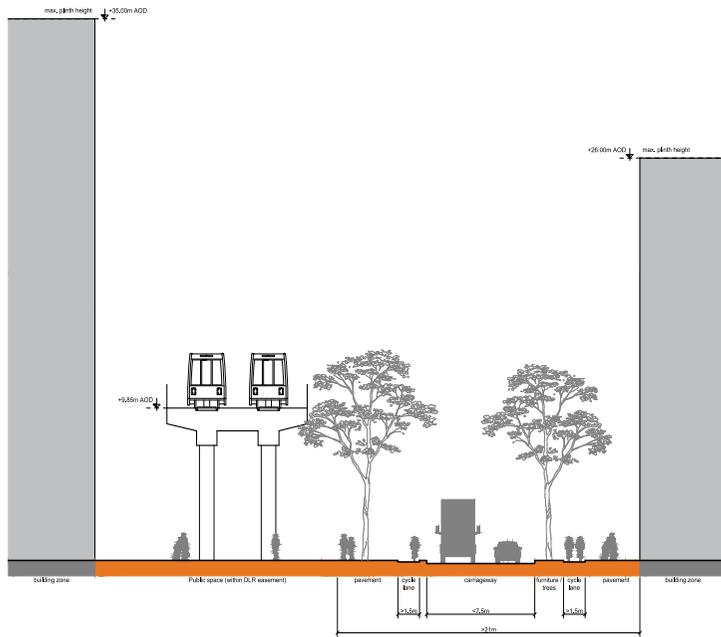


Figure 2.4 Suggested secondary streets section

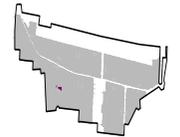
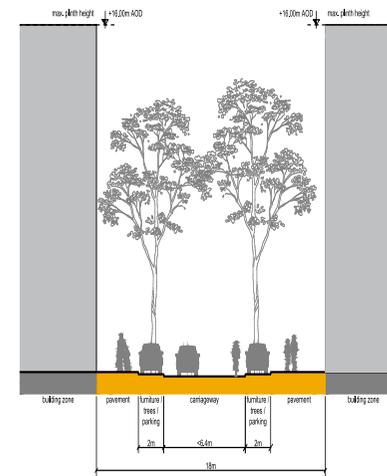




Figure 2.5 Suggested tertiary streets section

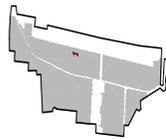
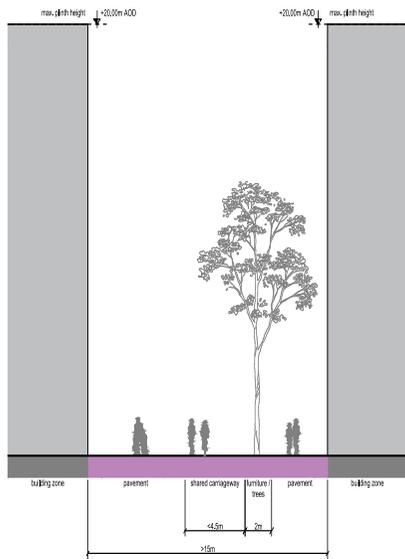
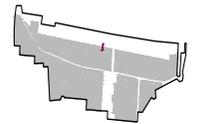
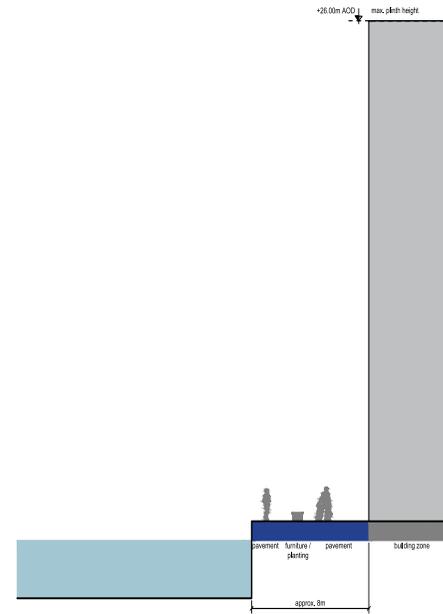


Figure 2.6 Suggested dock edges section





CONNECTIONS & PUBLIC SPACES

SQ2.2

New public open space

Development should:

- a. deliver and manage on site high quality usable public open space that is coordinated with neighbouring sites; and
- b. contribute to the delivery of the Principal and DLR public open spaces as depicted in figure 2.7 (page 28).

Within the South Quay Masterplan area, there is very limited provision of public open space. While the space underneath the DLR track that runs east to west within the Masterplan area provides much needed relief within the area, the use of this space is currently very restricted due to operational constraints of the DLR.

In more recent developments, the public open space provision is in the form of small courtyards and routes through developments. While they have a role to promote permeability through sites and bring a sense of openness to the area, the ability to use such spaces as a public open space is considered to be very limited.

An increase in population will result in additional pressure being placed upon the existing areas of open space. As such the delivery of high quality new public open space is critical to ensure that the impact of the new population is properly mitigated. Quality will be considered in relation to whether the

space is well-defined, usable in size and nature and inviting, alongside other relevant elements.

Within South Quay it is a priority to provide public open space on site, of a size and quality that provides for the residents and visitors in the area and helps to facilitate social interaction.

In line with the requirements of the Local Plan, all sites will be required to contribute towards public open spaces. On smaller sites, the public open space contribution should be co-ordinated with the neighbouring sites through the development management process to create pocket parks, a continuous linkages of public realm and, where appropriate, new waterspace habitats within the docks.

On larger sites, stand alone public open spaces will be expected to be provided on site that could cater to different age groups and uses. These spaces should be well co-ordinated with neighbouring sites to provide a seamless space. The character of these public open spaces delivered on site will vary across the Masterplan area to include quiet gardens, adventure play grounds, urban forest, meadows and marshes thus offering a network of spaces. The design of open spaces and development around them should enable users to view the open sky and where possible the dockside.

Specifically, the design of these spaces should:

- incorporate elements of greenery including those that support and improve biodiversity;
- acknowledge local heritage assets; and
- incorporate elements to support health, well-being and education.

Both smaller and larger development sites adjacent to agreed principal public open spaces should contribute to the delivery of these spaces by coordinating their provision through the development management process. The location of the principal public open spaces is illustrated in Figure 2.7 (page 28) of the document. They are indicative locations, some of which have been agreed as part of negotiation on specific planning permissions.

It is acknowledged that the indicative locations of these spaces may change. However, the Council expects applications for development within the South Quay Masterplan area to demonstrate that these proposals meet the Council's open space requirements in a co-ordinated way - one that seeks to maximise opportunities to deliver the aspirations of this supplementary planning policy guidance.

The detailed design of these public open spaces has been identified as a key priority in the delivery of the Masterplan and will also be shaped by the Council's development management process.

In accordance with existing Local Plan policies, development should not impact negatively on the quality of the existing and new open spaces such as negative impacts of wind funnelling and poor daylight/sunlight caused by overshadowing.



Figure 2.7. Illustrative location of new principal public open spaces



This figure presents a vision for the Area based on the placemaking principles.

 New principal public open space

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CONNECTIONS & PUBLIC SPACES

SQ2.3

SQ 2.3 Principal and DLR public open space

Development adjacent to the Principal and DLR public open spaces should:

- a. deliver spaces beneath and adjacent to the DLR as public open space only;
- b. coordinate delivery and design with all sites adjacent to each Principal public open space and DLR spaces;
- c. frame spaces with visually engaging and welcoming non-residential active frontages; and
- d. enable the activation of spaces through temporary uses, activities and design

In addition to the information that supports SQ2.3, the space underneath the DLR offers an opportunity to create a vibrant stretch of innovative linear open spaces within South Quay area and across the DLR network. Development proposals adjacent to the South Quay DLR will be expected to engage with the DLR early in the development management process.

Consideration must be given to enabling access to DLR infrastructure, however around this requirement the open spaces beneath and adjacent to the DLR will be activated to include active play, street markets, temporary uses and events, public art and innovative lighting. It is a unique opportunity to make use of this space that runs through the heart of the area that will also provide a key walking and cycling route.

With a carefully co-ordinated public realm strategy for the space underneath the DLR, sites along the DLR will be expected to create active frontages to the DLR corridor with entrances and public realm well-coordinated with the space.

Development sites along the DLR will also be required to include spaces beneath the DLR and the associated buffer spaces as their contribution to public open space. This space must not be counted towards communal amenity space or play space provision for that development.

As set out in the London Housing SPG (2013), for the purposes of calculating net residential density, this area will be deducted for density calculations and would count towards public open space contribution and will be reflected in all planning considerations. This approach enables a better way of co-ordinating design of public realm across this linear public open space.



Jubilee Gardens



Planting at St Andrews development



Green Wall, Commercial Street



Public realm, Canary Wharf



South Quay DLR station



MASSING & URBAN BLOCKS

SQ3.1

Massing

Development should define and enclose the network of connections and spaces set out in SQ2 by:

- a. reflecting the illustrative Masterplan massing on each site or in coordination with adjacent sites as depicted in figure 3.1 (page 31); and
- b. sustaining and enhancing heritage assets, their setting and their significance.

The illustrative Masterplan in figure 3.1 (page 31) depicts how the massing of developments should be provided. It provides a framework to give greater clarity for how design proposals for sites can respond to site specific elements while ensuring an appropriate level of consistency across South Quay area.

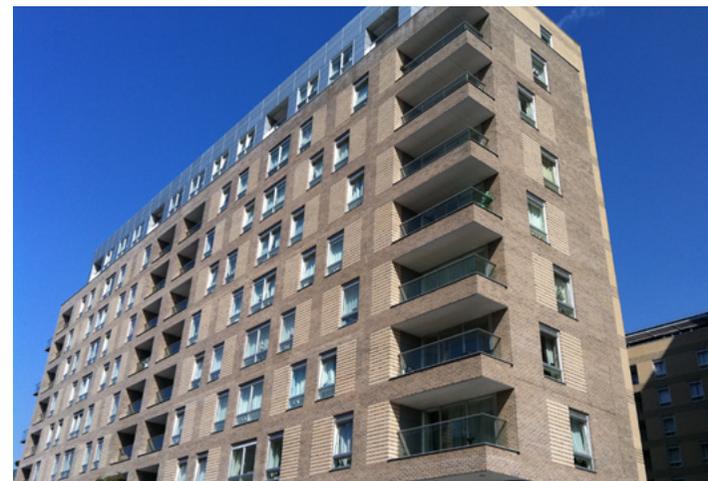
The majority of sites in the South Quay Masterplan area are considered to be able to deliver the illustrative massing; however, where site constraints may present issues on individual sites, development should coordinate proposals with adjacent sites to secure its delivery.

In delivering the massing, developments should ensure people have the ability to view the sky, docks and open spaces.

The massing of new developments should complement and provide a transition from the Canary Wharf Major Centre to the adjacent residential areas, particularly along the southern boundary. It should ensure that build step down from dock-side and open spaces.



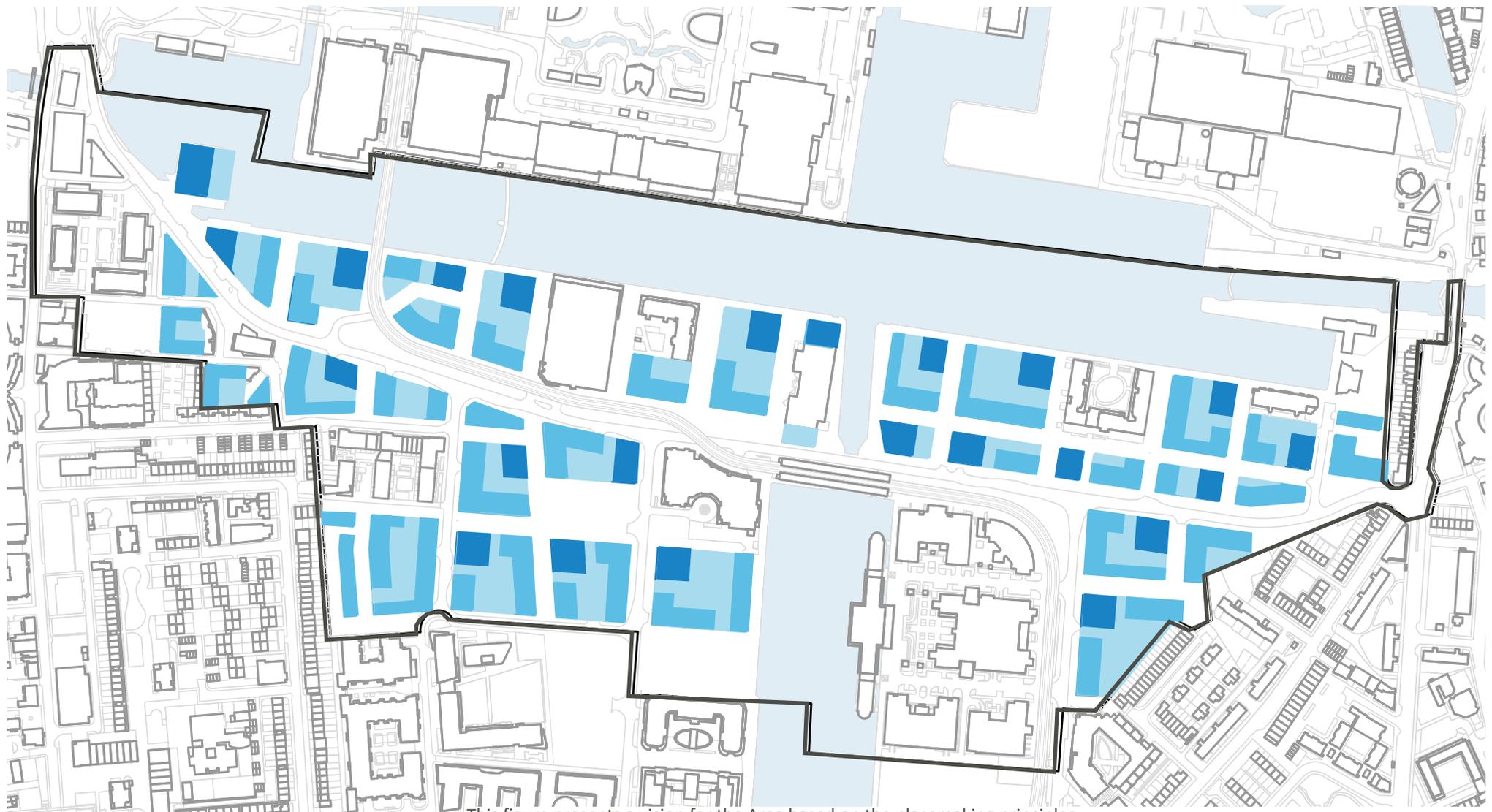
View across Millwall inner dock



Baltimore Wharf development near Crossharbour DLR Station



Figure 3.1 Illustrative massing Masterplan



Indicative layout:

This figure presents a vision for the Area based on the placemaking principles.

-  Podium
-  Plinth
-  Taller element

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MASSING & URBAN BLOCKS

SQ3.2

Hybrid urban blocks

Hybrid urban blocks should consist of three core components in accordance with figures 3.2 to 3.3 (page 32 & 33):

- a. Podium;
- b. Plinth; and
- c. Taller elements.

SQ3.3

Podiums and plinth massing

Podium and plinth massing should:

- a. be delivered up to the following heights:

Podium	1-2 storeys
Plinth	3-9 storeys

- b. reflect the street sections set out in figures 2.3 to 2.6 (page 25 & 26).
- c. respond to the surrounding context by:

- i. being proportionate in scale to the width of streets and adjacent public realm;
- ii. coordinating scale with adjacent sites;
- iii. decreasing in scale away from the docksides, Marsh Wall, Millharbour and Limeharbour (illustrated by figure 3.3);
- iv. mitigating impacts on residential amenity created by DLR services (illustrated by figure 3.4 on page 33);
- v. providing a human scale sense of enclosure; and

vi. supporting the activation of the docks and docksides.

- d. create articulation and visual interest to deliver a varied coherent urban streetscape; and
- e. clearly and consistently define street edges, corners and public open spaces.

SQ3.4

Podiums and plinth design

Podium and plinths design should:

- a. deliver active frontages;
- b. clearly define and deliver residential entrances on the street highest on the movement hierarchy (figure 2.2 on page 24);
- c. encourage water-borne activities to activate the docks and docksides; and
- d. conceal entrances to parking provisions and services through well-designed layout and façade treatment.

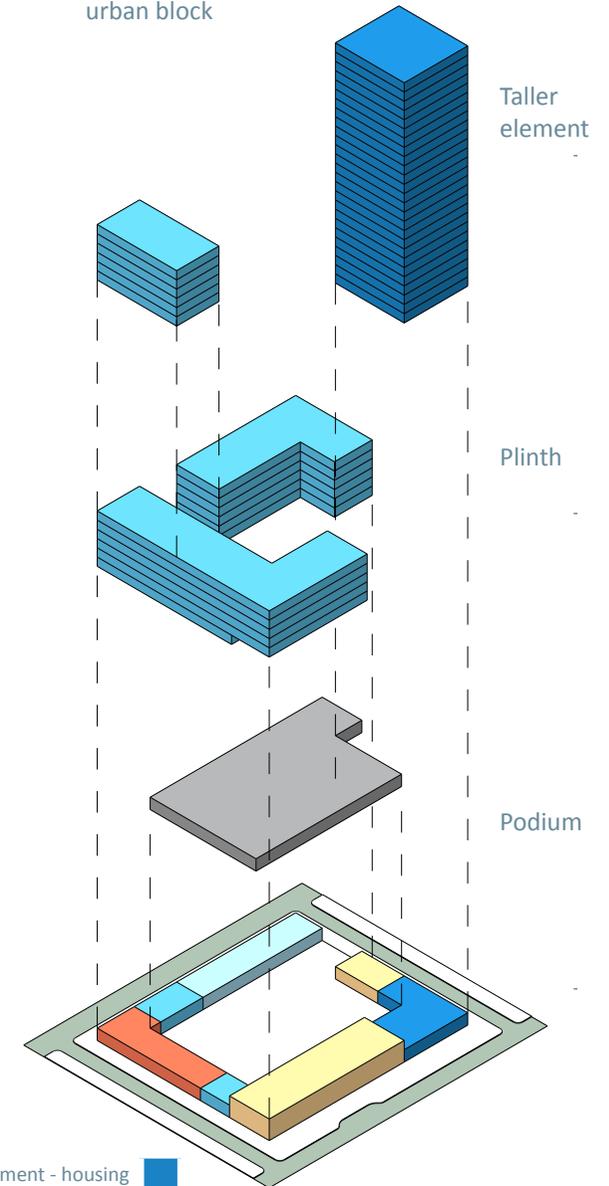
SQ3.5

Taller elements massing and design

Taller element massing and design should:

- a. step down from the Canary Wharf Major Centre; and
- b. accord with the latest Civil Aviation Authority heights guidance for London City Airport.

Figure 3.2 Illustrative components of the hybrid urban block



- Taller element - housing ■
- Plinth - non-residential uses & housing ■
- Podium - Parking & services ■
- Podium - non-residential active uses ■ ■ ■ ■



Figure 3.3 Illustrative side view of urban hybrid urban block components

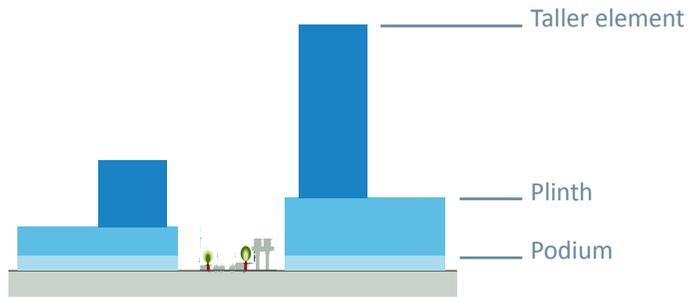


Figure 3.4 Illustrative plinth & podium contextualised massing. This image seeks to illustrate how the plinth and podium massing and height should be delivered from Canary Wharf to south of the masterplan

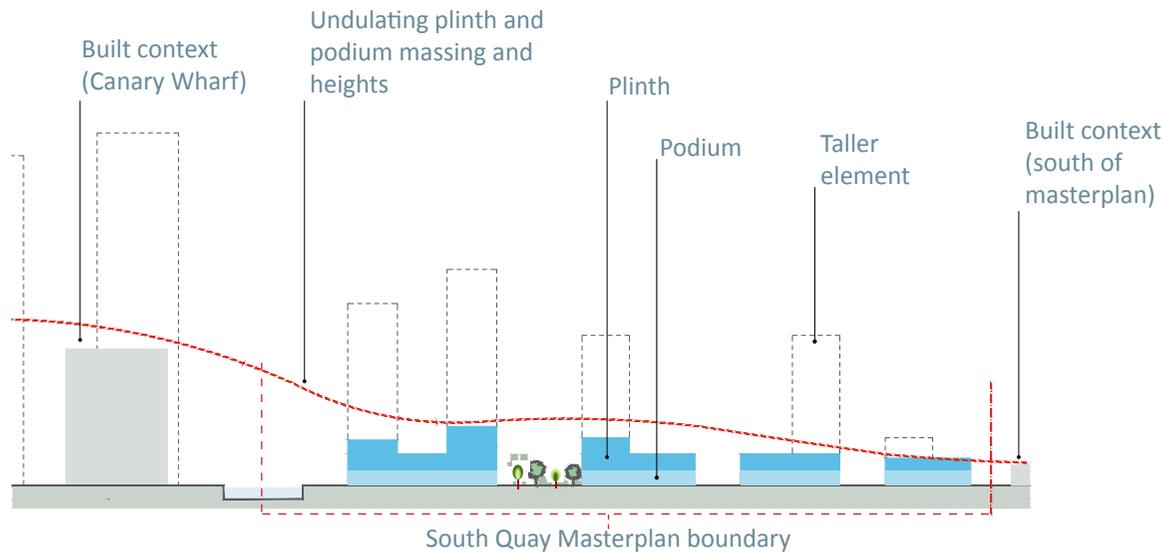
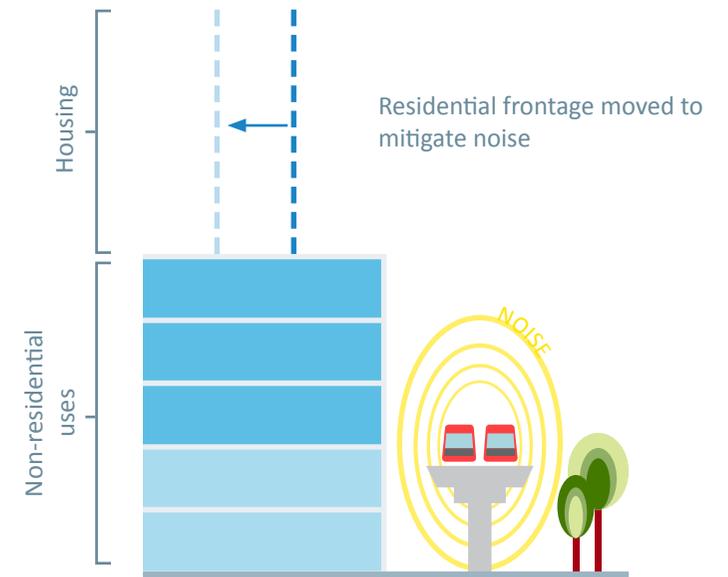


Figure 3.5 Illustration of podium and plinth massing arrangement to mitigate impacts of noise created by DLR services on residential amenity





Currently, South Quay suffers from a poorly defined movement network that lacks legibility and permeability.

The Masterplan encourages the use of hybrid blocks in the South Quay area, in appropriate locations as illustrated in Figure 3.2 to 3.5 (page 32 & 33).

A hybrid block, for the purposes of this Masterplan, consists of three elements:

- podium;
- plinth; and
- taller element(s).

This block structure helps to define streetscape and define street frontages. It allows for a mix of typologies and uses to be accommodated in a compact area, with clearly defined active street edges and frontages on all sides (see Figure 3.6). At street level, the use of hybrid urban blocks helps to create a clear street pattern that defines and improves movement routes and spaces.

The podium and plinth massing may visually appear as one element but have distinct roles. These play an essential role in structuring the built environment to deliver a number of positive elements that ultimately work together to create a balanced, successful urban neighbourhood:

- Podium - provides active frontages and non-residential uses wrapped around parking and servicing. Appropriate land uses include housing (subject to flood risk), employment floorspace, retail, leisure uses, community and cultural facilities.
- Plinth - provides active frontages along Marsh Wall, Limeharbour, Millharbour, dockside and onto public open spaces. Appropriate land uses include housing (specifically affordable,

family and wheelchair accessible housing), employment floorspace, leisure uses, community and cultural facilities. Communal amenity space may be provided on top of the plinth element.

The height guidance for the podium and plinth are mutually exclusive and are expected to vary in accordance with the location of development on the movement hierarchy (as depicted in figure 2.2 on page 24).

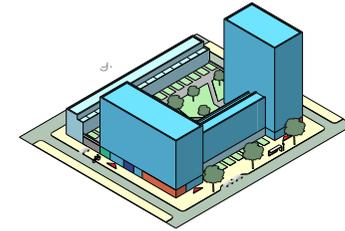
Podium and plinth heights correspond to recognised degrees of enclosure that ensure a sense of human scale along streets and in public open spaces. They have also been informed by the need to manage the impact of the DLR on residential amenity and to ensure the activation of the docks and docksides are improved with publicly accessible and water-borne uses. These could include visitor and leisure moorings.

Taller elements may include towers and/or taller parts of the plinth component. These will continue to accord with Local Plan guidance and step down when moving southwards from the Canary Wharf Major Centre to reflect the lower-rise character of surrounding areas.

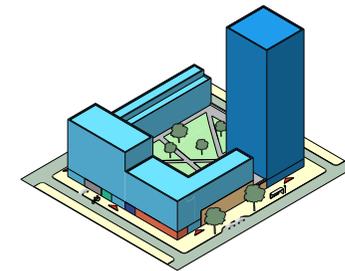
Massing must be delivered below the Civil Aviation Authority's Safeguarded and Obstacle Limitation Surfaces guidance for London City Airport. This is relevant for both the construction and functioning phases of the building.

Proposed land uses will be required to accord with Local Plan policies, specifically retail units should be focused along Marsh Wall and be local in size (100 square metres). Community and cultural facilities should be also be focused along Marsh Wall.

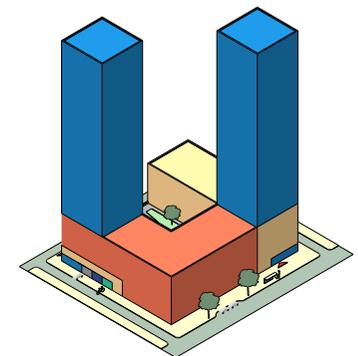
Figure 3.6 Potential hybrid urban block variations



Potential variation 1
Town houses and maisonettes along tertiary streets and apartments above the podium in parameter blocks.



Potential variation 2
Apartment parameter blocks within the plinth element alongside active uses fronting a primary street. Taller element is located on the podium.



Potential variation 3
Apartments in taller elements sit above the podium and plinth containing active uses.



MASSING & URBAN BLOCKS

SQ3.6

Housing typologies

Development should deliver a range of housing typologies and their design should aim to:

- a. direct wheelchair accessible housing to:
 - i. the ground floor where non-residential uses are not suitable; or
 - ii. lower floors served by at least two lifts with easy access to street level and communal amenity space.
- b. direct family housing to:
 - i. the ground floor where non-residential uses are not suitable in the plinth element and in the lower levels of the taller element;
 - ii. have easy access to child play space, communal amenity space and service cores; and
 - iii. enable passive surveillance over child play space and communal amenity space with elements of play.
- c. accommodate in the hybrid urban blocks to:
 - i. provide a range of residential types including town houses, flats, maisonettes, and duplexes;
 - ii. maximise the proportion of dual-aspect units;
 - iii. limit units on each floor to eight per floor; and

iv. maximise floor to ceiling heights, particularly at lower levels

d. maximise daylight and prevent overheating of single-aspect units by considering the depths of the unit

Buildings evolve and change over time, however certain typologies limit the ability of a place to accommodate change. To ensure South Quay is able to evolve as a place alongside its community, a range of residential typologies are sought in accordance with London Plan and Local Plan policies.

The Local Plan and GLA Housing SPG (2013) provides guidance for the design of family housing. High density family housing requires particular attention to design that ensures they are suitable for larger families. These units are best suited in the lower levels of the block within the podium/plinth to enable ease of access to play space.

Wheelchair accessible housing is best accommodated on the lower levels to enable ease of access to street level. Where family housing is located in the tower element, the lower levels of the tower will be more suitable for family housing with generous floor space and well-designed private amenity space.



St Andrews development



Baltimore Wharf development near Crossharbour DLR station



MASSING & URBAN BLOCKS

SQ3.7

Communal amenity space

Development should deliver communal amenity space as a mix of typologies that are distinct from public open space, private amenity space and child playspace (examples illustrated in figure 3.7 on page 37).

SQ3.8

Communal amenity space

Communal amenity space should:

- a. be accessible from cores for residents; and
- b. have adequate sunlight/daylight across different times of the year.

SQ3.9

Private amenity space

Development should:

- a. deliver private amenity space as (illustrated in figure 3.8 on page 37):
 - i. inset balconies and/or winter gardens on busy streets and at higher floors of the plinth and tall elements;
 - ii. projecting balconies on quiet streets, public realm, docks or public open space; and
 - iii. terraces and roof terraces with passive surveillance.
- b. clearly delineate private amenity space from shared communal amenity space;

- c. deliver larger, well-designed, safe and adaptable private amenity spaces for family housing at higher levels of the podium and at lower levels of the taller element; and
- d. ensure that winter gardens are separated from the thermal envelope.

In an emerging high density residential area such as South Quay, it is important to have a clear distinction between communal amenity space and other types of open space to ensure adequate provision for spaces for different needs. This also helps to ensure that communal amenity spaces are offered privacy and appropriate levels of security.

The hybrid block typology enables this by seeking an element of communal amenity space on the upper levels over the podium that enables and facilitates block level interactions among residents.

Communal amenity space can take different forms depending on the typology of the urban block ranging from ground level communal courtyard, a raised communal courtyard, roof tops and indoor amenity spaces.

The success of communal amenity space lies in striking the balance between providing the required amount and the quality as well as the location of those spaces that enables residents to use this space effectively.

Where child play space is located within a communal courtyard, it is important to clearly distinguish how these spaces relate to public realm in the local area. Raised courtyards located over the podium are the most common shared amenity space for high density

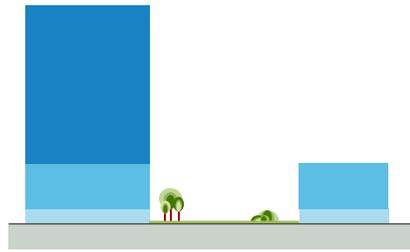
housing schemes. This has the benefit of being well designed and easily accessible (physically and visually) to create a well-defined communal space for residents of the block. Locating play space for 0-5 year olds is ideal in this location with ease of access for family units located on the lower levels. This type of amenity space relies on the scale and layout of the surrounding podium/tower elements to ensure adequate levels of sunlight and day light into the courtyard.

Roof terraces are increasingly becoming a way of providing much needed amenity spaces in high density schemes. However, there are a number of concerns around their use and management. It is important to ensure that the roof terraces proposed are accessible for all residents and there is natural surveillance. Roof terraces over taller elements will only be considered where it can be demonstrated that it is of high quality and designed to address environmental considerations and is accessible to all residents.

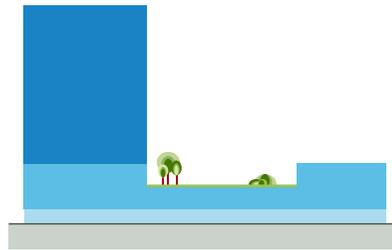
In high density tall residential buildings there is also an emerging typology of communal amenity space that is provided within the building envelope in the form of amenity floors that includes a range of spaces catering to different needs and users. It is important that these spaces meet the Council's open space standards and will contribute to the overall enhancement of environmental quality.



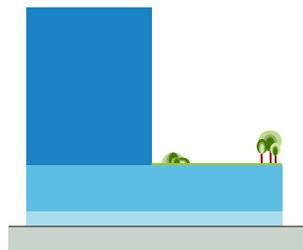
Figure 3.7 Communal amenity space typologies



Ground level court yard

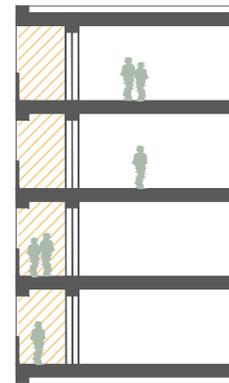


Raised court yard

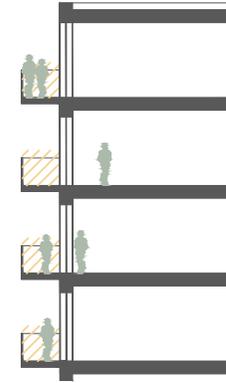


Podium

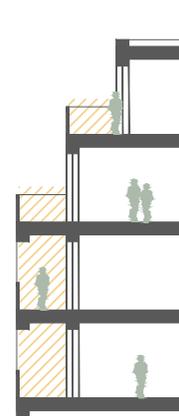
Figure 3.8 Private amenity space typologies



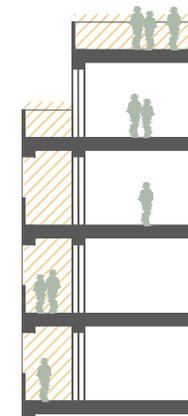
Inset balconies & winter gardens



Projecting balconies



Terrace



Roof terrace

MASSING & URBAN BLOCKS

SQ3.10

Child play space

Development should deliver child play spaces as a mix of onsite usable play space typologies, which are distinct from public open space, communal and private amenity space, as:

- a. a series of ground floor outdoor play spaces for children aged 0 - 11; and
- b. outdoor play space for young people aged 12+ within the lower levels of the plinth and/or podium elements.

The London Plan and GLA Shaping Neighbourhoods: Play and Informal Recreation SPG (2012) sets out aspirations for making London a playable city by carefully managing existing open spaces and providing for new and innovative play spaces.

While internal play spaces may be provided within the building for 0-5 year olds, it is important to note that this will need to be in addition to other forms of outdoor play spaces. This is to ensure that children have access to fresh air, genuine play space or playable landscape at their door step. The roof terraces, courtyard and raised courtyards could be ideal locations for play spaces.

Furthermore, public realm within the South Quay Masterplan area must be designed as playable landscape to facilitate a range of play space for children both residing and visiting the area. This includes proposals for improving the dockside walkways and opportunities for play underneath the DLR.



Child playspace



MASSING & URBAN BLOCKS

SQ3.11

Car parking & servicing

Where parking is proposed (see Figure 3.9 on page 40), it should deliver:

- a. residential car parking within and/or below the podium element; and
- b. servicing within and/or below the podium element and/or at ground level within the curtilage of the building to ensure that:
 - i. active frontages are maintained;
 - ii. a high quality public realm is supported;
 - iii. car park entrances are well-integrated within the street frontage; and
 - iv. the capacity and safety of the street network are not negatively impacted.

SQ3.12

Developments with car parking and servicing

Developments with car parking and servicing below the podium element should explore shared access with adjacent sites.

SQ3.13

Mechanical parking systems

Mechanical parking systems should reflect:

- a. demand for parking access;
- b. its location to the street and within the building; and
- c. how it integrates with the overall design of the development.

SQ3.14

Car parking for disabled people

This should be provided within or below the podium element with clear access and in close proximity to access cores (see Figure 3.9 on page 40).

Public Transport Accessibility Levels in South Quay Masterplan area ranges from 3 to 6a. As such, the sites within the Masterplan area have a moderate to excellent level of access to public transport. Any residential parking provision will be expected to be contained within the site either in the basement or as an undercroft to ensure the sites have active street frontages and share a positive relationship with the public realm.

The design of car parking entrances should be attractive at all times of the day/night and must be safe and secure and must be well integrated within the building envelope. Where parking is provided at ground and in a larger scheme, in the form of a courtyard, parking must be well integrated within the landscape plan and create a pleasant space for residential units overlooking the courtyard.

Well-designed on-street and undercroft /basement parking should be considered in preference to surface parking, in order to provide the maximum of amenity space and private gardens at ground level.

Where basements are provided, the entrance must be carefully integrated within the block in the form of well-designed gates and fenestrations. The design of entrances/exits from basements must allow for a careful manoeuvre out of the basement to the street to avoid impact on vehicular flow on the street. Where undercroft parking is proposed, it is important

that residential element of the scheme wraps around the parking area in a manner that creates positive street frontages with least impact on the streetscape.

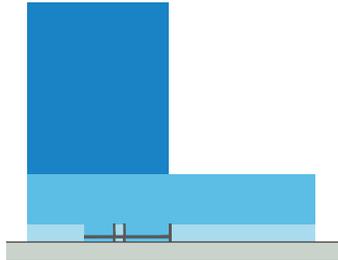
Disabled parking spaces where provided in the lower levels of the block should be located close to the core and have a clear access with mechanical parking systems being able to accommodate modified vehicles. Car lifts must be considered where parking numbers are relatively small and will not unduly impact on the public realm or highway. Sites must explore opportunities, where appropriate, for a shared access to parking level with the neighbouring sites to promote better use of street frontage and public realm and avoid large areas taken up for vehicle access. Furthermore, where parking is provided in the basement, opportunity to have a shared basement across sites should be explored with neighbouring sites.

Car clubs or car-pooling schemes are encouraged within the Masterplan area and should be considered at the outset of the scheme. These will be actively promoted. Consideration should also be given to the availability of visitors parking spaces (on-street/car parks). Where mixed uses are proposed within the blocks, consideration should be given for a small proportion of commercial parking spaces for disabled users.

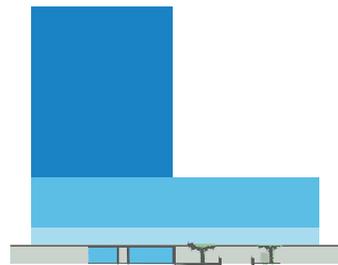
Where car-free developments are proposed, developments should allow space for drop-off, emergency access, deliveries, maintenance, and car clubs and meet the needs of visitors. These spaces must be well integrated within the public realm and must not unduly dominate the public realm.



Figure 3.9 Car parking locations (parameter guidance)



Parking & servicing within the podium



Parking & servicing below the podium



New Festival Quarter, parking & servicing below the podium



Pan Peninsula shared surface parking



St Andrews car club parking

MASSING & URBAN BLOCKS

SQ3.15

Integration of social infrastructure & primary schools

Social infrastructure and primary schools should:

- a. be integrated with the podium and plinth elements (as shown in figures 3.10 and 3.11); and
- b. provide play space for primary schools at:
 - i. ground level for younger children; and
 - ii. play decks and MUGAs on podiums.

Social infrastructure is considered to be deliverable within the plinth and podium as stackable uses on the ground floor. This helps to achieve the optimum development of land and contributes to the delivery of active frontages and vibrant streets.

To accommodate the need for new primary school provision within a high density neighbourhood, primary schools are also considered to be a stackable use. The design of primary schools should be exemplary and informed by the most recent best practice and guidance to support the functioning of the school.



Figure 3.10 Illustration social infrastructure being provided within hybrid urban blocks

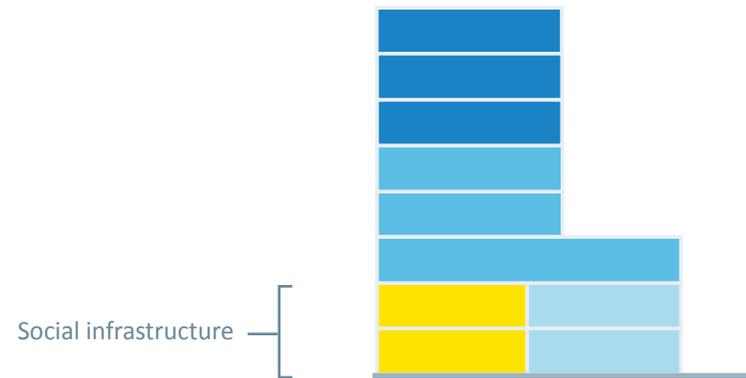
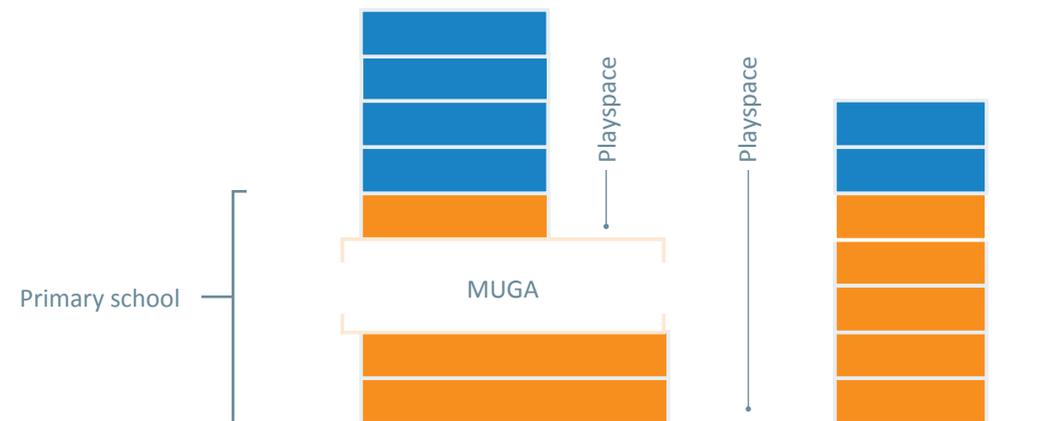


Figure 3.11 Illustration of potential delivery of primary schools within hybrid urban blocks





THE SKYLINE

SQ4.1

Maritime Greenwich Grand Axis

Development located on the Maritime Greenwich Grand Axis should:

- a. define the Grand Axis:
 - i. in accordance with the most up to date guidance for the Maritime Greenwich World Heritage Site; and
 - ii. by stepping down in height and scale towards the Maritime Greenwich World Heritage Site.
- b. deliver a coherent materiality and design distinct from the rest of South Quay; and
- c. provide publicly accessible viewing locations on the highest floor orientated towards the World Heritage Site.

South Quay is outside of the boundary of the Maritime Greenwich World Heritage Site (WHS) and its buffer zone. However, it is within the wider setting of the WHS and tall building development will inevitably be highly visible in the views from the WHS. This is already reflected in the London View Management Framework (LVMF) Supplementart Planing Guidance (SPG) (2012) acknowledging the potential impact of the Canary Wharf cluster and development further south on the views from Greenwich.

The Grand Axis is an important part of the composition of the WHS extending north to St. Anne church at Limehouse and south to All Saints church on Blackheath. However, the visual link between historic buildings to the south and St Anne's church to the north was lost with the commercial development of Docklands in the 1980s and gradual accumulation of buildings on the Isle of Dogs.

The Grand Axis forms the key part of the composition with the view form General Wolfe statue and also from Island Gardens. Both of these strategic views within the WHS designation in the LVMF SPG (2012) are currently assessed as part of the Environmental Impact Assessment for schemes within the Isle of Dogs area. There is, however, potential to include additional views and also evening/night time views to ensure that new developments do not unduly impact on the views from the World Heritage Site as a result of cumulative impact caused by lighting within the buildings and their surrounds.

The WHS Management Plan seeks that the Grand Axis is recognised and appreciated. This requires a considered approach to how the views of the WHS site can be managed and enhanced and how the Grand Axis can be understood in the emerging context of South Quay Masterplan.



View from Greenwich



THE SKYLINE

SQ4.2

Layering and clustering

Development should:

- a. provide visual layering; and
- b. demonstrate how it:
 - i. achieves an aesthetically balanced skyline;
 - ii. fits within the Canary Wharf cluster;
 - iii. delivers variation in the skyline;
 - iv. steps down from the Canary Wharf cluster; and
 - v. enables views of the open sky between buildings.

‘London World Heritage Sites Guidance on Settings SPG(2012)’ provides a framework for assessing development of managing change within the WHS or its setting. This together with the London Plan, LVMF SPG and Greenwich WHS Management Plan provides a framework and methodology for assessing impact of development both individually and cumulatively on the WHS.

One of the key concerns regarding the emerging cluster at Canary Wharf is the dense background it could create. When viewed from the General Wolfe statue open sky can be seen between existing tall buildings. However, if development is not managed, views of open sky beyond the cluster will likely be lost and will impact on the setting of the WHS.

One of the key features of the Canary Wharf cluster is that One Canada Square continues to be the tallest building within the cluster. Whilst the emerging development at South Quay will create variety and difference and move away from monolithic, larger floor plate office buildings, it is important that the principle established of maintaining One Canada Square as the tallest building within the cluster is respected. This principle has been carried forward in the Local Plan and this document does not seek to vary that position.

Under the pressure of dense development emerging in the area, the opportunity this Masterplan presents is to deliver a skyline that is balanced and aesthetically pleasing when viewed from the World Heritage Site.

A close look at the Canary Wharf estate sets out clearly how the urban blocks have a certain rhythm to them dictated by the docks; this alters between built elements and water spaces. This creates the much needed breathing space for the buildings and creates opportunities for appreciating the buildings from all sides. It is this layering of buildings and water spaces that helps to structure the stepping down of building heights from One Canada Square creating a variation in the skyline within the Canary Wharf estate.

This layering approach has the benefit of giving clarity to development sites for scale and bulk and relationship to public open spaces, streets and docks. While the stepping down happens from north to south, there is a recognition that not every site along the layer will be developed to the same scale.



South Dock at night



THE SKYLINE

SQ4.3

Views

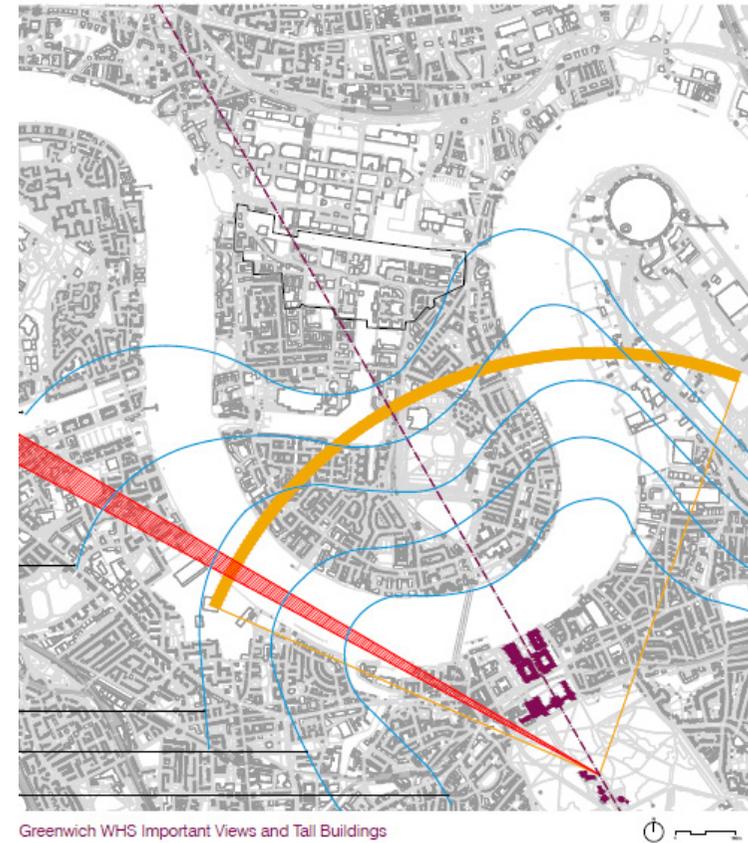
Development should provide verified daytime and evening/night-time views of the proposal from the:

- a. General Wolfe Statue;
- b. Grand Square of the Royal Naval College; and
- c. junction of Blackheath Avenue and Great Cross Avenue.

In relation to the view from the General Wolfe statue, the LVMF SPG acknowledges the need to manage the emerging schemes for tall buildings that could potentially impact on it. As such specific view points have been identified to facilitate the development management process.

In addition to these views, any other required skyline related visualisations should incorporate existing and consented development and where appropriate emerging proposals to demonstrate the impact on the skyline and setting of heritage assets.

Figure 4.1. Views and WHS Guidance



Source: Maritime Greenwich World Heritage Site: Important Views and Tall Buildings' report, 2006



WASTE MANAGEMENT

SQ5

Waste management

Development should:

- a. explore the provision of innovative and appropriate waste and recycling storage and collection systems; and
- b. connect to or demonstrate a potential connection to a Masterplan wide waste storage and collection system:

The potential levels of waste generated by development in South Quay will likely exceed the capacity of the Council's current waste management system and will likely have a negative impact on the capacity of the road network. As such innovative solutions are being explored within and beyond South Quay which could include a pneumatic waste collection system.

Development should demonstrate how it is exploring the use of innovative solutions to maximise the prevention of waste generation while reusing and recycling the remainder.



DELIVERY, MANAGEMENT AND MONITORING



DELIVERY, MANAGEMENT AND MONITORING

Delivery

The vision for the South Quay Masterplan SPD will mainly be delivered by the development industry, landowners and service providers and partners through the development management process. This will be supported by the policies and strategies at national, regional and local level, including the Further Alterations to the London Plan (2015), the Tower Hamlets Local Plan and the Isle of Dogs and South Poplar Opportunity Area Planning Framework (OAPF).

The area covered by the South Quay Masterplan SPD has multiple land owners. The successful delivery of this vision is therefore dependent on applicants taking a coordinated approach to the delivery of developments and supporting infrastructure, public realm, open space and other services.

The Council expects landowners in the area to work together to develop proposals that deliver shared benefits, such as infrastructure, public realm and open space. The Council will also work with land owners and developers through the development management process to secure a joined-up approach.

Where necessary, the Council may exercise its legal powers to compulsorily purchase land to enable development for land assembly. This will be implemented as a last resort.

The provision of appropriate infrastructure is an essential component of sustainable placemaking. Applications for development within the South Quay Masterplan SPD area will need to adhere to

the infrastructure requirements in the Local Plan to ensure this is provided as part of the development management process. In order to assist the delivery of infrastructure in the area through development management negotiations and in order to make a case to unlock infrastructure at a regional level, the Council has prepared an appendix (see Appendix 1 on page 49) to this document, which sets out potential requirements and opportunities for infrastructure improvements.

Management

Applications for development in the South Quay Masterplan SPD area will be determined in accordance with the policies in national, regional and local planning policies including the NPPF, Further Alterations to the London Plan (2015), the Tower Hamlets Local Plan and this SPD.

Due to the potential scale of development on each site and the local character, the Council expect development proposals to make use of the Council's pre-application process at the earliest opportunity and engage with the Greater London Authority prior to submitting a planning application. This has proved effective in resolving issues to benefit both the applicant and also to meet the Council's expectations and requirements.

Using Net Residential Developable Area

The Greater London Authority's Housing Supplementary Planning Guidance (SPG) (2012) provides guidance on implementing housing policies. It states that Net Residential Site Area should be used for determining net residential densities. The net residential site area of developable land takes account of land ownership and excludes:

- overlooking distances from existing residential buildings;
- the DLR and its easements;

- footways, carriageways, paths, rivers, canals,
- proposed public open spaces; and
- other existing open space for the calculation

The London Plan (Further Alterations) density matrix presents density levels for central/urban sites like the South Quay Masterplan SPD area of between 650-1,100 hr/ha, based on Public Transport Accessibility (PTAL) levels. Further Alterations to the London Plan (2015) identify that where the densities are significantly higher than the densities in the matrix, they need to ensure that they meet the required policies and are of the highest design quality to ensure the schemes do not result in over-development of sites that would compromise the quality of residential accommodation.

Managing Flood Risk

Development should accord with the principles set out in the Local Plan regarding reducing and mitigating flood risk through the use of appropriate Sustainable Urban Drainage techniques and employing elements of a 'living building'.

Strategic Environmental Assessment (SEA)

The SEA includes a number of recommendations for development management officers to consider as part of negotiations on planning applications in the area. This is summarised in the Non-Technical Summary SEA for the SPD, November 2014 as follows:

'Development which seeks to go beyond required standards in terms of sustainability and design, in particular development which:

- Promotes exemplar standards of design and sustainability focusing on demand reduction (e.g. in terms of energy and water) and demonstrates how overall waste production will be reduced.



- Promotes innovative technologies e.g. inclusion of Combined Heat and Power proposals/ Energy from Waste Plants, delivered on-site.
- Designs to take account of protected views, is appropriate in scale (for example, steps down from Canary Wharf Major Centre and appropriately reflects street scale at ground level) and ensures there is open sky between buildings.
- Designs to avoid significant adverse effects as a first principle – for example, through genuinely building in daylight/ sunlight/ micro-climate (including wind) considerations into development design at the outset.
- Incorporates ecological enhancement measures into the building design.
- Promotes car free development and/or contributes to car clubs, electric vehicle charging points in order to reduce car based travel and its consequent impacts.
- Designs to take account of surrounding new and existing development and vacant plots within the Masterplan Area (i.e. schemes at scoping stage/ pre-application stage and other early stages in the planning system, in addition to consideration of consented schemes) In essence, developers should be demonstrating how they are responding to a better Masterplan overall. In particular, cumulative visualisations will be key. New development should not blight adjacent development sites.
- Designs to take account of features set out in the Masterplan SPD such as principal open spaces (i.e. if a specific development plot is adjacent to a planned principal, public open space it would need to demonstrate that it would not adversely affect the usability of this space e.g. through micro-climate effects/ daylight/ sunlight issues.
- Provides public and private open space and

social infrastructure (e.g. primary schools, healthcare facilities) on-site as a first principle rather than relying on financial contributions. Open spaces and social infrastructure should be of a sufficient size and quality to enable use by the wider population of LBTH.

- Provides appropriate employment on-site to meet development needs (e.g. B1 use classes) as a first principle rather than relying on financial contributions.'

Engagement

The Council expects applicants for development in the area to engage with the community and interest groups, as part of the development management process.

Registered Providers

In recognition of the opportunities and challenges in delivering affordable housing at high densities, applicants should engage with Registered Providers (RP) at the earliest opportunity.

Conservation and Design Advisory Panel

The Council has a long running design panel with members representing a range of skills and expertise who live or work in the borough. The Panel has reviewed schemes within South Quay and continues to actively engage in pre-application and planning application schemes within the SPD area. In addition to this, there is also a recognised need to explore the creation of a panel comprising members from Registered Providers. This panel will review specific issues around operational design aspects, family housing and affordable housing provision of proposals. It is envisaged that this panel will be set up following the adoption of the SPD.

Neighbourhood Planning Forums

Applicants are expected to engage with groups

who have been designated or have applied for Neighbourhood Forum designation in the area and adjoining areas.

Monitoring

The Council monitors the effectiveness and suitability of policies in the Council's Annual Monitoring Report (AMR). The supplementary policies in the South Quay Masterplan SPD will be monitored as part of this process, and where necessary will be updated or replaced.

The Council's next AMR will also identify that the Millennium Quarter has been superseded by the South Quay Masterplan. The Millennium Quarter Public Realm Guidance Manual (2008) will continue to be used to inform development across the whole of the South Quay area.

APPENDIX 1: INFRASTRUCTURE



APPENDIX 1: INFRASTRUCTURE

This Appendix will inform the development of the Isle of Dogs and South Poplar Opportunity Area Planning Framework (OAPF), which will consider the infrastructure needs of the Isle of Dogs, as a whole. The OAPF will also consider how the infrastructure will be funded and delivered. The findings from the OAPF work will further inform the production of a new Local Plan for Tower Hamlets. The Local Plan will consider whether existing planning policies and infrastructure requirements are sufficient to manage the levels of development coming forward in the area.

It is important that development in the South Quay Masterplan SPD area is supported by appropriate social and physical infrastructure. The Council acknowledge that there is a need for investment in infrastructure in the South Quay Masterplan SPD area. The production of this SPD has acted as a catalyst for the Council to produce this Appendix. The purpose of the Appendix is to draw together a list of infrastructure projects that the Council considers will need investment in the short, medium to long term to help support existing and new development in the area.

The policies in the National Planning Policy Framework (NPPF), the London Plan (Further Alterations) and Tower Hamlets Local Plan ensure that the infrastructure requirements of new development are delivered, as part of the development management process. The majority of new developments will also make a contribution to investment in the Borough's infrastructure through the Council's Community Infrastructure Levy (CIL).

In line with paragraph 153 of the NPPF, the SPD and this Appendix have been produced to 'help applicants make successful applications' and to 'aid infrastructure

delivery'. Their content does not 'add unnecessarily to the financial burdens on development'. Appendix 1 has been drafted as an aid for negotiation on planning applications and to make a case for investment from other funding sources, at a local, regional and national level.

The following infrastructure is considered particularly important to the sustainable development of the South Quay Masterplan area. The Council expects applications for new developments in the area to maximise opportunities to contribute to their investment and/or improvement of the following, where appropriate. These include:

- Community centres and facilities for young people - To help support sustainable and integrated communities, the coordinated delivery of community centres provides opportunities for social interaction and other community activities.
- Health facilities - The growing population needs to be supported by appropriate health facilities, including health centres and GP surgeries. Applicants for new development in the area will need to consider how their development contributes to the area's need.
- IDEA Stores and libraries - The Council's Local Plan seeks to direct IDEA Stores to accessible locations, such as town centres, and identifies that a new IDEA Store should be delivered in Wood Wharf within the Canary Wharf Major Centre.
- Leisure centres - The Council's Local Plan seeks to improve the quality, usability and accessibility of existing leisure centres. The closest leisure centre to the South Quay Masterplan area is the Tiller Leisure Centre to the south of the Masterplan area boundary.
- Primary school- The Masterplan is unable to allocate sites for a primary schools. As such, the Council is asking each development site to explore the potential to deliver a primary school to meet emerging needs, as part of the development management process.
- Public Realm - To support new and improved walking and cycling routes, public realm improvements are key to the delivery of a coherent active travel network and high quality public open spaces.
- Public open spaces - It is important for development to coordinate the on-site provision of public open space to make the most of opportunities to provide well designed and usable spaces and to contribute to the Masterplan's vision - delivery of six principal public open spaces.
- Public transport - The Council is working with TfL to understand how growth will impact on the public transport network. The Council will work with TfL to ensure site specific impacts are addressed through the development management process. This may include mitigation measures such as: new and increased bus services; and improved accessibility to the Canary Wharf transport interchange.
- Walking and cycling - Improved and additional walking and cycling links across South Dock between South Quay and Canary Wharf Major Centre will help existing and new residents, workers and visitors to access public transport services. The delivery of the these links will require partnership working with landowners including the Canal & River Trust and Canary Wharf Group and Berkeley Homes.
- Waste - The potential levels of waste generated could exceed the capacity of the Council's current waste management system and have a negative impact on the capacity of the road network. Development should explore the use of innovative solutions to manage waste and maximise the prevention of waste generation, while reusing and recycling the remainder.



Information in this Appendix was produced at a point in time and will be subject to change. The most up-to-date information on infrastructure requirements will be the Council's Infrastructure Delivery Plan (IDP), which is regularly updated. This information is available on the Council's website www.towerhamlets.gov.uk

Development proposals will be expected to liaise with development management officers at an early stage in the pre-application process to understand the most up-to-date infrastructure requirements.

The Council and Greater London Authority (GLA) are committed to delivery an Isle of Dogs and South Poplar Opportunity Area Planning Framework (OAPF), which will analyse infrastructure constraints, capacity for development and identified opportunities for investment and improvements in the wider area.

Table 1 (on page 52) was informed by the Council's Infrastructure Delivery Plan. It identifies strategic infrastructure that may be required to support the level of development indicated in the table. Multiple funding sources may be necessary to deliver these projects including CIL, S106, Grant Funding and Central Government Funding. In addition, the Council will seek to utilise match funding opportunities to help deliver these projects where possible.

Table 2 (on page 53) suggests additional studies and development briefs that the Council would like to see undertaken to help secure the delivery of infrastructure and other key projects. These would need to be developed in coordination with landowners and stakeholders.



Woolmore Primary School

Table 1: Indication of infrastructure priorities in relation to London Plan density matrix range of a 'Central Location'



Strategic Infrastructure	London Plan density matrix range		Rationale	Potential delivery organisatins	Potential funding sources	Suggested phasing: Short-term 2015 to 2019 Medium-term 2020 to 2024 Long-term 2025 to 2030
	(650 hr/ha)	(1,100 hr/ha)				
South Dock bridge	1	1	To enable the optimisation of housing delivery and improve pedestrian and cycling access to and from Canary Wharf Major Centre (subject to a feasibility study).	LB Tower Hamlets Development sites Canary Wharf Group Canal & River Trust Transport for London	CIL, S106, Other	Short-term
Millwall Cutting bridge	1	1	To improve pedestrian permeability along South Dock and improve access to the South Dock bridge.	LB Tower Hamlets Development sites Canal & River Trust Transport for London	CIL, S106, Other	Short-term
Replacement or refurbished South Quay pedestrian bridge	1	1	To enable the optimisation of housing delivery and improve pedestrian and cycling access to and from Canary Wharf Major Centre (subject to a feasibility study).	LB Tower Hamlets Development sites Canary Wharf Group Canal & River Trust	CIL, S106, Other	Medium-term
Primary schools (3 Form Entry)	0.4	0.7	To meet additional requirements for primary school provision within 300m (or equivalent walking time) of South Quay.	LB Tower Hamlets Development sites	CIL, S106, Other e.g. Department for Education	Short-term
Secondary schools (8 Form Entry)	0.1	0.2	To meet additional requirements for secondary school provision (to be delivered outside of South Quay) in addition to the forthcoming former West Ferry Printworks secondary school.	LB Tower Hamlets Development sites	CIL, S106, Other e.g. Department for Education	Medium-term
Principal public open spaces	6	6	To meet additional requirements for public open space to support mixed, sustainable and healthy communities by effectively utilising existing and new spaces.	LB Tower Hamlets Development sites Docklands Light Railway	CIL, S106, Other	Short- to medium-term
Improved public realm	-	-	To support existing and new residents, businesses and visitors.	LB Tower Hamlets Development sites	CIL, S106, Other	Short- to long-term
IDEA Store floorspace	149m ²	253m ²	To meet additional requirements for IDEA Store services (to be delivered at Wood Wharf).	LB Tower Hamlets Development sites	CIL, S106, Other	Short- to long-term
Community Centres	To be determined during the implementation of the Masterplan		To support existing and new residents, businesses and visitors.		CIL, S106, Other	Short- to long-term
Young people facilities			To support young people.	LB Tower Hamlets Development sites	CIL, S106, Other	Short- to long-term
Health facility floorspace	414m ²	702m ²	To meet additional requirements for health services.	LB Tower Hamlets Development sites NHS Commissioners	CIL, S106, Other	Short- to medium-term



Table 2: Suggestions for further work

	Quick win projects	Rationale	Potential delivery organisations	Potential funding sources	Suggested phasing
1	Temporary uses and landscaping of decanted/vacant development sites and dock edges including: <ul style="list-style-type: none"> • Pop-up retail • Affordable workspace • Cultural & sporting activities • Public art and lighting installations 	To support the creation of a mixed community during the development of South Quay and promote it as a local destination.	LB Tower Hamlets Development sites	CIL, S106, Other e.g. Private sector sponsorship	Short- to long-term
2	Coordinated design of hoardings and screenings of decanted/vacant sites	To support the delivery of a high quality built environment during the development of South Quay	Development sites	CIL, S106, Other e.g. Private sector sponsorship	Short- to long-term
3	Creation of the Registered Providers Panel	To support the design and delivery of affordable housing.	LB Tower Hamlets	CIL, S106, Other	Short- to long-term
	Project related studies	Rationale	Potential delivery organisations	Potential funding sources	Suggested phasing
1	Isle of Dogs & South Poplar Opportunity Area Planning Framework	To manage housing growth and infrastructure delivery (including utilities) for the wider Isle of Dogs and south Poplar.	LB Tower Hamlets GLA TfL	LBTH GLA Other	Short-term
2	Feasibility, Design and Delivery Study for bridges	To deliver the most efficient and effective solution for supporting walking and cycling movement to and from South Quay.	LB Tower Hamlets Development sites Canary Wharf Group Canal & River Trust	TfL Other e.g. Private sector sponsorship	Short-term
3	Design and Delivery Study for Principal and DLR Public Open Spaces	To coordinate the delivery and management of the Principal Public Open spaces	LB Tower Hamlets TfL	TBC	Short-term
4	Feasibility & Design Study for sustainable vacuum waste collection system and a local decentralised energy network	To deliver the most efficient and effective solution for transporting waste for sustainable management.	LB Tower Hamlets Development sites	TBC	Short-term
5	Updated Millennium Quarter Public Realm Guidance Manual for the South Quay area	To provide further information for implementing South Quay Masterplan guidance.	LB Tower Hamlets	TBC	Short-term
6	Updated Maritime Greenwich World Heritage Site Management Plan.	To reflect emerging context and provide guidance for coherent materiality and colour along the Grand Axis.	Maritime Greenwich World Heritage Management Team	MGWHS	Short-term

