

South Dock Marina

Headline Report

A summary of the Community Consultation to date

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1. Introduction

1.1. In 2013 the London Borough of Southwark agreed an ambitious commitment to build 1,500 new Council homes by 2018 and 11,000 by 2043 to tackle an acute and growing housing crisis. The latest figures show there were 12,720 households on the housing register and 937 households living in temporary accommodation. On top of this, housing in Southwark is becoming increasingly unaffordable.

1.2. The 'Southwark Regeneration in Partnership Programme (SRPP)' is one way in which the Council is intending to deliver new homes. Through the SRPP, the Council will package under-utilised or redundant sites to create new opportunities for inward investment and will work in partnership with developers. The SRPP has already identified and begun to progress with a number of Council owned sites across Southwark that have development potential. The sites range in size and complexity and offer a range of opportunities to provide new homes, businesses and improved facilities.

1.3. The South Dock Marina scheme is one of the projects in the SRPP. In May 2015, Adam Khan Architects were appointed to develop the scheme designs through to the submission of a planning application. The brief requires a scheme which ensures this key riverside site reaches its full potential. To achieve this, the scheme focuses on replacing and enhancing the current boatyard and marina facilities, as well as providing an exemplary housing scheme that maximises the provision of affordable housing for local people. To enable these ambitions to be realised, careful consideration of the design, viability, planning and community issues need to be taken into account.

1.4. The proposal aims to provide a minimum of 35% affordable housing. At least half of these units will be offered to local residents in priority need. The scheme will also include car parking, commercial and community facilities and an improved boatyard.

1.5. The aims and objectives of the scheme are to:

- Deliver high quality housing that maximises the provision of affordable housing for local people;
- Secure the future of the boatyard and provide new and enhanced facilities;
- Deliver a self-financing scheme that 'pays for itself';
- Improve the public realm, including the provision of a café, restaurant and local shop;

1.6. The approach of the design team has been to respond to the Council's policy objectives, meet the brief, mitigate potential impact and respond to community views. Good community engagement is integral to its approach and the scheme takes due account of the opinions of the community, statutory consultees, key institutional stakeholders, the Council's planning department and design review panel.

1.7. This headline report provides a summary of the community consultation undertaken to date and describes the next steps for the consultation process. Over the past nine months, there have been four community consultation events (over five days) on the development of the sketch proposals. A number of key issues have emerged from the feedback received from residents. These include the scale and impact of the development, parking, transport and the boatyard.

1.8. This report presents how the design has changed in response to the questions and concerns raised by the community. A chronological summary of the community consultation process and the development of the sketch proposals is provided in the following sections. In addition, a detailed account of the questions raised by the community and the design teams' responses are provided in the appendix, presented as 'Frequently Asked Questions' (FAQs). The design team have listened carefully to the views of the community and, wherever possible, addressed their concerns. Important considerations that are key to defining the scheme include:

- A purpose designed boatyard facility with enhanced facilities for the Marina;
- Increased provision of newly landscaped, riverside, public spaces, including provision for play;
- A refined, articulated massing, that responds to the local context to maximise the quality of the public realm;
- A robust transport strategy that meets requirements for proposed uses without compromising existing provision;

2. Community Consultation Process

2.1. There is an ongoing programme of pre-application community consultation which has fed into the development of the design proposals to date. For the purpose of community consultation, community is defined within this report as the local residents, occupants, marina berth holders, boatyard users and associated businesses. The table below summarises the consultation events that have been held so far and the number of people who attended.

2.2. Four events have been held so far, from 29th July 2015 to 30th January 2016. A total of 151 people attended the events. In addition to these events, online consultations were held on the Council's website. From these events and online consultations, 105 questionnaires have been received.

2.3. The format of the events was based upon exhibitions, visual boards and small group discussions with representatives from the Council and the design team to present the proposals and answer questions.

Consultation Event	Date	Numbers attending	Numbers of questionnaires received from event
Public consultation event	29 th July 2015	35	33
Public consultation events	7 th and 8 th October 2015	116	57
Boatyard and facilities consultation	9 th December 2015	24	5
Public realm, architecture and transport consultation	30 th January 2016	37	10

Table 1: Date and attendance of pre application consultation events to date

3. Design Proposal Developments

3.1. The design proposals are centred around the boatyard, a key facility in the locality recognised in the London Plan. It has particular importance for berth holders and other river users.

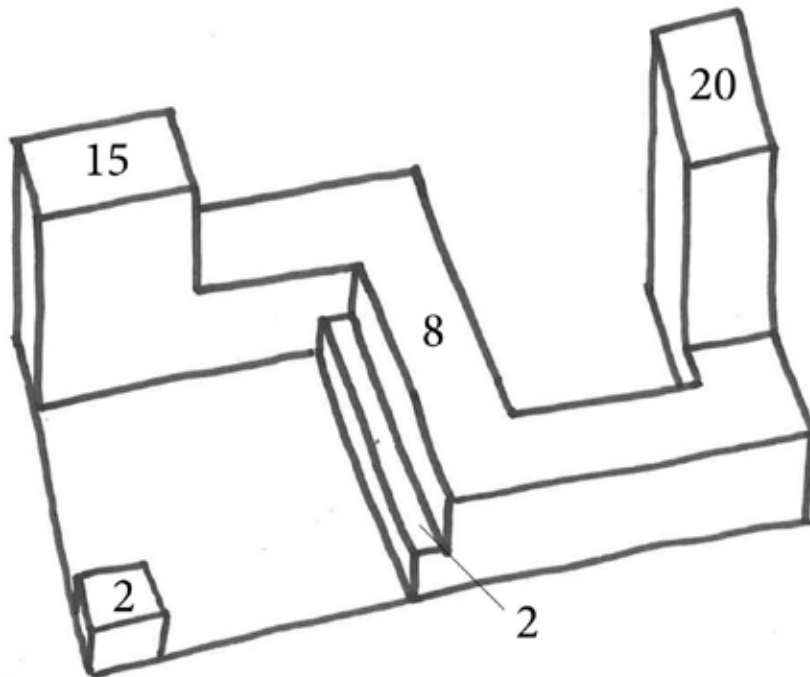
3.2. A key aspect of the design is the concept of open space as being envisaged as “outdoor rooms”, comprising the boatyard, the landscaped public courtyard and St George’s Square. The proposed accommodation is configured to create these “outdoor rooms”.

3.3. The scheme has gone through an extensive pre-application consultation process over the last nine months.

3.4. The details of these are outlined on the following pages:

Public Consultation - 29th July 2015

- The initial sketch study proposed two towers of 15 and 20 storeys, connected by an eight-storey medium-rise building. The boatyard and associated business workshops were situated within the lower floors with direct access to the boat crane on the edge of the marina. The scheme also included a two storey marina facilities building and 20-25 covered car parking spaces.



The concerns raised at this consultation include the following:

- o Building heights seemed too high for the area;
- o The impact of the height of the proposal on the Daylight & Sunlight of neighbouring amenities;
- o Car parking provision appeared too low;
- o The impact of the development on the existing public transport and road network was raised as a concern;
- o The impact of the development on existing public services was raised as a concern;
- o The future of the boatyard was raised as a concern;

Southwark Regeneration in Partnership Programme

Our Vision:

- The vision is to transform the area to a sustainable community
- Actions undertaken to date include:
 - Facilitate regeneration of existing and vacant premises to ensure a good quality of the built environment and the living environment
 - Continue to refresh our diverse cultural provision
 - Reduce the inequalities between the rich and the poor
 - Create new housing and other facilities creating new social places
 - Build new housing and other facilities to meet the needs of our diverse population
- This includes how we can provide better housing for Southwark families, social housing, affordable housing, intermediate housing and private housing, as well as flats and houses.

Our aims:

- The current focus is of an ongoing programme by Southwark Council to provide:
 - 11,000 new council homes by 2023 & 12000 in 2030
 - Build the right kind of homes to meet a range of needs, with all homes built to ultra-low energy standards and 100% built to be fully wheelchair accessible
 - Build a mix of housing types, including equally between social rent, shared ownership and private rented
 - Mergentown consultation and engagement with residents
 - Make 10% of new council homes available to existing tenants to ensure a mix of tenure
 - Build high-quality private, sustainable homes with the existing stock

Mersey Gateway view of the area

South Dock Marina

Anna Rhys Architects + Iain Sprook

What We Know About the Site

The site is:

- An operating boatyard
- Pleasure environment
- On the new edge of the London Gateway (Thames Path)
- Has mature trees along the Thames Path
- Short walk to Surrey Gates Station
- Short walk to the Thames Clipper Stop

In the local area, there are:

- Only two dockside play spaces nearby
- One new walking and cycling route
- New residential & commercial development underway

South Dock Marina
A new dock development - East - in discussion

Providing High Quality New Homes

Keeping the Boatyard and Improving Local Facilities

Views and Daylight

What happens next...

Project Timeline:

TODAY
1st public drop of the Card

2015

2016
Autumn Winter 2015/2016 exhibition

2017
Spring exhibition
2017/2018 exhibition
2017/2018 exhibition

2018
2018 exhibition

Tell us what you like

Have your say & get involved...

How to get involved?

- Throughout the project the Card will be travelling those who like, and may be affected by any change, in line with the Council's overall objective of 'You say we do it for you'.
- This will include a series of public exhibitions and workshops both the Autumn and Winter open to all.
- If you would like to be kept informed of progress with the project please contact: headoffice@southdockmarina.co.uk

Tell us what you don't like

The team...

In collaboration with:

Adam Khan Architects
+
East
+
Levitt Bernstein
+
Kier & Allen

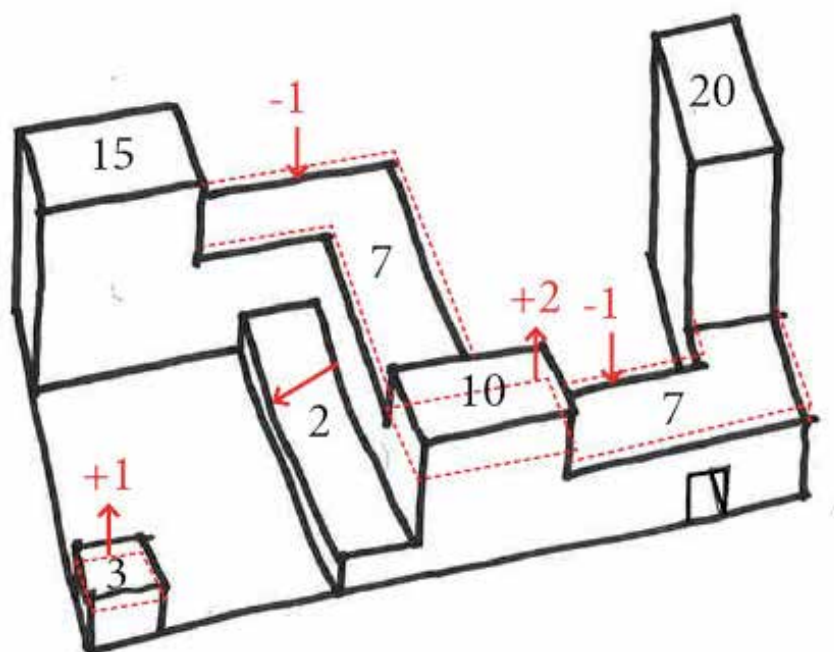
South Dock Marina

Public consultation boards, 29th July 2015

Public Consultation - 7th and 8th October 2015

The revised initial design was presented at the October consultation events. In order to respond to the concerns raised at the previous consultation, the scheme included the following design changes:

- o Building heights of the mid-rise buildings were reduced from eight storeys to seven storeys and a third 10 storey tower was introduced – this allowed to maintain the affordable homes provision at a ratio of 50% affordable and 50% private whilst improving the impact on the neighbouring amenities on Calypso Way.
- o Car parking provision was increased by proposing a basement - to 105 parking spaces including 21 spaces for disabled users. In addition, 18 parking spaces for vans were included for the proposed business units;
- o A transport consultant undertook an assessment of the impact of the proposal on the existing transport infrastructure – the results showed no significant impact;
- o LB Southwark Planning *department* were consulted to assess whether the size of the project would have a detrimental impact to public services. The GLA, and the LB of Lewisham were also consulted subsequently. *The feedback was that transport provisions and public facilities will be adequate for this development (as part of the Canada Water AAP).*
- o To improve permeability on the site, a pedestrian passage was added on Calypso Way, creating an entrance to the new landscaped courtyard directly from Plough Way.



The concerns raised at this consultation include the following:

- o Building heights were still considered too high;
- o Some residents thought that the car parking provision could be increased further;
- o Some residents thought that the boatyard should be increased in size;
- o Residents were concerned about the noise from the boatyard and proximity to the residential accommodation;
- o Residents were keen to see the marina regenerated with more local businesses;
- o On public realm, some residents were keen to see a park next to the boatyard and generally, riverside public space incorporated into the scheme; some residents were keen to see improvements to St George's Square;
- o Some residents wanted to see more cycle parking facilities;



Public consultation boards, 7th 8th October 2015

Consultation Workshop: The Boatyard - 9th December 2015

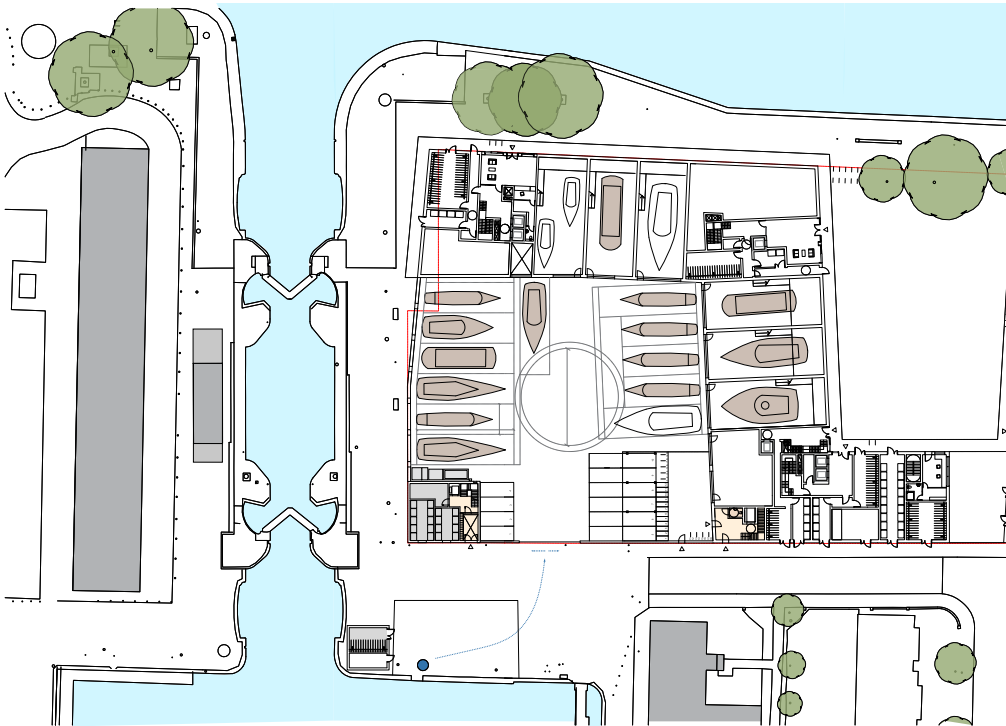
This consultation focussed on presenting design proposals for the boatyard layout only. Berth holders and businesses had a number of technical queries about the workings of the boatyard which were all answered. The scheme has been developed in full cooperation with the Harbour Master.

In response to previous concerns raised in October, the design team were working with noise and air quality consultants to develop more detailed proposals for how the residential accommodation can be located in close proximity to the boatyard accommodation – at this point in the design process, principles were established which would be developed in more technical detail as the scheme progresses. {This early work demonstrated the possibility of achieving both an exemplary standard of living accommodation and a viable working boatyard. }

Building up on the feedback obtained by the boatyard users consulted on the 9.12.15, the design team has developed the boatyard design, in consultation with the Harbour Master.



Boatyard public consultation, 9th December 2015



Proposed ground floor plan, 9.12.15

Boatyard comparison
09.12.2015

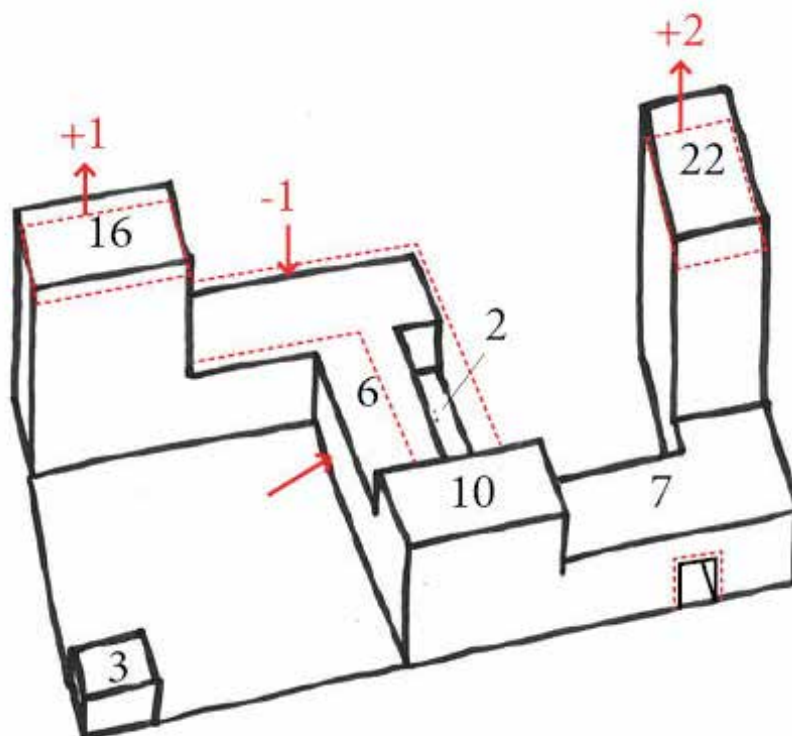
Item	Existing boatyard		Current Proposal	
	Comment	Sq M	Sq M	Comment
Total usable area for boats	Usable outdoor space	1892	1712	
Boat workshops	None	0	890	
Total usable Boat Space		1892	2602	
Business Workshops	Ad hoc container based 13no.	413		
Total Business Workshops		413	580	
Secure bicycle store	None	0	25	
Marina Toilet/Laundry block	27 years old	108	68	
Marina community space	None	0	80	
Marina maintenance workshop	Ad hoc container based 2no.	64	110	
Total Marina Facilities		172	283	
Berth holder storage	None provided. Self arranged in containers 11no.	350	218	
Parking spaces Berth holders	22 marked spaces outdoor			Number tbc in Underground Car Park
Parking spaces business users	18no.			10 vans permanent + (6 vans temporary=79sqm) + 12 motorcycles + 20 bikes
Total usable Area		2827	3683	

Table of Existing and Proposed useable area, 9.12.15

Public Consultation: 30th January 2016

The developing design was presented at the January consultation events. In order to respond to the concerns raised at the previous consultation, the scheme included the following design changes:

- o Building heights of the mid-rise buildings on the riverside and courtyard side were reduced from seven storeys to six storeys to make the public space and boatyard feel more open. The two riverside towers increased in height from 15 and 20 storeys respectively to 16 and 22 storeys respectively – this allowed to retain the number of affordable homes provision with a ratio of 50% affordable and 50% private;
- o The boatyard workshops were relocated directly under the building, increasing the open yard space for the boatyard.
- o The noise and air quality consultants were continuing to develop detailed proposals on the proximity to residential accommodation. The initial assessment indicated that noise and air quality would not be an issue for the existing and new residential accommodation.
- o The car parking provision had increased to 130 spaces in total;

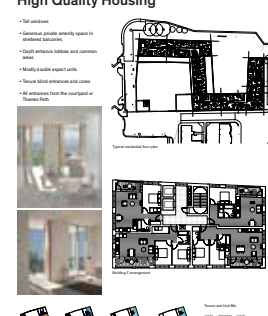


Public Realm and Landscape

Landscape[illegible][illegible]

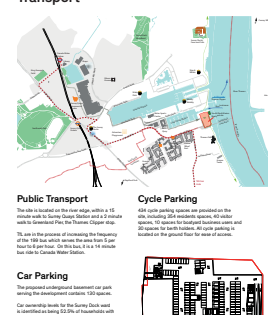
South Dock Marina

High Quality Housing



South Dock Mari

Transport



access to at least 1 car. It has been used as the basis for determining car parking provision for the development.

South Dock Mari

Upcoming design development - Mid-September 2016

Following the feedback received from the series of consultations held between July 2015 and January 2016, it is understood that the local community is still dissatisfied.

The client and its design team are working on developing the scheme to address more of the comments received. The design development will aim to address some of the comments relating to impact of height on views, public realm (with consultation with the LB of Lewisham) and further improvement to the boatyard.

4. Summary of Responses to Date

4.1. This section summarises the main community concerns from all the events held to date.

4.2. The main areas of community concerns are:

- **The Boatyard:**

Queries have been raised about the long-term future of the boatyard, the new facilities available and the compatibility of the boatyard uses with residential development.

- **Public Realm:**

Questions concerning the new public realm proposals and improvements to existing areas of low quality public realm have been raised.

- **Housing and Architecture:**

There have been questions about the scale of the development in relation to how it fits in with the surrounding area and the impact on the views and daylight/sunlight of neighbouring properties.

- **Transport and Parking:**

Queries about vehicular traffic and congestion issues, car parking provision within the new scheme and capacity issues in relation to public transport have been raised.

5. Detailed Responses

This section provides more detail on the results of the community consultation. It follows the main themes of the responses and feedback.

The Boatyard

5.1. From the scheme conception, the boatyard has been a central element to the design. It has strategic importance as recognised in the London Plan, due to it being the only facility of its kind on this stretch of the Thames. It is also highly valued by the local community. The boatyard contributes to the scheme's offer of an enhanced public realm along with the landscaped public courtyard and St. George's Square. The importance of the boatyard to the local community was evident throughout the consultation process. The proposed design ensures that the boatyard is retained and can accommodate sustainable growth through the provision of better facilities.

5.2. There was initial concern that the boatyard would be removed or reduced in size as part of this scheme. A specific event was held for key stakeholders of the boatyard on 9th December 2015. The purpose of which was to allay concerns that the boatyard would be lost or reduced and to give the users of the boatyard an opportunity to discuss the details of the proposed design and new facilities. This event was run in collaboration with Patrick Keating, the Harbour Master, and attendees included existing berth holders and business users. The new boatyard will provide an upgraded purpose-built and more efficient facility compared with the existing boatyard. As well as essential facilities, the marina building includes a new community room with access to a roof garden that is also available to the wider community.

5.3. One of the main concerns raised by users of the boatyard and members of the local community is the compatibility of the boatyard uses in close proximity to residential units. Considerable work has been carried out on the boatyard to mitigate the impact of noise, dust and fumes. Noise and air quality consultants have been appointed in order to test the impact of the proposed boatyard on new and existing homes. Details for mitigation of noise, dust and fumes as well as safety considerations are being investigated in discussion with the consultant team, the Harbour Master and the Council's Environmental Health Officer.

Public Realm

5.4. An improved public realm is an integral part of the design. The community consultation has highlighted the importance of high quality public spaces that will benefit local residents. The design team have engaged with community views about retaining and improving the riverside public spaces by including this as a high priority in the plans for the scheme.

5.5. The landscape concept for the scheme centres around three 'outdoor rooms': the boatyard, a landscaped public courtyard and St. George's Square. The residential buildings, the boatyard workshops and the retail are carefully arranged around those three 'outdoor rooms'.

5.6. The proposed South Dock Marina scheme returns large parts of the site, which are entirely fenced off at present, to the public realm. The pedestrian areas around the residential buildings, the improvements to St. George's Square and the landscaped public courtyard will enhance permeability through the site, access to the riverside and improve the public realm for new and existing residents. New play space within the landscaped courtyard and St. George's Square will be accessible to all.

5.7. In particular, way-finding to the river will be improved. The introduction of the pedestrian passage on Calypso Way will serve as a gateway to the new public space and the river beyond. Pedestrians walking towards the site from Plough Way will be offered a view of the trees, open space and river beyond through this opening in the building and will be able to continue walking directly through the site to enjoy the riverside public space.

5.8. The design team are exploring options to improve the Plough Way roundabout by enhancing the landscaping, whilst maintaining the vehicular access requirements. Options to create a new cycle and pedestrian connection to Enterprise Way are being explored to increase connectivity to St. George's Square.

5.9. Incorporating St. George's Square into the development will create an enjoyable public place by the river. It will be enlivened by new play facilities and a café and restaurant that connect directly to the public spaces, to provide enjoyment for residents of Lewisham and Southwark.

Housing and Architecture

5.10. The scale and quantum of the development was amongst one of the most frequently raised concerns to emerge throughout the community consultation process. In particular, the residents were concerned that the height and massing would infringe on the open character, river views and daylight of the area. The height of the towers and their location within the scheme was also raised as a matter of concern.

The residents were also concerned of the impact of the proposed quantum of homes on the public services such as schools, GP provision, etc. The LB of Southwark, the LB of Lewisham as well as the GLA have been consulted regarding the amount of proposed new homes provided on the site. Public services are being provided through the wider context including the Canada Water masterplan and AAP.

5.11. Architecture and housing typologies have been carefully considered to deliver an exemplary scheme, to deliver the Council's housing policy requirement for the scheme and to deliver an enhanced boatyard facility and public realm. The scheme is being presented to a set of consultees before the planning application: including GLA, Design Review Panel (independent panel of architects and other professionals), LB of Southwark Planning department, LB of Lewisham Planning department. This series of consultation aims to ensure that the proposals are to exemplary standards.

5.12. The design team has listened carefully to the concerns of residents about scale/height/massing of development. The design team are continuing to develop and refine the massing and height of the scheme. The location and spacing of the taller buildings and the variations in building heights have been designed to limit the impact on daylight/sunlight to neighbouring properties.

5.13. The scheme has been subject to extensive testing to assess the impact on neighbouring properties as well as to establish the light conditions within dwellings and open spaces in the development. All necessary mitigation measures will be incorporated into the scheme design. The planning application that will be submitted will be accompanied by a daylight/sunlight and overshadowing assessment and wind and microclimate assessment.

Transport and Parking

5.14. The final area of community concern was about transport and parking. There has been careful consideration given to transport matters, addressing such issues as the transport capacity, levels of traffic and the parking provision for the scheme.

5.15. The site is located in an area with a low registered public transport accessibility level (PTAL) of 1b. Surrey Quays overground station is within 15 minutes walking distance, and the 199 bus (connecting to Canada Water station, Greenwich, Lewisham and Catford) stops 150m away. The Thames Clipper stop, Greenland Pier, is also located nearby across South Lock. The LB of Southwark are actively engaged with TfL to improve the services. For example, improvements to services on the 199 bus are due to be implemented by TfL, these will be potentially funded via development contributions.

5.16. Contributions to improve rail and underground capacity fall beyond the scope of this particular development, however the Council is working with operators to support capacity improvements where possible. TfL aims to implement the use of live service information at more bus and river boat stops. If adopted at Greenland Pier as well as the nearby bus stops, this would benefit local users and encourage use. In addition, the development may also support improved cycle parking provision at Greenland Pier as well as safeguard space for future expansion of the Santander Cycle Hire Scheme.

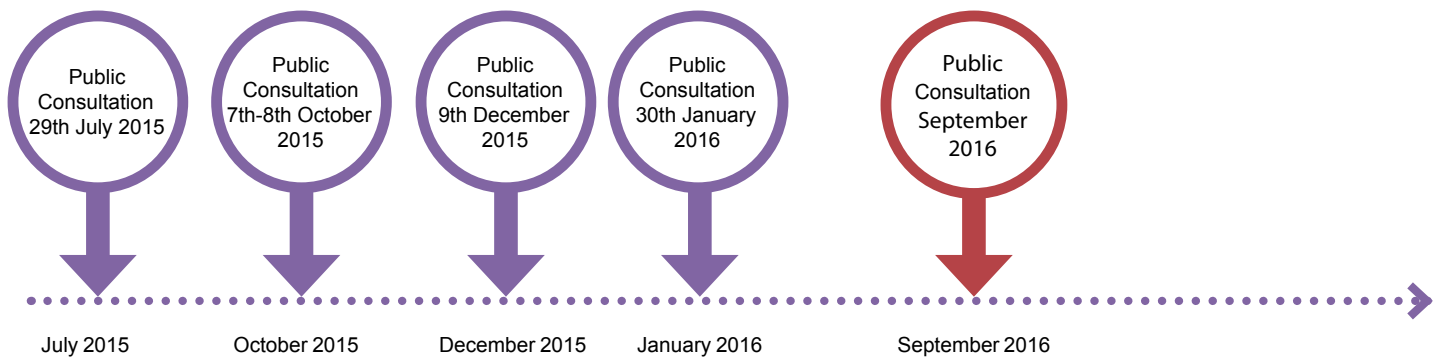
5.17. Initial traffic studies have been carried out to establish existing conditions in the area. Based on the size of the proposed development and the amount of car parking provided, it is estimated that there will be approximately 30 trips generated by the development during morning peak hour between 8-9am. This, according to TfL represents a negligible increase in traffic on the wider network. A transport assessment is currently underway, details of which will be submitted with the planning application.

5.18. Car parking provision for the development has increased from 20-25 spaces in the initial proposal to 120 spaces in the current proposal, 22 of which will be allocated to South Dock Marina berth holders. All parking is contained within a basement car park, accessed off Calypso Way. The development contains a parking ratio of 0.46 spaces per new dwelling. This level of provision has been set with the aim of limiting the impact of cars from the new development on local streets, in relation to parking amenity. The quantum provided is in line with local car ownership levels within 2011 Census data along with current on-street parking stress levels, captured via a parking survey (2016).

6. Next Steps

6.1. Over the next few months:

- The local community are welcome to respond to this report:
Please visit <http://www.southwark.gov.uk/regenerationpartnership> or email housingregen@southwark.gov.uk
- A consultation event is planned w/c 12 September to show the community the latest scheme and seek their feedback. The date will be confirmed in the following weeks by Nicola Keeley.



FAQ's

1. Boatyard and facilities

1.1 What facilities will the new boatyard have?

The boat workshops and open yard, with access to the crane on South Dock Marina, will serve boats of up to 16m long. Crane capacity is 20 tonnes without spreaders and 17.5 tonnes with spreaders.

A self-powered boat mover will be procured in order to transport boats from the crane loading area into the boatyard and workshops, allowing for easier manoeuvring and transportation of boats.

In addition to the ground floor boat workshops, new purpose built B1 workshops will be situated on the first and second floors overlooking the boatyard and will be served by a stair and goods lift.

A further option for equipment to be lifted up from ground level via a hoist or winch through openings on the façade is also being investigated to improve accessibility.

1.2 How much will the new boatyard facilities cost for users?

No firm costs have been decided to date. Based on investigations in the area we have given indicative costs of £10 sq ft for the large boat workshops, £8 sq ft for the industrial workshops, both of these may be marketed as incubator units with an increasing rent profile over say 4 years. For storage cages we are currently indicating £6 sq ft for berth holders. Once the design has been finalised and we know the space available for each area, we will then set prices and lease terms.

1.3 Will the boatyard remain open throughout the construction?

The construction of the scheme will be phased to allow for a temporary working area for the boatyard to be retained during all phases with direct access to the crane, ensuring the sustained activity of the boatyard. Details of the phasing will be developed between the Council and the chosen development partner.

1.4 How will the light industrial work in the boatyard be compatible with residential units?

Noise and air quality consultants have been appointed in order to conduct testing of the impact of the proposed boatyard on the new and existing homes. The work is ongoing. Details for mitigation of noise, dust and fumes as well as safety considerations will be investigated in discussions with the consultant team, the Harbour Master and the Council's Environmental Health Officer. The new workshops will be designed to enable mitigation in terms of sound proofing and ventilation to be integrated into the design of the new workshops. In addition, a management plan will be developed with the Harbour Master which will consider which activities will take place where, timings and mitigation measures.

FAQ's

2. Public realm and retail

2.1 What retail and commercial opportunities will there be in the scheme?

The current proposal includes a new restaurant and café space overlooking the river along the Thames Path. This will create an opportunity to introduce new activity on the riverside and along with new landscaped public spaces will provide a draw for local residents and visitors. There is also provision for a corner retail unit at the corner of Calypso Way and St George's Square.

A retail investigation will be undertaken by LBS in order to establish whether there is demand on the site for retail and what type of retail would be likely to be sustained on this site.

2.2 What community facilities will be provided in the scheme?

A community space is proposed within the Marina Facilities building. This room is envisaged as providing a local resource which residents can book out for events and gatherings. The space is designed with a kitchenette and roof terrace for use in summer months. The space benefits from aspects onto the marina and the lock.

The community space will be primarily for berth holders and marina facilities with costs built into their contract. The space can then be let to the wider community via the Harbour Masters office

2.3 Can landscaping improvements be extended to St Georges Square?

The public realm improvements will form an integral part of any future planning application and will be delivered as part of the development proposal.

Proposals for extending the landscaping proposals to St. Georges Square are being investigated and discussions have begun with Southwark planners, Lewisham Council, Highways Authorities and the Environment Agency.

Details for the landscape proposals for the entire site, including the Thames Path are currently being developed.

FAQ's

3. Housing and architecture

3.1 Why is the density above the AAP guidance?

The design team has consulted the GLA, LB of Lewisham and LB of Southwark planning departments regarding the quantum of proposed homes. The feedback was that transport provisions and public facilities will be adequate for this development (as part of the Canada Water masterplan and AAP).

Note that the proposed scheme has to meet 'Exemplary Standards'.

3.2 Why is the height acceptable?

The design team has consulted the GLA, LB of Lewisham and LB of Southwark planning departments as well as the Design Review Panel regarding the height of the proposed development. The feedback was that the location of the high buildings were appropriate in terms of townscape, river views and not detrimental of neighbouring amenities.

3.3 What will the tenure split of the scheme be?

The proposed tenure split of the presented schemes was:

- 50% private
- 50% affordable

3.4 How will you ensure that the affordable housing is safeguarded for the future?

Available measures for safeguarding affordable social housing for the long term future are very limited.

Councils cannot prevent eligible households from exercising their right to buy (RTB) unless they can prove the home is particularly suitable for occupation by elderly people or that a demolition order has been served on the property. The only deterrents are restrictions on re-sale before 5 years (<https://www.gov.uk/right-to-buy-buying-your-council-home/selling-your-home>) and the reduction of the RTB discount if the applicant has been a tenant for less than 5 years, as used RTB before or the receipt from sale (i.e. market value less the RTB discount) is less than the costs of building the unit so that the sale value is equal to the build cost (<https://www.gov.uk/right-to-buy-buying-your-council-home/discounts>)

Also, although government confirmed that Councils will be able to let new build units that exceed £500,000 value threshold for forced disposal, this protection is currently understood to only apply to the first let.

A number of local authorities had sought to move their social housing stock into Housing Companies to safeguard them from right-to-buy (RTB) and forced disposal of high-value homes but government have limited the number of homes that can be transferred without Secretary of State Consent to just five (5).

The effects these policies have on social housing stock are well known and as noted

FAQ's

in the 2012 Independent Housing Commission report on the future of Council housing in Southwark (http://www.southwark.gov.uk/info/200463/community_conversations/2999/lets_talk_about_the_future_of_housing/2), the Council's options were to either accept the continued depletion of the borough's social stock in the face of the pressure on its waiting list from households for whom social housing is the only viable option or act to keep its stock at its current level of around 39,000 homes. The Council, in its commitment to build 11,000 new Council homes by 2043, has opted to do the latter as it is the only real chance it has of meeting the demand from the over 12,000 households on its waiting housing list.

3.5 How will you meet the housing needs of local people?

The intermediate homes will be marketed to Southwark residents and the social rent homes will allow for the Council to meet the needs of local people on the Southwark housing list. The local lettings policy will apply meaning 50% of new council homes will be available to Council tenants living in an agreed estate boundary.

3.6 How will you reflect the character and heritage of the area in the design of the scheme?

The scheme occupies a prominent position at the entrance to the dock and adjacent to the River Thames. It will be introduced into a context which is rapidly changing. The last twenty years has seen the Canada Water Peninsula transformed from a working dock to a place where people live. The area supports a range of architectural styles and forms. The design team is seeking to build on this evolving character and develop a response which is appropriate and which realizes the potential of this key riverside location.

The scheme will incorporate existing heritage features around the site and will deliver new open spaces and places which will integrate with the existing riverside walk and public realm associated with the Dock.

FAQ's

4. Transport and parking

4.1 How will this development impact on traffic congestion in the area?

A transport assessment has been commissioned and is currently underway. This will establish existing conditions around the site and determine the impact of the proposed development on local roads and traffic.

The work carried out to date estimates that there will be approximately 30 vehicle trips generated from the development in the busiest morning peak hour between 8am and 9am. Transport for London have advised that this represents a negligible increase in traffic on the wider network.

4.2 How much parking will be provided for the scheme?

120 parking spaces will be provided in total.

This includes dedicated spaces for 22 berth holders and a space for each wheelchair dwelling.

The level of provision is aligned with local rates of car ownership based on 2011 Census information and a car parking survey (2016).

The car parking provision is considered to be reasonable. If additional car parking was provided this would exceed the level of parking demand, contribute towards encouraging car ownership and generating additional vehicle trips on the network. Providing insufficient car parking increases the risk of additional parking overspill onto local streets.

The design team have met with the Greater London Authority and Southwark's Design Review Panel, who have both questioned the high level of car parking proposed for the development. The GLA would support a proposal with reduced parking provision.

The amount of parking provision on the site is currently being determined. The viability and feasibility of a basement on the site are being investigated in conjunction with civil engineers, transport and cost consultants and planners.

4.3 Has a parking survey been carried out?

A parking survey has been conducted for the local area. The detailed results will be made available as part of the documents submitted with the planning application.

4.4 What consideration has been given to the impact of the new development on public transport services?

We are aware that the public transport in the area suffers from congestion and an exercise has been undertaken as part of the early transport work to assess the likely impacts the development will have on these.

FAQ's

The trip generation exercise forecasts approximately 30 bus trips and 20 rail trips will be produced by the South Dock Marina development during the morning peak travel period. TfL are carrying out a bus capacity study which may lead to some increase in services in the area, potentially funded via development contributions. It is likely that the South Dock Marina proposal would also expect to support an increased service frequency on the bus route 199.

Rail and underground capacity are something beyond the control of this development but the Council will work with operators to support capacity improvements where possible.

TfL would encourage implementation of real time information at the Greenland Pier Thames Clipper stop as well as the nearby bus stops to encourage use. In addition, the development may also support improved cycle parking provision at Greenland Pier as well as safeguarding some space at the development for future expansion of the Santander Cycle Hire Scheme.

5. Impact on local area

5.1 What security considerations have been taken in the design of the scheme?

The scheme will aim to achieve Secured by Design certification to ensure adequate security measures have been integrated into the design. Two initial meetings with the Secured by Design liaison officer have taken place, and a continued dialogue will be maintained to enhance security and safety as the design progresses.

Also, the Council's letting policy provides additional priority to working households and households who undertake a community contribution. This will help to create communities that are mixed, balanced and sustainable in the future (which can lead to a reduction in the fear of crime and, potentially, the incidences of crime) as shown in the best practice examples of Manchester City Council and Northampton.

3.1 What will be the impact on local public services such as schools, GP provisions, etc?

The LB of Southwark, the LB of Lewisham as well as the GLA have been consulted regarding the amount of proposed new homes provided on the site. Public services are being provided through the wider context including the Canada Water masterplan, and AAP.