

# SOUTH QUAY MASTERPLAN



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# SOUTH QUAY MASTERPLAN



**Lutfur Rahman**  
Mayor  
London Borough of  
Tower Hamlets

## FOREWORD

It is my pleasure to introduce the South Quay Masterplan, which will help to create a thriving, diverse neighbourhood with much needed housing, including affordable and family housing, local shops and services.

Providing the guidance for much needed housing and infrastructure, the Masterplan will help shape the development of South Quay as a new neighbourhood, providing better links through to the Isle of Dogs and into Canary Wharf; creating new local shopping opportunities around Marsh Wall, improving the dockside for public access and providing high quality open spaces.

The population of our borough and that of London as a whole is growing fast which has created a pressing need for new homes. South Quay's proximity to the global economic centre of Canary Wharf, with London-wide connections to be enhanced with the opening of the new Crossrail station in 2018, and its historic waterfront setting makes it an attractive location for redevelopment. This is reflected in the intense developer interest in the area, with various high-rise and high-density schemes emerging.

The purpose of this Masterplan is to capture this interest and ensure the resulting development is of the best quality and benefits current residents in South Quay, across the Isle of Dogs and in the borough as a whole.

South Quay has the ability to provide a substantial contribution towards meeting the borough's housing need. In turn, the development will enable us to provide the infrastructure and services which will benefit all residents in the Isle of Dogs and across the borough - including additional schools, open spaces, leisure facilities, transport and community facilities – so that the quality of life is improved for all residents.

Yours faithfully

Mayor Lutfur Rahman



## Masterplan project team

The South Quay Masterplan has been developed by the:

- London Borough of Tower Hamlets

alongside close working with the:

- Greater London Authority

Specialist support has been provided by:

- Maccreeanor Lavington
- Deloitte
- LUC

## Delivery partners and key stakeholders

The delivery partners consist of:

- Landowners
- London Borough of Tower Hamlets
- Greater London Authority
- Transport for London
- Canal & River Trust
- Affordable housing providers
- Utilities providers

Other key stakeholders include:

- Maritime Greenwich World Heritage Site
- English Heritage
- Environment Agency
- Natural England
- Local community groups and Tenants & Residents Associations

## Working with the Greater London Authority

Located within the Isle of Dogs Opportunity Area, South Quay is an area capable of substantial change, with the potential to deliver significant and much-needed housing growth. However, it is vital that this growth is captured and delivered in a planned, sustainable and responsible way. It is essential that we secure the comprehensive delivery of high-quality public realm, accessible open spaces, and active and well-designed streets, with excellent legibility and permeability. Exceptional residential quality is also paramount given the unique and high-density nature of emerging proposals. The necessary social infrastructure must also be delivered to support and realise this growth.

This document is intended to form a framework for development, to ensure that all proposals contribute directly to the long-term sustainability of South Quay. The South Quay Masterplan is intended to be a collaborative task between Tower Hamlets Council, the GLA and TfL. All parties, including the Canals and River Trust, other key stakeholders, landowners and developers, will all need to continue to work together to deliver the priorities set out within this document, and to realise South Quay's potential.

I consider this Masterplan to be the first stage in the development of an Opportunity Area Planning Framework for the Isle of Dogs, and I am committed to ensuring that the excellent work undertaken to date is built on and feeds into an overarching strategic vision for this critical part of London.

Sir Edward Lister  
Chief of Staff and Deputy Mayor for Planning



### **Production information**

It has been prepared in accordance with:

- Localism Act (2011)
- Planning Act (2008)
- Planning and Compulsory Purchase Act (2004)
- Local Planning Regulations (2012)
- National Planning Policy Framework (2012)
- Planning Practice Guidance
- London Plan (2011) and any relevant adopted amendments
- Local Plan (Core Strategy (2010) & Managing Development Document (2013)

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### **Tower Hamlets Translation Service**

The Council can assist with the translation of the draft masterplan. If you need a translation of this document, please see the penultimate page.

### **Consultation information**

Consultation is taking place between:

**XX January to XX February 2015 (midnight)**

Comments can be sent to:

- ldf@towerhamlets.gov.uk

Or by post to:

FREEPOST RRBK - TZER - UTAU  
Draft South Quay Masterplan Consultation  
Strategic Planning - Plan Making  
London Borough of Tower Hamlets  
PO BOX 55739  
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E14 2BG

For further information:

- search the web for “South Quay Masterplan”
- visit [www.towerhamlets.gov.uk](http://www.towerhamlets.gov.uk)
- contact the Plan Making Team using the provided details

Paper copies of the masterplan are also available to view during normal office hours at:

- Town Hall Planning Reception
- IDEA Store Canary Wharf
- Cubitt Town Library



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# HOW TO USE THIS DOCUMENT

The draft South Quay Masterplan should be used alongside the Local Plan, other supplementary guidance, the London Plan and the NPPF.

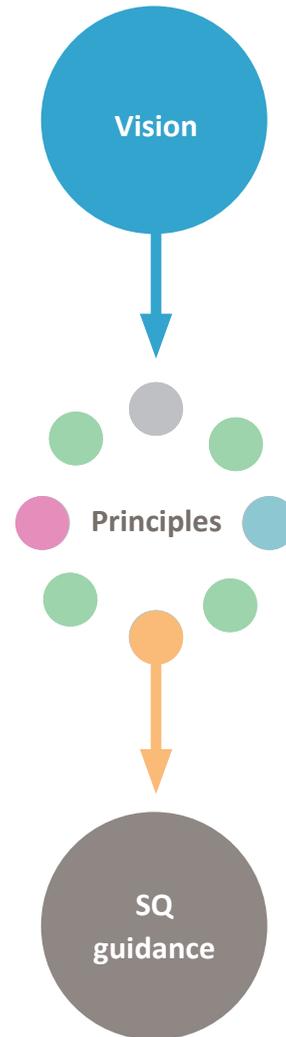
The masterplan is comprised of 9 sections:

1	Introducing the masterplan
2	Vision & principles
3	Development management
4	SQ1 Housing density
5	SQ2 Connections & public spaces
6	SQ3 Massing & urban blocks
7	SQ4 The skyline
8	SQ5 Infrastructure
9	Delivery

The vision and principles provide the overarching structure that guides the SQ guidance elements.

Graphics and diagrams have been used where it is appropriate to help explain guidance.

The document can be printed at A4 and A3 scales.



## What weight does it have?

Following the close of the formal consultation period, the emerging masterplan will be a material consideration in planning decisions, providing further detail to the Local Plan and London Plan.

Once approved by the Mayor in Cabinet for use as a Supplementary Planning Document, the masterplan will gain further weight in determining planning applications.

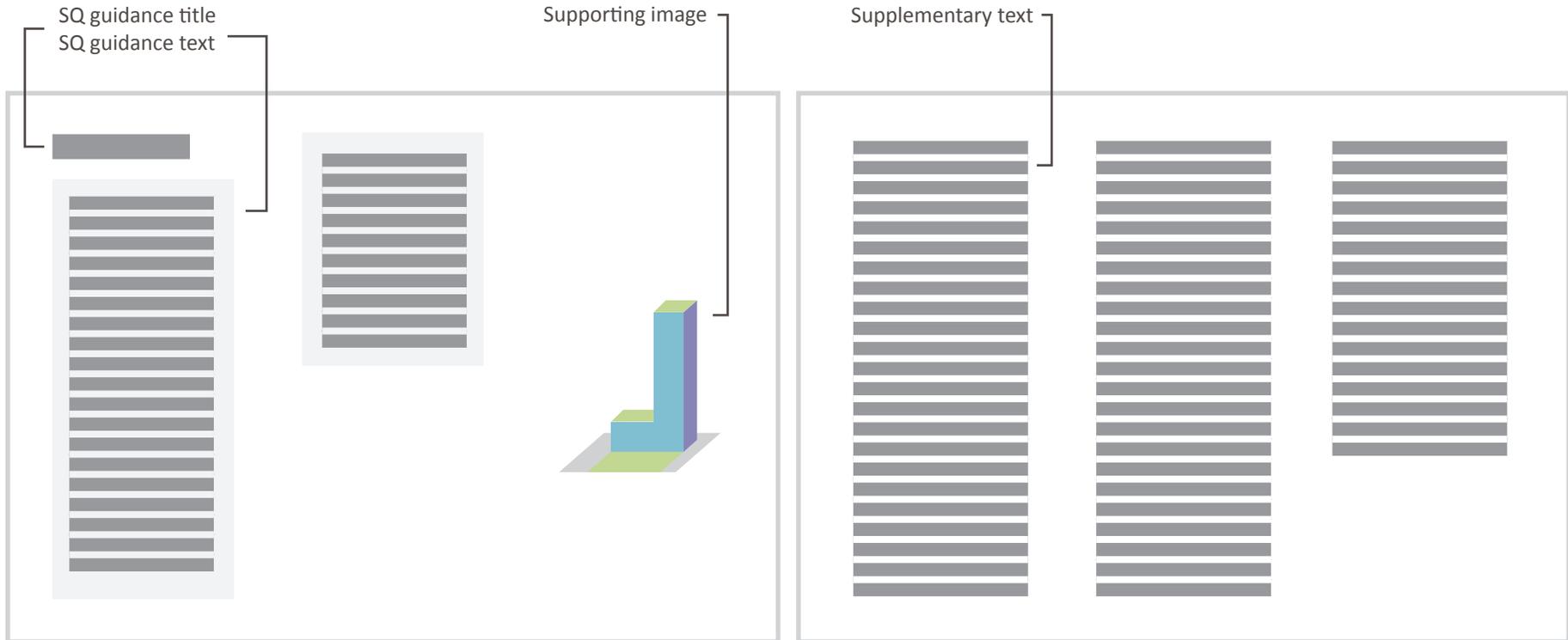
The masterplan will be a Supplementary Planning Document to support the London Plan and Local Plan.

## What guidance does it give?

The masterplan provides concise and effective guidance to shape South Quay to become a high quality new urban neighbourhood.

The masterplan should be considered as a development management manual; the Council and partners will work with applicants and the community to ensure the guidance in the masterplan is successfully delivered.

It does not seek to repeat guidance stated in the Local Plan or London plan.



SQ guidance text set out the critical elements of guidance.

Images are used to support the SQ guidance text and supplementary text.

Supplementary text provides further detail, explanations and narrative for the SQ guidance text.

# INTRODUCING THE MASTERPLAN



## WHY IS THE COUNCIL PRODUCING A MASTERPLAN?

### **A masterplan is needed for South Quay to help the Council to manage the high levels of housing growth proposed by housing developers and to secure the maximum benefits for the wider community.**

The Greater London Authority's London Plan is currently being updated to reflect the need to deliver more housing across the capital. The London Plan sets the Council's housing target and is looking to raise the target from 2,885 to 3,930 new homes a year for the next ten years. This requires the Council to deliver a minimum of 39,300 new market and affordable homes across the borough by 2025.

The need to deliver more housing is resulting in higher densities being proposed by housing developers in greater numbers across the borough. This is requiring the Council to update its population and infrastructure modelling to ensure existing and future residents and businesses are supported by services and a high quality built environment.

In light of the need for new affordable and market housing within the borough, the Council considers the potential to optimise the delivery of housing to be a unique opportunity to secure housing for those in need and to help to ensure existing and future residents and businesses are supported by services and a high-quality, coherent but varied built environment.

Within the South Quay area, the amount, scale and densities of residential development being proposed by developers is greater than envisaged in the Council's Local Plan and Millennium Quarter Masterplan. There are currently nearly thirty potential development sites within the South Quay area, each in different ownership which presents challenges and opportunities for coordinating development proposals and managing their impacts.

Without a masterplan, development would be delivered in an uncoordinated manner that would likely result in a disjointed poorly used public realm interspersed between isolated tall buildings. Critically, the Council would be less likely to secure community benefits to mitigate the cumulative impact of development across South Quay.

As such, further planning guidance is required to supplement the Local Plan to manage this growth to ensure affordable housing and infrastructure is planned for and delivered to support existing and future residents while creating a liveable and vibrant place. The masterplan seeks to adopt a proactive approach by acknowledging the existing policy position of density set out in the London Plan and recognising that sites may come forward above the London Plan densities. It seeks to address the demands such a place would need to provide for in terms of social and physical infrastructure in addition to the requirements set out in the Greater London Authority's Housing Supplementary Planning Guidance.

The masterplan is being developed ahead of the Isle of Dogs Opportunity Area Planning Framework in partnership with the Greater London Authority. This will provide guidance for the wider Isle of Dogs.



## WHAT BENEFITS WILL IT BRING?

The Council recognises that the levels of development will result in an urban neighbourhood the like of which has yet to be seen in the UK. It is strongly committed to capturing the maximum benefits that is offered by this unique opportunity for both the existing and future community. The key benefits identified by the masterplan are below and are in addition to those identified on a site-by-site basis through the development management process.

- A significant amount of new affordable housing
- Increased opportunities for jobs and training
- A varied but coherent built environment delivered at a human scale at street level
- A high-quality and coordinated public realm
- A minimum of six new public open spaces
- New and improved walking and cycling connections including new and improved foot bridges to Canary Wharf
- New and improved public transport services
- A new high street of local shops and services along Marsh Wall
- New evening and night-time economy uses along Marsh Wall and docksides
- New primary schools, health, community and cultural facilities

These will be secured through mechanisms including the Council's Community Infrastructure Levy, Section 106 contributions, physical onsite delivery and other in-kind contributions.



## PLANNING POLICY CONTEXT

The masterplan will sit within a hierarchy of planning policy documents:

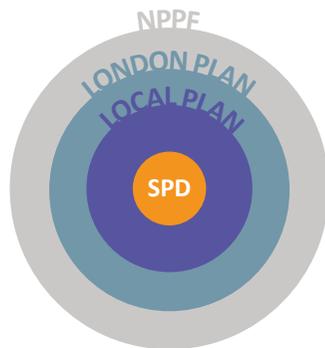
### National Planning Policy Framework (2012) and Planning Practice Guidance

The NPPF provides guidance for when and why Supplementary Planning Documents should be development. The masterplan will fulfill these requirements by seeking to help to facilitate successful applications and deliver the required infrastructure delivery to support housing growth in the Isle of Dogs.

### London Plan (2011)

South Quay 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.

Tower Hamlets and the Greater London Authority will be working in partnership to develop an Opportunity Area Planning Framework for the wider area.



### Local Plan (2010 & 2013)

The Local Plan provides borough-wide, place- and site-specific guidance for the South Quay area. Key designations are:

- Places of Millwall & Cubitt Town
- Canary Wharf Activity Area
- Millennium Quarter Site Allocation
- Marsh Wall East Site Allocation
- Flood Zone 3a

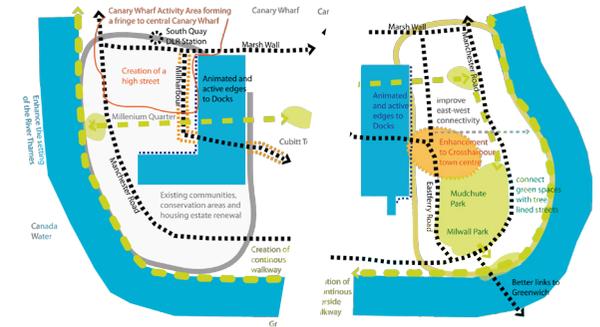
In summary, this guidance seeks to shape South Quay to:

- 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;
- establish a clear relationship with housing growth and the delivery of benefits for the wider community;
- improve connections to the wider area;
- ensure buildings step down from the north to the south and step back from docksidess;
- deliver a legible, permeable and well-defined movement network;
- activate frontages along streets and docks; and
- protect and enhance heritage assets.

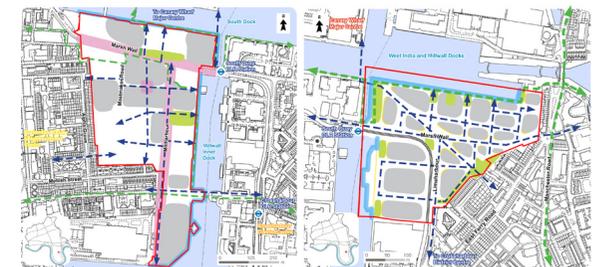
### Millennium Quarter Masterplan SPG (2000)

Once the South Quay Masterplan is approved by Cabinet for use as an SPD, it is envisaged that the Millennium Quarter Masterplan will be removed.

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 (Core Strategy) Spatial Policy 12 Annex vision diagrams for Millwall & Cubitt town



Local Plan (Managing Development Document) Millennium Quarter & Marsh Wall East Site Allocations



Local Plan (Adopted Policies Map) extract



## HISTORICAL CONTEXT

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 Countess of Glengall on a large area in the south east of the island and established timber wharves, sawmills, 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.



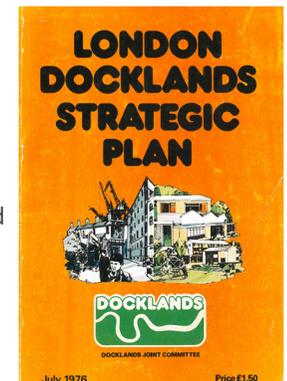
1930 aerial view of South Quay looking north west

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 areas 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.





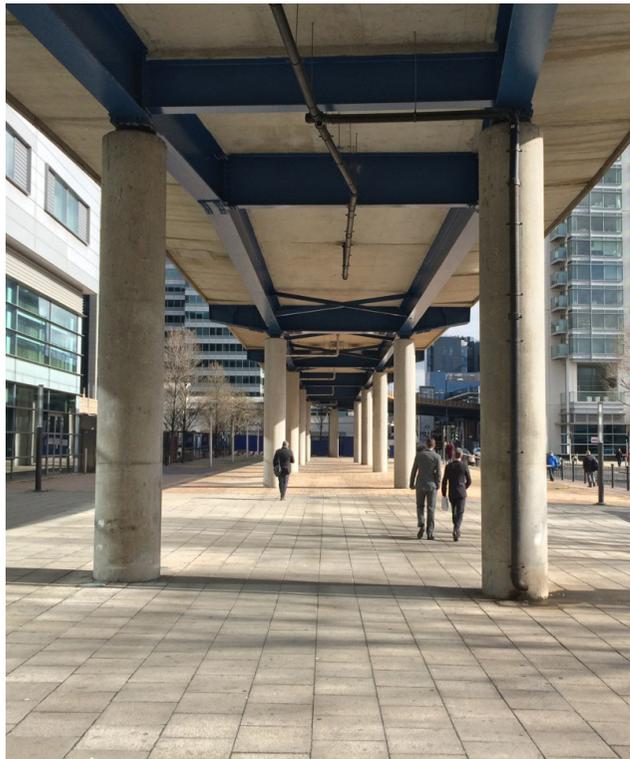
## CURRENT CONTEXT

### **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 lies 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.



View beneath the DLR looking east

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.

### **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.

There is one footbridge connecting South Quay to Canary Wharf that will increasingly become uncomfortable to use as new housing delivered.

### **Public open pace**

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 are 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 in the previous thirty years. However, the docks are historic environments dating from the nineteenth century.

### **Environmental**

The dock areas in the masterplan area are designated as Site of Importance for Nature Conservation.



### Recent development

There are nearly thirty developable sites within South Quay 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, consideration needs to be given to the cumulative impacts of these densities in terms of infrastructure delivery, environmental impacts, health and well-being and placemaking. The masterplan provides the framework for this consideration to take place in addition to the site-by-site analysis undertaken through the development management process.

Since 2012, three strategic residential development proposals have been determined by the Council's Strategic Development Committee:

- Dollar Bay (permitted March 2012)
- Skylines Village (refused March 2013)
- City Pride (permitted July 2013)

Common themes raised by the Committee include:

- Overdevelopment of sites;
- Size, scale and height of development;
- Impacts on surrounding areas' amenity;
- Very high residential densities; and
- Separation of housing tenures on-site and off-site.

## PRODUCTION PROCESS

The masterplan is being informed by:

- Stakeholder engagement
- Strategic Environmental Assessment
- Equalities Assessment
- National and regional legislation and guidance
- Technical evidence base

### Engaging with stakeholders

Information received during the development of other planning policy documents is being used to inform the development of the masterplan together with more detailed discussions with key stakeholders.

### Strategic Environmental Assessment

A Strategic Environmental Assessment has been undertaken to inform the development of the masterplan by looking at environmental considerations. This has been informed by the Local Plan Sustainability Appraisal.

### Equalities Assessment

An Equalities Assessment has been undertaken to inform the development of the masterplan and ensure that the impacts on the equalities groups are understood and, if required, are addressed. This has been informed by the Local Plan Equalities Impact Assessment.

### Current stage

January to February 2015	Formal consultation
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### Next stages

Early spring 2014	Consideration by the Mayor in Cabinet for approval
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# VISION & PRINCIPLES



## 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 docksidessitting 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.





# PLACEMAKING PRINCIPLES

These principles provide an overarching framework to structure the masterplan's SQ guidance and its implementation.

## 1. Housing design (SQ1)

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. Infrastructure (SQ5)

Development should contribute to the delivery of infrastructure.

## 8. Delivery and management (Delivery)

Development should accord with the guidance set out in the masterplan and support its delivery in coordination with management mechanisms.

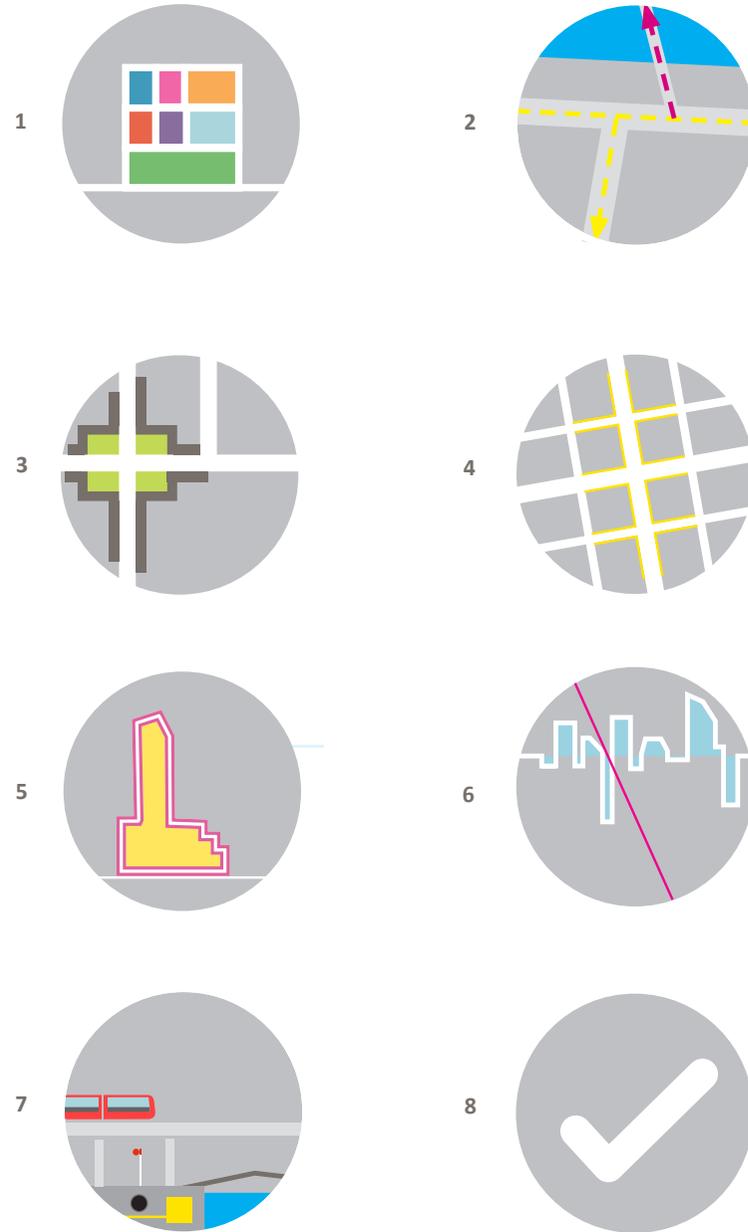


Figure V1 Vision Map



- 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
- Destinations
- Principal public open space

# DEVELOPMENT MANAGEMENT



## DEVELOPMENT MANAGEMENT

This section sets out information on how the masterplan should be used for development management purposes and provides clarity on a number of definitions.

### **Pre-application service**

Due to the potential scale of development on each site and the local character, the Council will 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.

### **Engaging with Registered Providers**

Registered Providers (RP) are responsible for the design, management and maintenance of affordable housing in the borough. In recognition of the opportunities and challenges in delivering affordable housing at high densities, applicants should engage with RPs at the earliest opportunity.

### **Relationship with the Local Plan**

The masterplan provides additional information to supplement the strategic policy framework set out in the Local Plan.

### **Using Net Residential Developable Area**

The Greater London Authority's Housing Supplementary Planning Guidance (SPG) (2012) provides guidance on implementing housing policies in a manner that focuses on quality of housing.

It states that Net Residential Developable Area should be used for determining net residential densities and excludes footways, carriageways, paths, rivers, canals, railway corridors and other existing open space for the calculation.

The London Plan density matrix presents density levels for central/urban sites between 650-1,100 hr/ha based on PTAL levels. While in Tower Hamlets permissions have been granted that exceed this figure, the density matrix acts as a tool to ensure the proposals meet the policies set out in the Local Plan.

The London Plan identifies 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 overdevelopment of sites that would compromise on the quality of residential accommodation.

Given the housing growth in South Quay, it is critical that density is measured using Net Residential Developable Area as defined by the London Plan (expanded in the Housing SPG) to provide a transparent and consistent methodology.

The net residential area of developable land takes account of land ownership and excludes:

- overlooking distances from existing residential buildings;
- the DLR and its easements; and
- proposed public open spaces.

### **Strategic Environmental Assessment and Environmental Impact Assessments**

Development management discussions and site specific Environmental Impact Assessments

should be informed by the outputs of the Strategic Environmental Assessment undertaken for the masterplan.

### **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 masterplan area.

The Panel will continue to engage in the design review process for schemes in South Quay throughout the plan period.

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 masterplan.

### **Considering neighbouring sites**

Applicants should liaise with neighbouring sites in the development of proposals to enable the development optimisation of all sites being considered.

GUIDANCE



# HOUSING DENSITY

## SQ1

### **Housing density**

1. Development seeking to exceed London Plan housing densities will be required to:
  - a. robustly demonstrate:
    - i. how it successfully mitigates its impacts; and
    - ii. how it delivers the vision, principles and guidance of the masterplan.
  - b. deliver exemplary design for housing and non-residential uses; and
  - c. provide the required infrastructure in accordance with SQ5.



This section provides further detail, guidance, explanations and narrative for SQ1.

As set out in the London Plan density matrix, the masterplan area falls within the central urban area which has an identified density range of between 650hr/ha and 1,100hr/ha.

Within South Quay, there have been planning applications in the past where the schemes over the London Plan density have been approved. These schemes have demonstrated that the higher densities did not compromise on the quality of residential environment, and that the public realm and 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 this significantly more robustly. Specifically, the need for housing design to be exemplary requires 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 play.

This 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 of density and at the same time recognises that sites have and may come forward over the London Plan densities and seeks to address the demands such a place would need to provide for in terms of social and physical

infrastructure. The masterplan has been assessed for the various infrastructure requirements based on London Plan densities and also for densities above these.

The Council recognises that over the plan period, there will be changes in the economic climate and through this document it sets out a set of place shaping principals within which any scheme will be assessed for conformity.

In doing so, the masterplan provides guidance to help to to create a sustainable and liveable neighbourhood in South Quay.

The Council will monitor the average density of the masterplan during its implementation to inform the development management process and infrastructure planning.



# CONNECTIONS & PUBLIC SPACES

## SQ2

### Connections & public realm

1. Development will be required to 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;
  - 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 and defined in SQ3;
  - d. delivering the movement hierarchy depicted in figure 2.2 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 2.4 to 2.7;
  - 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);
  - ii. an improved or replacement footbridge between the Admiral Estate and Bank Street;
  - iii. an additional footbridge across Millwall Cutting (as depicted in figures 2.1 and 2.2);
  - iv. exploration of additional footbridges to Wood Wharf.
- i. supporting the delivery of TfL cycle hire infrastructure.

### New public open space

2. Development will be required to:
  - 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 2.3.

### Principal and DLR public open space

3. Development adjacent to the Principal and DLR public open spaces will be required to:
  - 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.



Figure 2.1 Connections and urban blocks



- Destinations
- Non-residential active frontage
- ➔ Dockside access
- ⋯ Improved dockside walking & cycling route
- ⋯ New / improved walking & cycling route



Figure 2.2 Proposed movement hierarchy





Figure 2.3. Illustrative location of new principal public open spaces



 New principal public open space

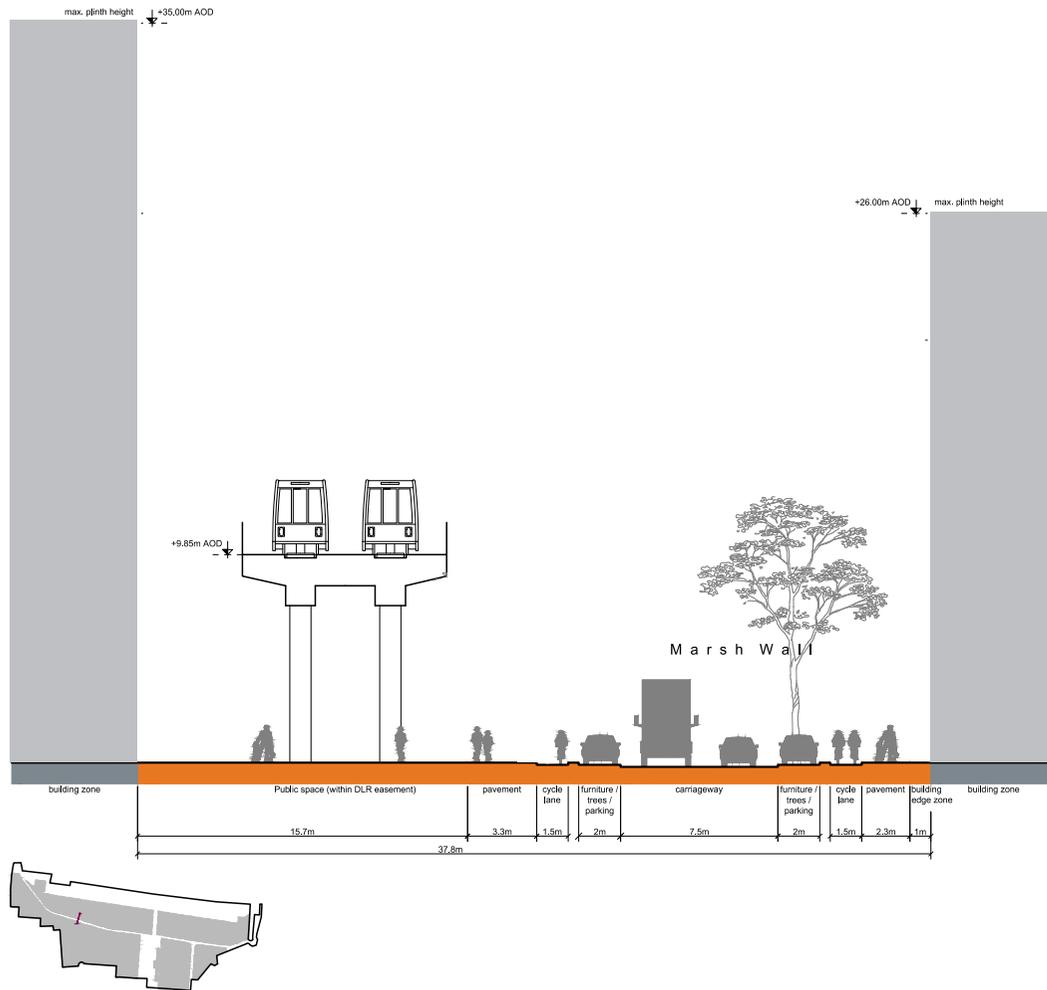


Figure 2.4 Primary streets

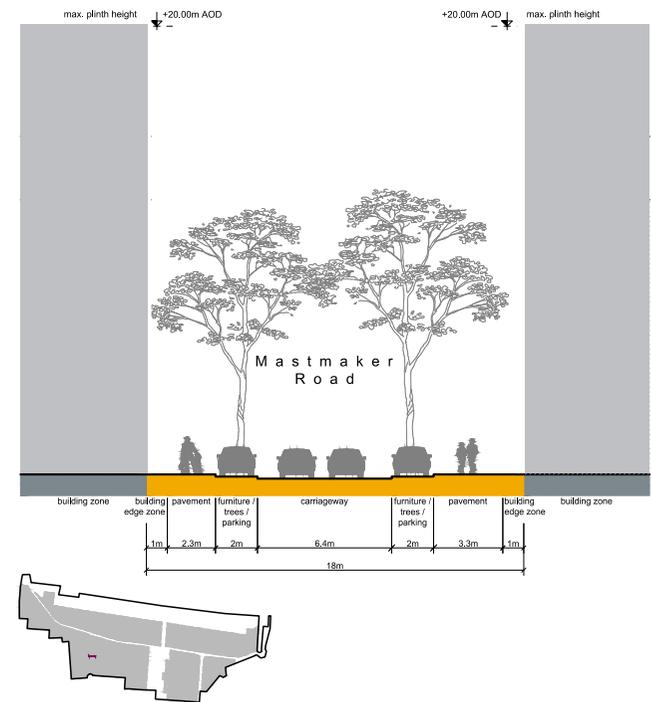


Figure 2.5 Secondary streets

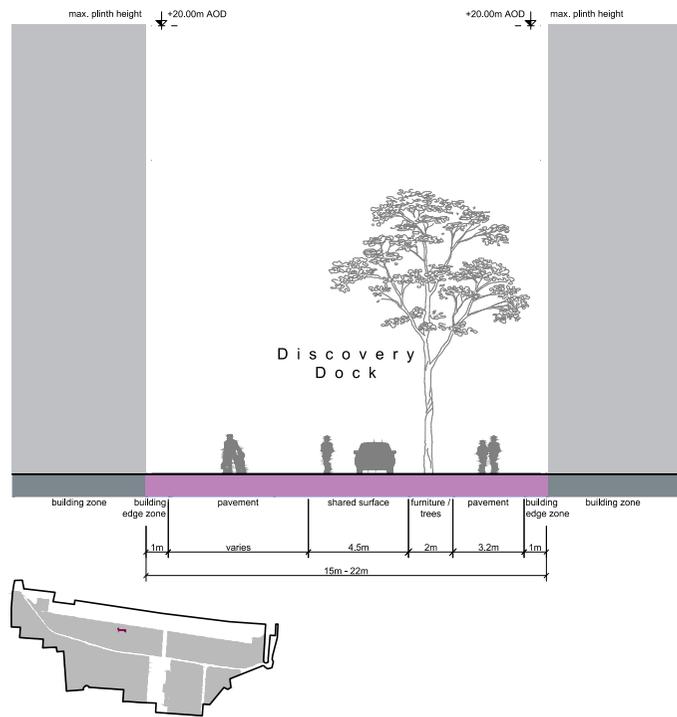


Figure 2.6 Shared surfaces

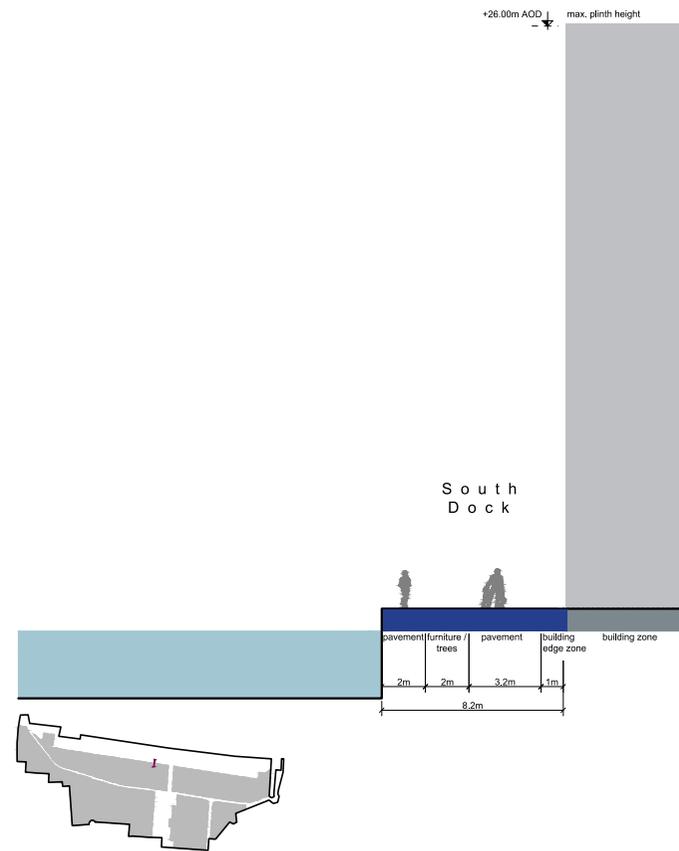


Figure 2.7 Dock edges



This section provides further detail, guidance, explanations and narrative for SQ2.

### **Connections & public realm**

Establishing new and improving existing walking and cycling routes is critical to the delivery of the masterplan. The masterplan seeks to restructure the existing urban grain and movement network to deliver clearly define movement routes by implementing urban blocks with appropriate levels of enclosure (as reflected in figures 2.4 and 2.7). This will help to maximise journeys undertaken by foot or bike, preventing use of private cars and release pressure on the public transport network.

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 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 be facilitated through the delivery mechanisms.

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 north and 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 reflects Transport for London's Road Task Force Report's (2013) recommended Street Family with primary streets relating to the Report's high streets and town streets and secondary/tertiary streets

relating to the Report's local 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 masterplan area with the wider area.

Specifically the delivery of new and improved footbridge crossings across South Dock to Canary Wharf is critical to providing access to the public transport interchange and 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 new footbridges (which will also accommodate cycling) are 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 docksides provide a unique opportunity to deliver east to west walking and cycling routes. By requiring development to step back from docksides 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 allowing continued use of South Dock. The docks also provide an opportunity for water-borne transport, particular aiding access to the Canary Wharf Crossrail Station further north.

In addition to footbridges, the delivery of off-road and/or segregated cycle routes should 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 Opportunity Area Planning Framework in relation to the capacity and resilience of the road network and public transport network.

### **New public open space**

Within the South Quay, 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 a much needed relief within the area, the use of this space is currently very restricted due to operational constraints of 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 the space 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 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 physically provide public open space of a size and quality that provides for the residents and visitors in the area and helps to facilitate social interaction.

All sites will be required to contribute towards public open spaces. On smaller sites, the public open space contribution would 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 must 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 spaces. The design of open spaces and development around them should enable users to view the open sky and where possible dockspaces.

Both smaller and larger sites adjacent to the identified Principal public open spaces are required to contribute to their deliver through the coordination of their provision of on site public open space. Specifically, the design of these spaces should:

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

The detailed design of these public open spaces has been identified as a key project in the delivery of the masterplan and will also be shaped by the development management process.

Development must not impact negatively on the quality of the existing and new open spaces by negative impacts of wind funnelling and overshadowing causing poor sunlight/daylight to those spaces.

#### **DLR public open spaces**

The space underneath the DLR offers an opportunity to create a vibrant stretch of innovative linear open spaces within South Quay and across the DLR network in a similar fashion to New York's High Line. Within South Quay, development proposals adjacent to the 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 Housing SPG, 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.



# MASSING & URBAN BLOCKS

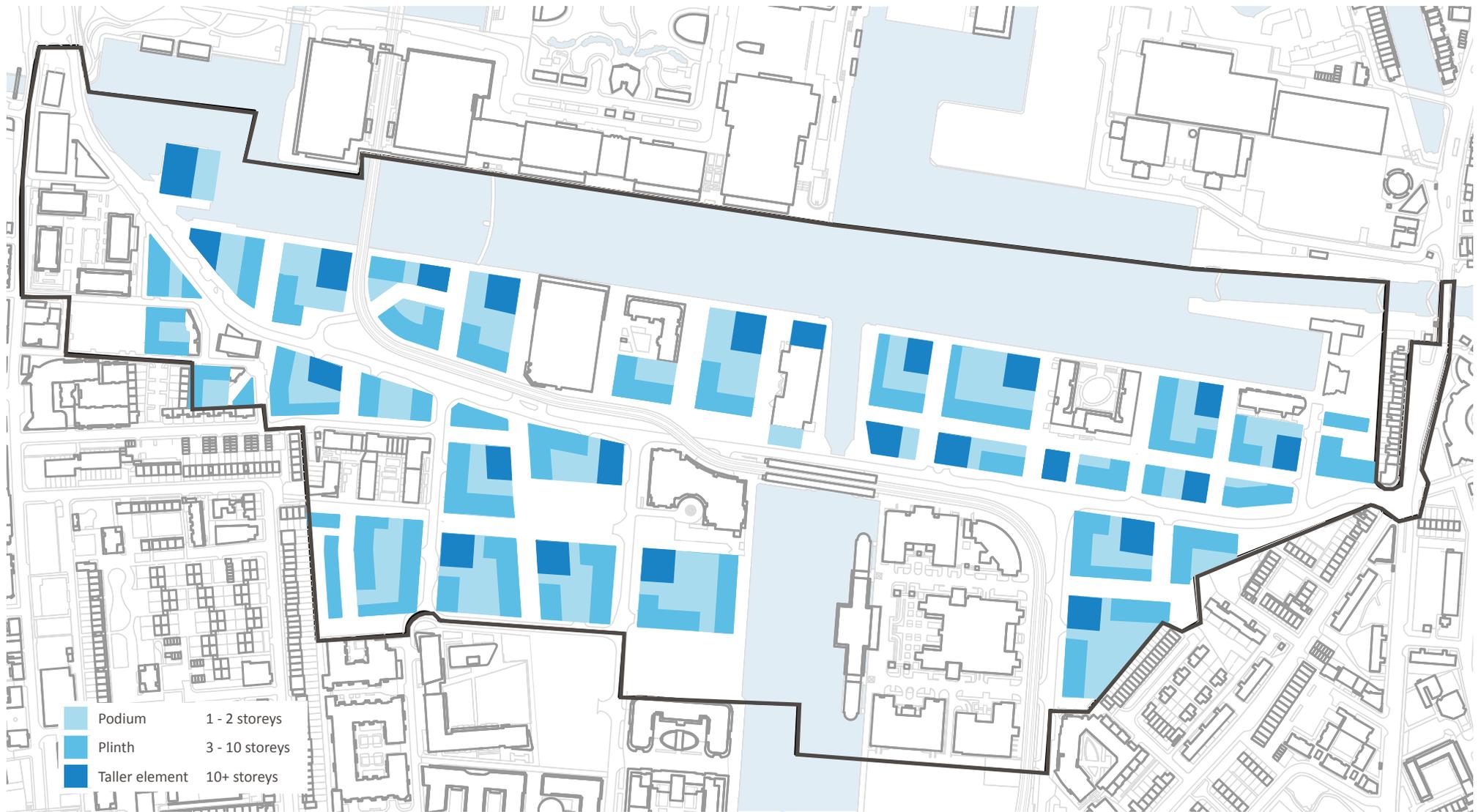
## SQ3

### Massing

1. Development will be required to 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; and
  - b. sustaining and enhancing heritage assets, their setting and their significance.



Figure 3.1 Illustrative massing masterplan



Sites where development is unlikely have not been provided with illustrative massing guidance.



### Hybrid urban blocks

2. Hybrid urban blocks are required to consist of three core components in accordance with figures 3.1 to 3.2:

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

### Podiums and plinths

3. Podium and plinth massing will be required to:

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.

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);
- 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.

4. Podium and plinth design will be required to:

- a. deliver active frontages;
- b. clearly define and deliver residential entrances on the street highest on the movement hierarchy (figure 2.2);
- 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.

### Taller elements

5. Taller element massing and design will be required to:

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

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

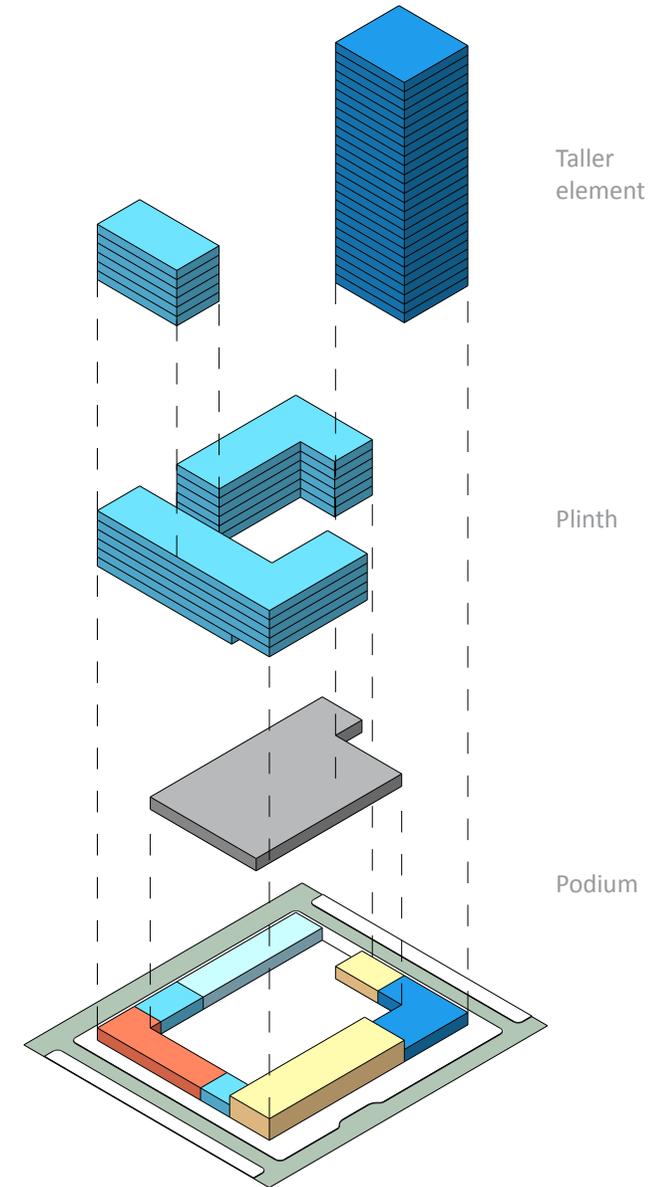


Figure 3.1 Illustrative components of the hybrid urban block

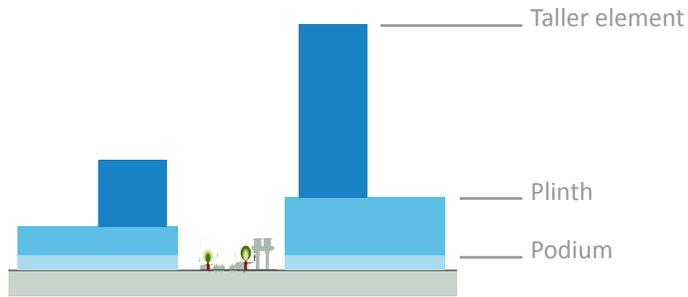


Figure 3.2 Illustrative side view of urban hybrid urban block components

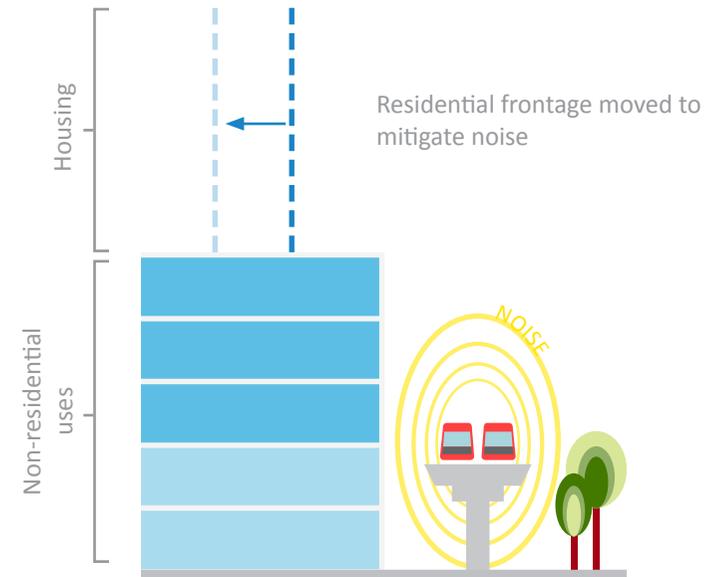


Figure 3.4 Illustration of podium and plinth massing arrangement to mitigate impacts of noise created by DLR services on residential amenity

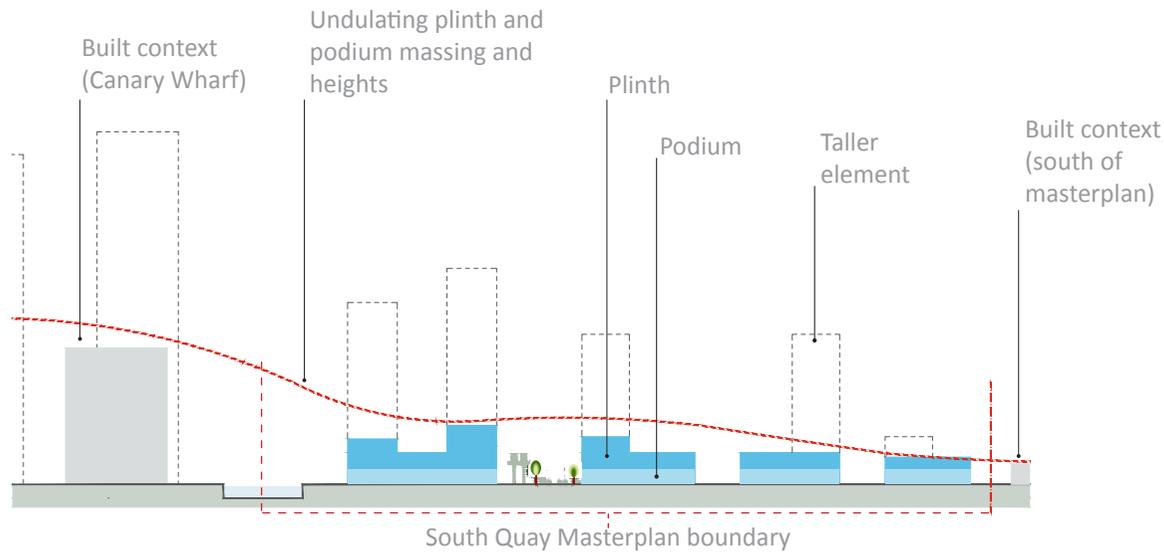


Figure 3.3 Illustrative plinth & podium contextualised massing. This image seeks to illustrate how the plinth and podium massing and height should be delivered from Canary Wharf to south of the masterplan



### Housing typologies

6. Development should deliver a range of housing typologies including;
  - a. directing 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. directing family housing to:
    - i. on 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.

### Communal amenity space

7. 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 3.5).
8. Communal amenity space should:
  - a. be accessible from cores for residents; and
  - b. have adequate sunlight/daylight across different times of the year.

### Child play space

9. Development should deliver child play spaces as 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.

### Private amenity space

10. Development should:
  - a. deliver private amenity space as (illustrated in figure 3.6):
    - 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.

### Car parking & servicing

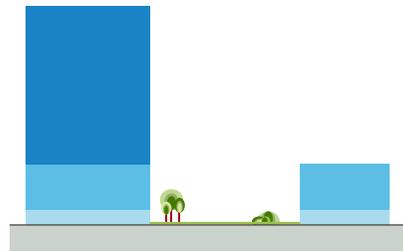
11. Where parking is proposed, it will be required to deliver:
  - a. residential car parking within and/or below the podium element; and
  - b. servicing within and/or below the podium element and/or at ground level within the curtilage of the building to ensure that:
    - i. active frontages are maintained;
    - 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.
12. Developments with car parking and servicing below the podium element should explore shared access with adjacent sites.
13. 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.
14. Car parking for disabled people should be provided within or below the podium element with clear access and in close proximity to access cores.



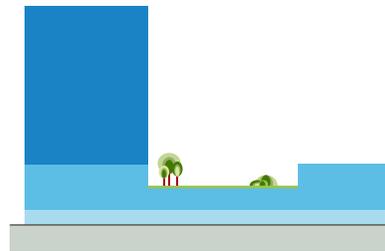
### Social infrastructure & primary schools

16. Social infrastructure and primary schools should:

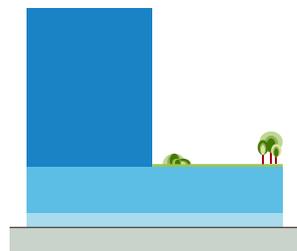
- a. be integrated with the podium and plinth elements (as shown in figures 3.8 and 3.9); and
- b. provide play space for primary schools at:
  - i. ground level for younger children; and
  - ii. play decks, MUGAs and on podiums.



Ground level court yard

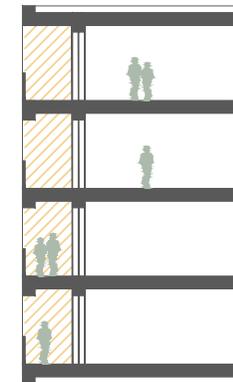


Raised court yard

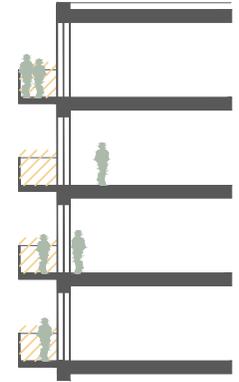


Podium

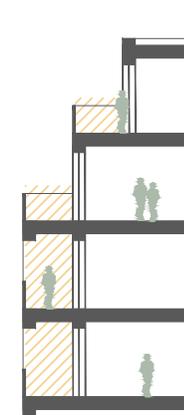
Figure 3.5 Communal amenity space typologies



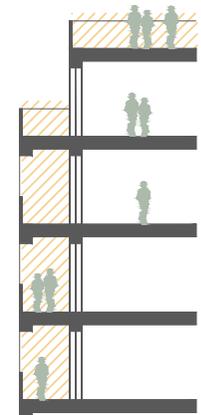
Inset balconies & winter gardens



Projecting balconies

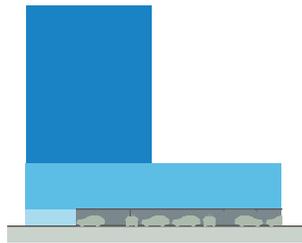


Terrace

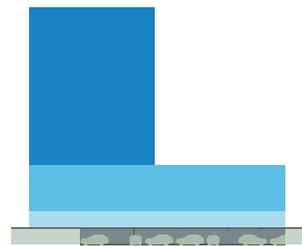


Roof terrace

Figure 3.6 Private amenity space typologies



Parking & servicing within the podium



Parking & servicing below the podium

Figure 3.7 Car parking locations



Social infrastructure

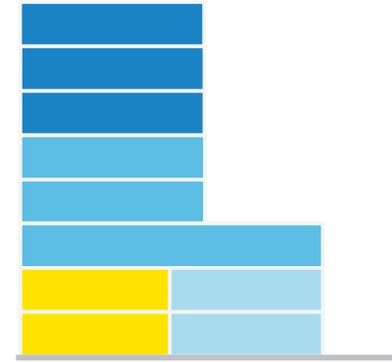


Figure 3.8 Illustration social infrastructure being provided within hybrid urban blocks

Primary school

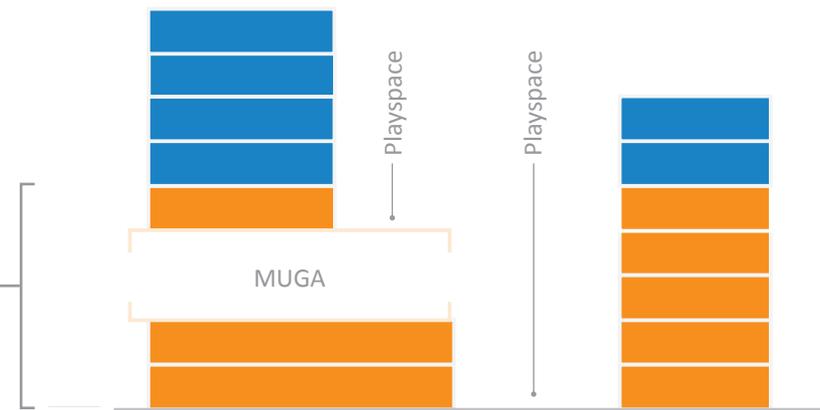


Figure 3.9 Illustration of potential delivery of primary schools within hybrid urban blocks



This section provides further detail, guidance, explanations and narrative for SQ3.

### Massing

The illustrative masterplan in figure 3.1 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.

The majority of sites in the 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.

### Hybrid urban blocks

A hybrid urban block refers to the typology of urban block that is comprised of three elements which accommodate a mix of uses that clearly defines street edges on all sides.

While a mixed use urban block is not uncommon in new London developments, what makes the hybrid urban block specific to South Quay is the way it accommodates and allows for a mix of block typologies of varying proportions within South Quay whilst maintaining continuous active street frontages and maximising the use of open spaces. Potential variations are depicted in figure 3.10.

Currently, South Quay suffers from a poorly defined movement network that lacks legibility and permeability. At street level, the use of hybrid urban

blocks creates a clear street pattern that helps to define and improve movement routes and spaces.

These three elements are:

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

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 block 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, docksides 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). The height guidance provides maximum heights; up to these maximums, development will be expected to vary heights and massing.

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 to reflect the lower-rise character of surrounding areas. One Canada Square defines the measuring point in demonstrating development steps down from the Canary Wharf Major Centre.

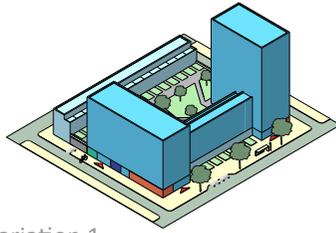
Massing must be delivered below the Civil Aviation Authority's Safeguarded and Obstacle Limitation Surfaces guidance for London City Airport. This is relevant for both the construction and functioning phases of the building.

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.

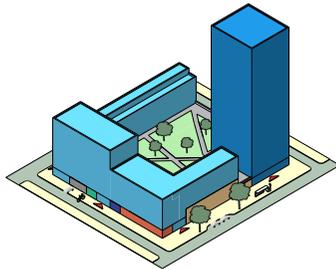
### Housing typologies

Buildings tend to evolve and change over time; however certain typologies resist change which limits the ability of a place to accommodate changing demographics. 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.

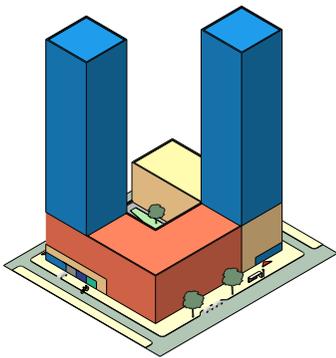
Specifically, the hybrid urban block should



**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.

Figure 3.10 Potential hybrid urban block variations

accommodate a range of residential types including town houses, flats, maisonettes, and duplexes. Common to these typologies, housing design should:

- maximise the proportion of dual-aspect units;
- limit units on each floor to 8 per floor; and
- maximise floor to ceiling heights, particularly at lower levels.

Where single-aspect units are proposed, development should maximise all other elements of residential quality and in particular consider the depths of units to maximise daylight and prevent overheating.

#### Family housing

The Local Plan and GLA Housing SPG provides guidance for the design of family housing. High density family housing requires particular attention to design that ensures they are suitable for large 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

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.

#### Communal amenity space

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 residents and the public understand whether spaces are usable. 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 typologies 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.

In some cases, child play space is located within a communal courtyard and it's 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 overlooked 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 old 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 secondly there



is natural surveillance. Roof terraces over taller elements will only be considered where it can be demonstrated that it's 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.

### **Child play space**

The London Plan and GLA Shaping Neighbourhoods: Play and Informal Recreation SPG 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 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.

### **Car parking and servicing**

South Quay has a range of Public Transport Accessibility Levels of 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 better 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 grade 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/exit from basements must allow for a careful manoeuvre out of the basement to the street to avoid the congestion 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 makes 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 and relevant contribution will be sought through S106 and site specific contributions. 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.

### **Social infrastructure and primary schools**

Social infrastructure is considered to be able to be delivered 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.



# THE SKYLINE

## SQ4

### Martime Greenwich Grand Axis

1. Development located on the Grand Axis will be required to:

- 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.

### Layering and clustering

2. Development will be required to:

- 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.

### Views

3. Development will need to provide verified daytime and evening/nighttime 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.



Figure 4.1. Views and WHS Guidance





This section provides further detail, guidance, explanations and narrative for SQ4.

South Quay is outside of the boundary of the Maritime Greenwich World Heritage Site 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) SPG acknowledging the potential of the Canary Wharf cluster and development further south on the views from Greenwich.

### **Maritime Greenwich Grand Axis**

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 from General Wolfe statue and also from Island Gardens. Both of these strategic views within the WHS designation in the LVMF SPG 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.

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

The masterplan requires is a uniform palette of

material for the sites along the Grand Axis. Over time this has a way of standing out amongst the cluster of buildings unified by their colour and materiality visible in the distant view.

### **Layering and clustering**

London World Heritage Site Guidance on Setting SPG provides a framework for assessing development or 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 that 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.

The opportunity this masterplan presents is to address the issue of dense development emerging in the area that to prevent in a wall of development and deliver a skyline that is balanced and aesthetically pleasing when viewed from the WHS.

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.

### **Views**

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.



# INFRASTRUCTURE

## SQ5

### **Infrastructure**

1. Development will be required to identify the most up to date infrastructure requirements to contribute to the delivery of infrastructure in accordance with the:
  - a. most up to date infrastructure planning for South Quay; and
  - b. Council's Community Infrastructure Levy guidance.

### **Primary schools**

2. Development will be required to:
  - a. demonstrate delivery of an onsite primary school; and
  - b. provide a primary school if:
    - i. demonstrated to be deliverable; and
    - ii. identified to be required by the Council.

### **Waste management**

3. 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.

**London Plan density matrix range**

Table 1: indication of infrastructure requirements in relation to London Plan density matrix range for a 'Central Location'

	Strategic Infrastructure	London Plan density matrix range		Rationale	Delivery organisations	Potential funding sources	Phase: Short-term 2015 to 2019 Medium-term 2020 to 2024 Long-term 2025 to 2030
		(650 hr/ha)	(1,100 hr/ha)				
1	Eastern South Dock foot bridge	1	1	To enable the optimisation of housing delivery and improve pedestrian and cycling access to and from Canary Wharf Major Centre.	LB Tower Hamlets Development sites Canary Wharf Group Canal & River Trust	CIL	Short-term
2	Millwall Cutting foot bridge	1	1	To improve pedestrian permeability along South Dock and improve access to the South Dock foot bridges.	LB Tower Hamlets Development sites Canal & River Trust	CIL	Short-term
3	Replacement or refurbished western South Dock foot bridge	1	1	To enable the optimisation of housing delivery and improve pedestrian and cycling access to and from Canary Wharf Major Centre.	LB Tower Hamlets Development sites Canary Wharf Group Canal & River Trust	CIL	Medium-term
4	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 Department for Education	Short-term
5	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 Department for Education	Medium-term
6	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	Short- to medium-term
7	Improved public realm	-	-	To support existing and new residents, businesses and visitors.	LB Tower Hamlets Development sites	S106	Short- to long-term
8	IDEA Store floorspace	149m <sup>2</sup>	253m <sup>2</sup>	To meet additional requirements for IDEA Store services (to be delivered at Wood Wharf).	LB Tower Hamlets Development sites	CIL	Short- to long-term
9	Community Centres	To be determined during the implementation of the masterplan		To support existing and new residents, businesses and visitors.		S106	Short- to long-term
10	Young people facilities			To support young people.	LB Tower Hamlets Development sites	S106	Short- to long-term
11	Health facility floorspace	414m <sup>2</sup>	702m <sup>2</sup>	To meet additional requirements for health services.	LB Tower Hamlets Development sites NHS Commissioners	CIL	Short- to medium-term
12	Leisure centre courts	3	3	To meet additional requirements for leisure services.	LB Tower Hamlets Development sites	CIL	Short- to medium-term
13	Pneumatic waste collection system	1	1	To manage the high levels of waste generated by development.	LBT Tower Hamlets Development sites	CIL	Short-term

Multiple funding sources may be available 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.



This section provides further detail, guidance, explanations and narrative for SQ5.

To ensure that housing delivery is optimised in South Quay, the appropriate types and amounts of social and physical infrastructure need to be delivered.

To deliver this, the Council will monitor the density of development across South Quay to inform development management discussions regarding S106 contributions and Community Infrastructure Levy receipt expenditure.

Table 1 identifies the strategic infrastructure required and illustrates how the amount of infrastructure will be calculated based on masterplan wide densities.

Development proposals will be expected to liaise with development management officers to confirm the infrastructure requirements at that point in time.

### **Walking and cycling**

With regard to sustainable transport infrastructure, the delivery of an additional footbridge across South Dock from South Quay to Canary Wharf Major Centre is critical to enable existing and new residents, workers and visitors to access public transport services.

The delivery of the footbridge will require partnership working with landowners including the Canals & Rivers Trust and Canary Wharf Group.

To support new and improved walking and cycling routes, public realm improvements are key to the delivery of a coherent movement network and public open spaces.

### **Public open spaces**

The emerging unique high density character of South Quay will result in the Council's monitoring target of 12m<sup>2</sup> per person to be difficult to achieve. As such the Council will be seeking to coordinate the delivery of onsite public open space to provide usable size and design of spaces between adjacent sites and to contribute to the delivery of the six principal public open spaces.

### **Public transport**

The Council is working with TfL to understand how the increase in housing will impact on the public transport network. Through the development management process, the Council will work with TfL to ensure site specific impacts are addressed (this may include new and increased bus services and increased services on the DLR). Critical to improving public transport accessibility is improving accessibility to the Canary Wharf transport interchange.

The Council and GLA are committed to exploring the development of an Opportunity Area Planning Framework for the Isle of Dogs which will provide the appropriate mechanism for delivering further improvements to the public transport network beyond South Quay.

### **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.

### **Community centres and young people facilities**

To help support sustainable and integrated communities, the coordinated delivery of community centres provides opportunities for social

interaction and other community activities.

### **Leisure centres**

The Council's Local Plan seeks to improve the quality, usability and accessibility of existing leisure centres. The nearest leisure centre being the Tiller Leisure Centre to the south of South Quay.

### **Primary school**

Primary schools are critical to the delivery of a mixed and sustainable community. The masterplan is unable to allocate sites for a primary school. As such the Council is asking each development site to explore the potential for delivering a primary school to meet emerging needs as part of the development management process.

### **Waste**

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



# DELIVERY

This section sets out how development and social and physical infrastructure will be delivered. Specifically it defines:

1. Approach to coordinated development
2. Delivery organisations and key stakeholders
3. Delivery tools
4. Phasing

## 1. Approach to coordinated development

The characteristics of a tight urban grain, high-densities and complex land ownership require greater coordination of development than elsewhere in the borough.

The Council will work with land owners and developers through the development management process to secure a joined-up approach; however where considered necessary, the Council has legal powers to compulsorily purchase land to enable development for land assembly that will be implemented as a last resort.

## 2. Delivery organisations and key stakeholders

The delivery organisations consist of:

- Landowners
- London Borough of Tower Hamlets
- Greater London Authority
- Transport for London
- Canal & River Trust
- Affordable housing providers
- Utilities providers

Other key stakeholders include:

- Maritime Greenwich World Heritage Site
- English Heritage
- Environment Agency
- Natural England
- Local community groups and Tenants & Residents Associations

## 3. Delivery and management mechanisms

Table 2 sets out the use of additional studies and development briefs that will be explored in coordination with land owners and stakeholders to secure the delivery of infrastructure and other key projects.

This will require an additional officer team to manage the delivery of the masterplan and secure planning contributions from the development management process. This will likely include:

- Identify, monitor and manage cumulative impacts of development to inform the development management process;
- Lead the implementation of identified and future projects;
- Lead and coordinate community and stakeholder engagement;
- Coordinate public and private investment and planning contributions to add value;
- Secure additional funding streams; and
- Coordinate the management of the area.

## 4. Phasing

The phasing of development of South Quay will be driven by the aspirations of landowners and the coordinated delivery of social and physical infrastructure to support new residents.

As such the envisaged phasing programme may be subject to change during the implementation of the masterplan. The indicative development phases

consider when proposals are likely to be implemented and consist of:

- Short term - 2014 to 2018
- Medium term - 2019 to 2023
- Long term - 2024 onwards



Table 2: Potential delivery projects

	Quick win projects	Rationale	Delivery organisations	Potential funding sources	Phase
1	<p>Temporary uses and landscaping of decanted/vacant development sites and dock edges including:</p> <ul style="list-style-type: none"> <li>• Pop-up retail</li> <li>• Affordable workspace</li> <li>• Cultural &amp; sporting activities</li> <li>• Public art and lighting installations</li> </ul>	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	S106 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	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	S106	Short- to long-term
	Project related studies	Rationale	Delivery organisations	Potential funding sources	Phase
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 southern Poplar.	LB Tower Hamlets GLA TfL	LBTH GLA	Short-term
2	Feasibility, Design and Delivery Study for foot 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	CIL S106	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	S106	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	CIL S106	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	S106	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



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