

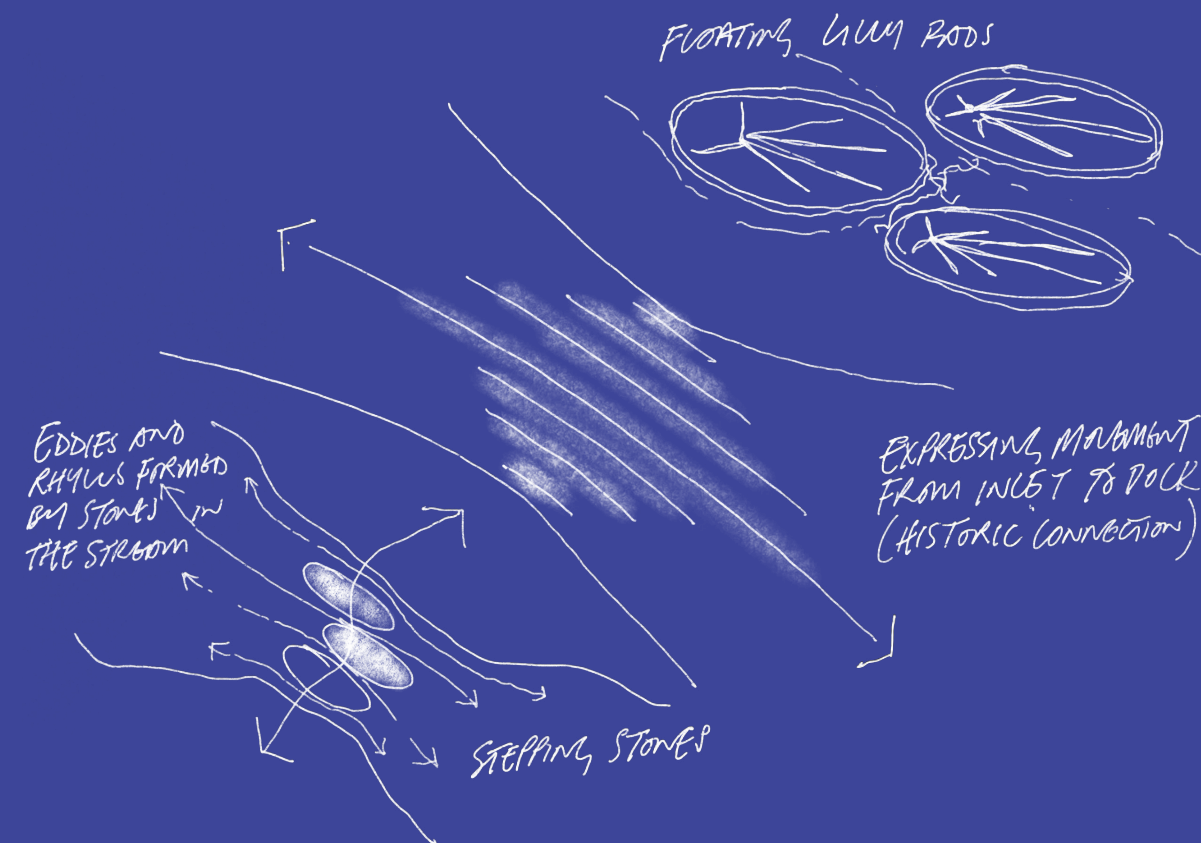
Albion Footbridge, Canada Water

Planning Application

Carter Gregson Gray

Design and Access Statement

October 2025



ART INVEST
— REAL ESTATE —

Project: Albion Bridge
Project Ref: 21017
Client: Art Invest Real Estate
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Contents

1.0 Executive Summary	04	5.3 Proposed Tree Retention and Removal	58
1.1 Introduction	05	5.4 Biodiversity Net Gain	59
1.2 Wider Public Realm Context	06	6.0 Utilities Coordination	60
1.3 Professional Team	07	6.1 Utilities Overlay Plan	62
2.0 Site	08	6.2 Existing CCTV and Light Plan	63
2.1 Existing Footbridge	09	6.3 Lighting Strategy	64
2.2 Existing Footbridge Context	10	6.3 Security Strategy	67
2.3 Historic Reference Information	12	7.0 Accessibility	68
2.4 Evolution of Canada Water	16	7.1 Access Strategy	69
2.5 Existing Plans	18	7.2 Projected Footfall Increase	70
2.6 Canada Water Water Level	20	7.3 Pedestrian Comfort Level	71
2.7 Utilities	21	7.4 Passive Cyclists' Speed Mitigation	72
3.0 Strategic Design Development	22	7.5 Rumble Strips Design Feature	73
3.1 Defining Characteristics	23	7.6 Parapet and Thoroughfare Design	74
3.2 Competition Concept	24		
3.3 Design Development Narrative	28		
3.4 Key Design Developments	29		
3.5 Public Engagement	30		
4.0 Design Proposal	32		
4.1 Proposal Overview	34		
4.2 Proposed Plans	36		
4.3 Proposed South Elevation	38		
4.4 Proposed Sections	39		
4.5 Materiality	40		
4.6 Balustrade Design Principles	42		
4.7 Balustrade & Decking Design Details	43		
4.8 Decking Design	46		
4.9 Balustrade Design	47		
4.10 Webnet Wire Mesh Precedents	48		
4.11 Structural Principles	50		
4.12 East Side Balustrade	52		
5.0 Landscaping, Ecology & Biodiversity	54		
5.1 Existing Ecology Overview	55		
5.2 Tree Removal Justification	56		

1.0 EXECUTIVE SUMMARY

Executive Summary

1.1 Introduction

This Design & Access Statement has been prepared by Carter Gregson Gray on behalf of the applicant, AIRE UK Canada Water GP Propco A Limited (as General Partner of AIRE UK Canada Water Propco A LP) and AIRE UK Canada Water Nominee A Limited, in support of the planning application for the Albion Footbridge proposed in Canada Water. For the purpose of this document, the client would be referred to as Art Invest Real Estate (AIRE).

The need for a new Albion Footbridge arises from the approval of the Canada Water Dockside Masterplan on 8 August 2025. Due to the anticipated increase in pedestrian footfall from the development, the applicant entered into a Section 106 Agreement which requires the delivery of an enhanced footbridge to support the evolving masterplan for the Canada Water area.

The existing Albion Channel bridge sits within an emerging context which will include the comprehensive upgrade of the perimeter of Canada Water with new hard and soft landscaped public amenity.

In addition AIRE's detailed planning consent for Plots A1 and A2 includes planning obligations for AIRE to replace the existing footbridge prior to Plots A1 & A2 being occupied.

British Land's 'Red Bridge' amenity to the west side of Canada Water recently completed, with the implementation of the wetlands landscaping to the banked west side of the water also now finished.

The brief for the new Albion Bridge is for it to complement the significant investment and commitment to high quality design that has been made by both Art Invest Real Estate and British Land.



Executive Summary

1.2 Wider Public Realm context

Carter Gregson Gray and Cake Industries were appointed by Art Invest Real Estate to develop proposals for the Albion Footbridge in late 2023.

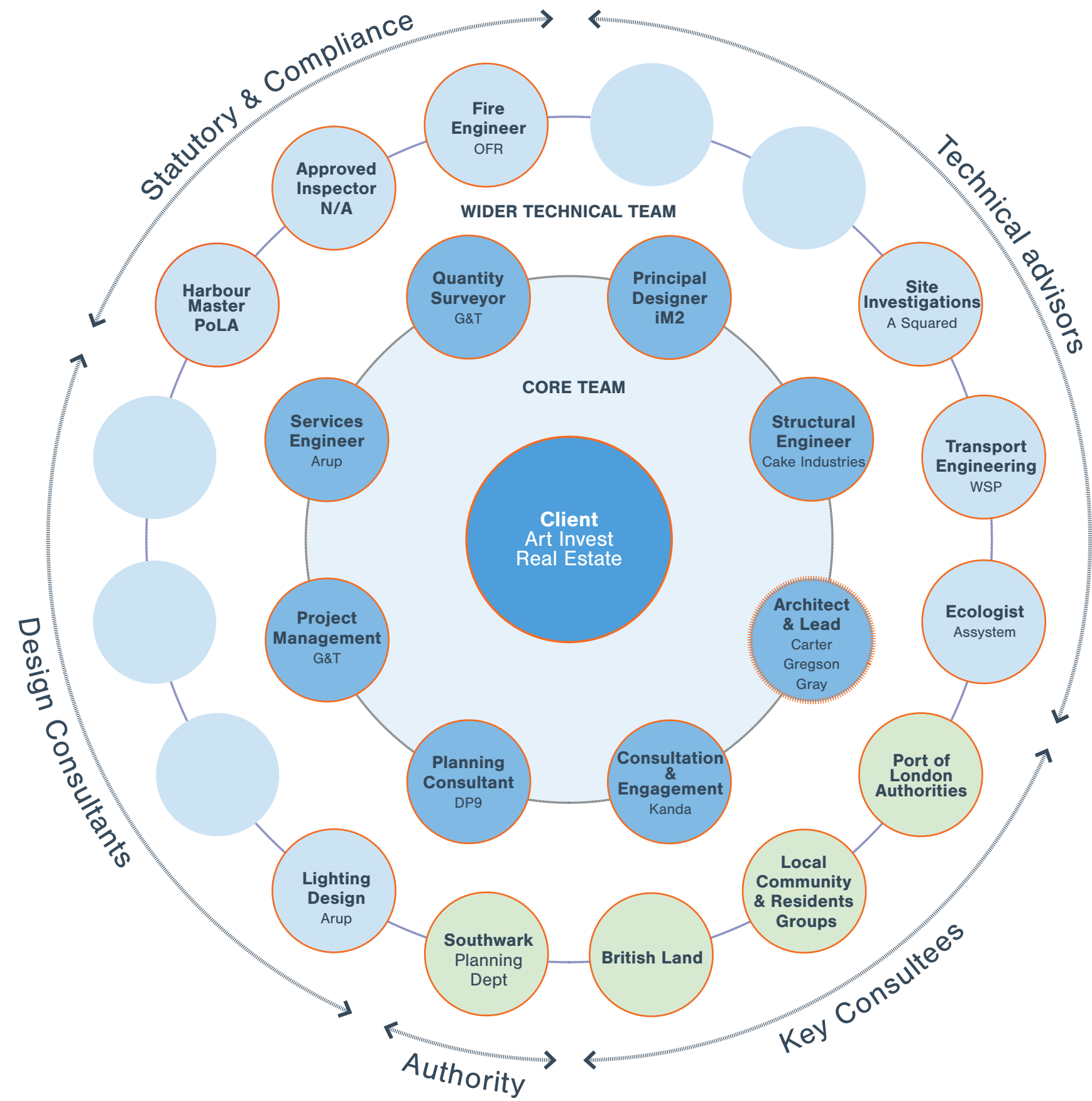
The proposal includes replacing the existing timber footbridge with a wider and enhanced design that provides more extensive amenity spaces. The new bridge is designed to accommodate the projected increase in pedestrian traffic and will improve the connectivity of Canada Water Station and Deal Porter Square to the approved new developments.



Executive Summary

1.3 Professional Team

The design team and advisors presented on this diagram were mobilised in April 2024 to support the design development, pre-planning consultation process, planning application, procurement and in due course construction of the Albion Footbridge.



2.0 SITE

Site

2.1 Existing Footbridge

The existing footbridge which crosses the Albion Channel spans circa 5.8m. The bridge is a timber clad steel framed faux drawbridge.

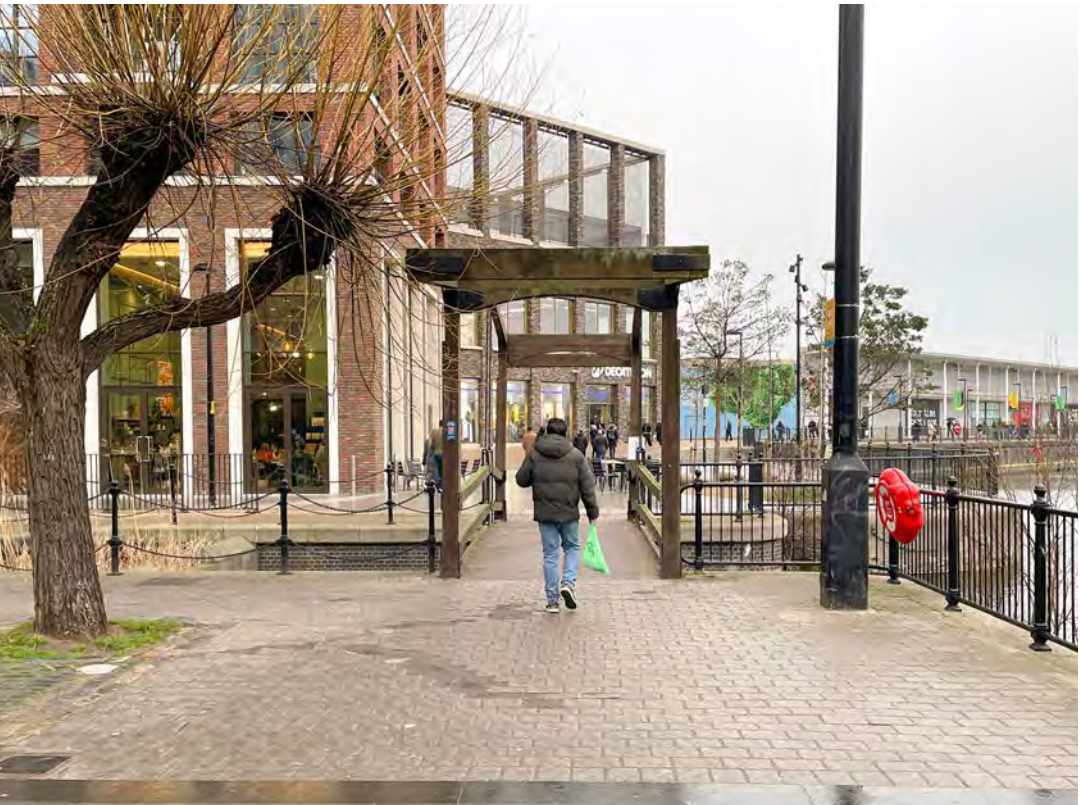
The bridge is constructed such that it can not be opened, and the channel it crosses is damned local to the bridge resulting in an unnavigable stretch of water.

As demonstrated on the following pages, the current form of the channel is a function of the London Docklands Development Corporations (LDDC) infrastructure work in the 1980's, with the current configuration of the channel formed before the Canada Water station was constructed.

At approximately 2.5m in width, the existing bridge will not suit the expected footfall once the surrounding masterplan emerges, and is understood to already be considered unsafe by some pedestrians as a result of cyclists traversing the bridge at the same time as pedestrians.



Existing timber footbridge - view from boardwalk



Existing timber footbridge - approaching from Deal Porter Square



Existing timber footbridge - approaching from the west of Albion Channel



Existing timber footbridge - approaching from Albion Channel

Site

2.2 Existing bridge context

To the west, the existing footbridge is approached via a ramp and stair dropping from Deal Porter Square.

A TFL building sits adjacent to the ramp and stair providing what is understood to be station ventilation, maintenance access and a means of escape. Constructed in hard wearing smooth faced engineering bricks, the building is a robust low maintenance enclosure. As a result, the TFL building is passive and inactive, but includes a modest ‘flourish’ on the south east corner facing the bridge, where a coloured column and two beams frame a triangular balustraded enclosed platform, accessed from Deal Porter Square.

To the north of the existing bridge is a concrete weir which separates Canada Water from Albion Channel.

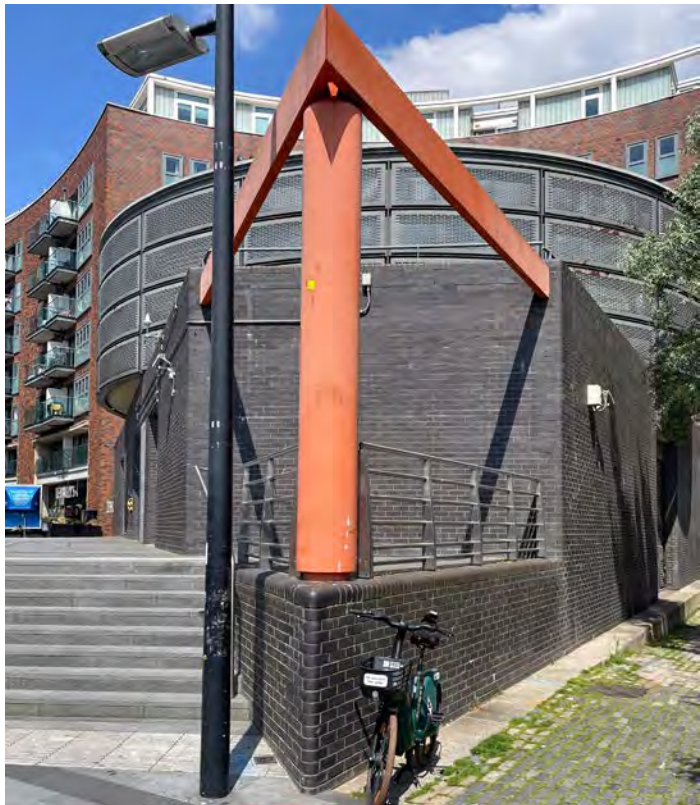
Albion Channel is understood to contain brackish water fed from Surrey Water and the Thames. The channel is largely filled with wetland reeds, the species of which is unknown, plus some areas of algae filled water with floating mats for wildfowl.

Both sides of the Albion Channel provide publicly accessible pavements, with five further footbridges and two road bridges provided along the length of the Channel between Canada and Surrey Water.

To the east of the Albion Channel sits a relatively new residential development, which includes a small cafe/ coffee shop called Mouse Tail on the corner of Maritime Street, with a large retail unit further to the east occupied by Decathlon.

The external landscaping between the residential development and Canada Water are thought to have resulted from the development. Humble in ambition, the landscaping provides a compacted gravel finished shallow mound within which trees, bushes and fixed bench seating creates a public amenity. The Mouse Tail locate their chairs and tables alongside this amenity.

The waters edge is protected in most busy locations, with a variety of balustrades ranging from fixed metal bar balustrades to post and chain edge protection.



Canada Water Station BoH Building



Albion Channel - West Side



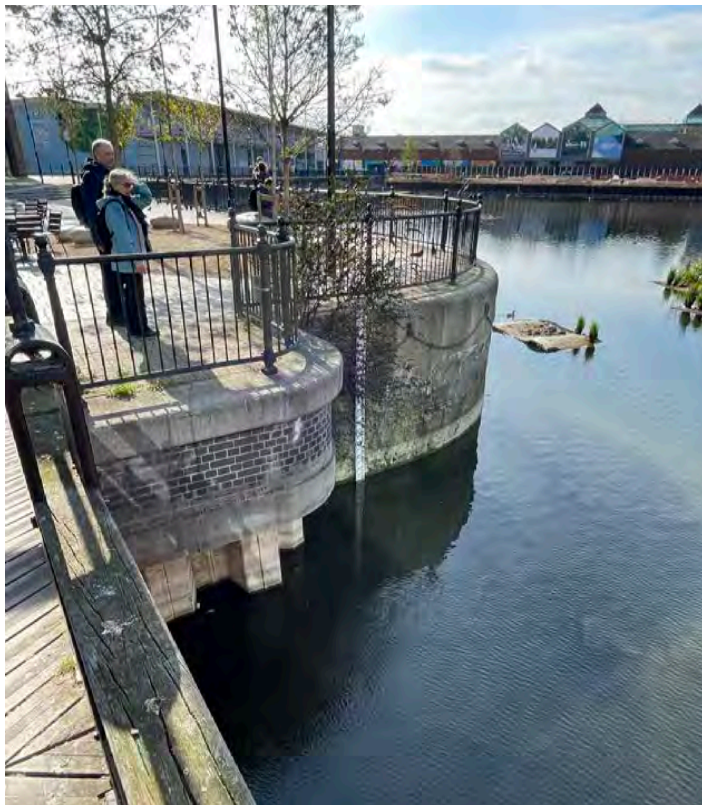
Maritime Street - view looking North



Albion Channel - East Side



Maritime Street - view looking North



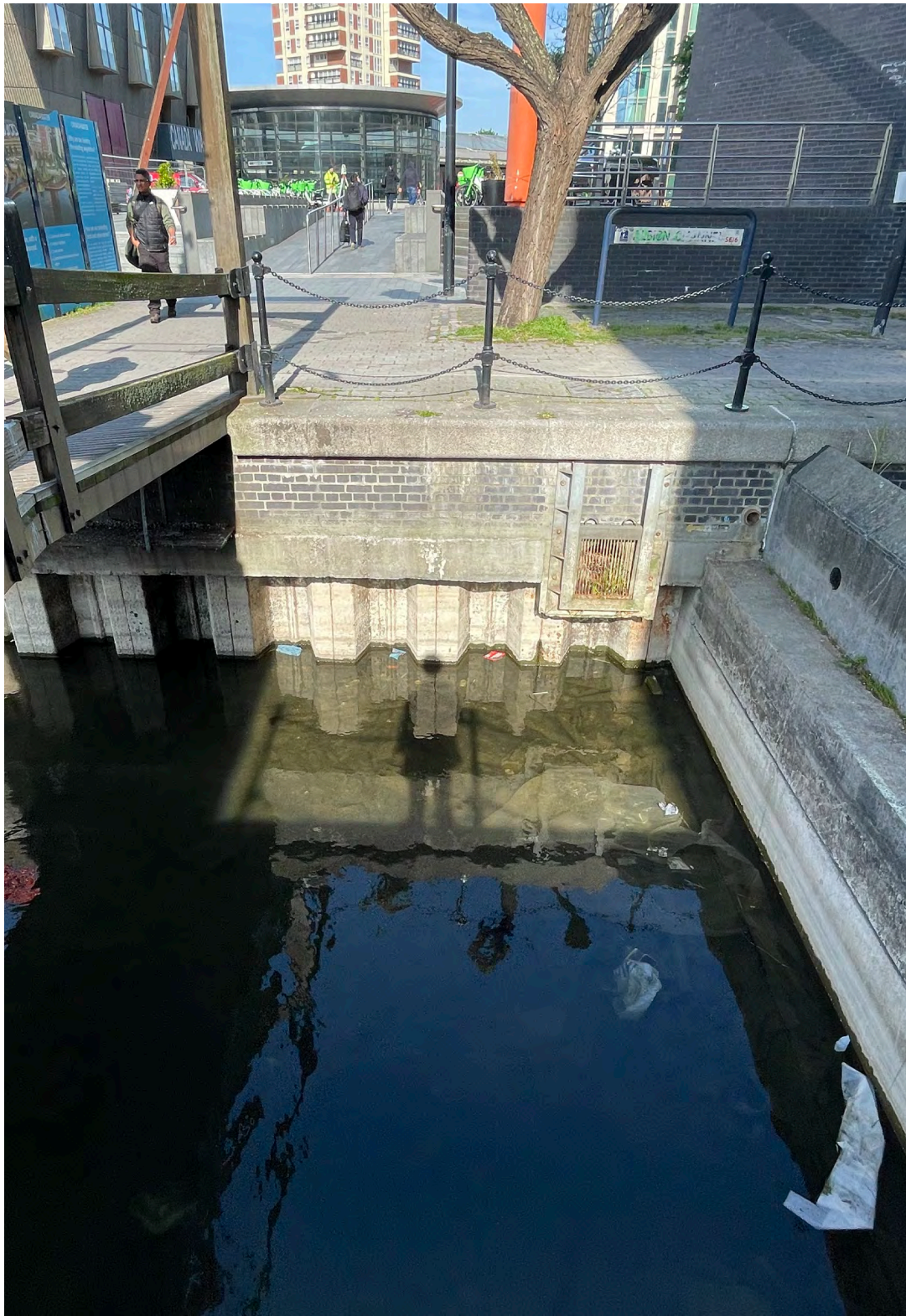
East side dock edges

Site

2.2 Existing bridge context

As highlighted later in this report, the height of the water in these photographs was lower than it typically is, due to the contractors constructing the British Land Red Bridge boardwalk draining Canada Water to assist with their piling methodology.

Once lowered for the construction of the boardwalk, the water level in the context has since been refilled close to its proposed level, it is thought the water will approximately align the top of the concrete pile cap mounted over the sheet piles.



West side dock edge & Albion Channel weir/ dam



East side dock edge & Albion Channel weir/ dam

2.3 Historic Reference Information

To inform design development non-exhaustive research was undertaken of both online records such as Historic England’s Aerial Photo Explorer and the London Picture Archive, as well as visits to the Museum of London Docklands archive.

This research resulted in several photographs presenting the original Albion Channel, which connected Canada Lock to the since infilled Albion Lock to the north.

The CanadaWater.co.uk website summarises the history of the area as follows:

‘The defining feature of the Rotherhithe peninsula has been the development of the docks, which have played a central role in London’s world wide trade over the centuries.

The Rotherhithe and Surrey Docks lay on the floodplains of the Thames, an area that had not seen extensive settlement. Romans built the Old Kent Road to connect Londinium and Dover – a route that still exists today. From early on, road networks by-passed the peninsula.

The area was also called Redriff by the local residents, referring to the red gravel which could be seen at low tide.

1696 saw the start of construction on Howland Great Dock. London’s oldest wet dock, it initially housed ships being refitted for the East India Company, but from the 1760s it received whaling ships coming in from the far north – leading to the name it is known by today: Greenland Dock. It is one of the few Rotherhithe docks to survive the rise of container shipping in the 1960s, which led to the eventual decline and filling in of most working docks in the area in the 1980s.’



2.3 Historic Reference Information

‘Constructed in 1876 on the site of two former timber ponds, Canada Dock was the first major scheme of the Surrey Commercial Docks Company, built to receive timber – in particular from North America.

Neighbouring ponds and docks across 460 acres were linked by small ‘Cuts’ of water, lined by large scale sheds and yards for the storage and offloading of goods.

At Canada Dock, timber was taken off the ships, floated, and stacked into specialist dockside sheds by the skilled deal porters – ‘deal’ being another name for timber.

A characteristic sight of the docks were the Deal Porters, dockers who specialised in carrying huge baulks of deal (timber) across their shoulders and wore special headgear to protect their heads from the rough wood - athletic men who unloaded, carried and stacked the timber.’



Site

2.3 Historic Reference Information

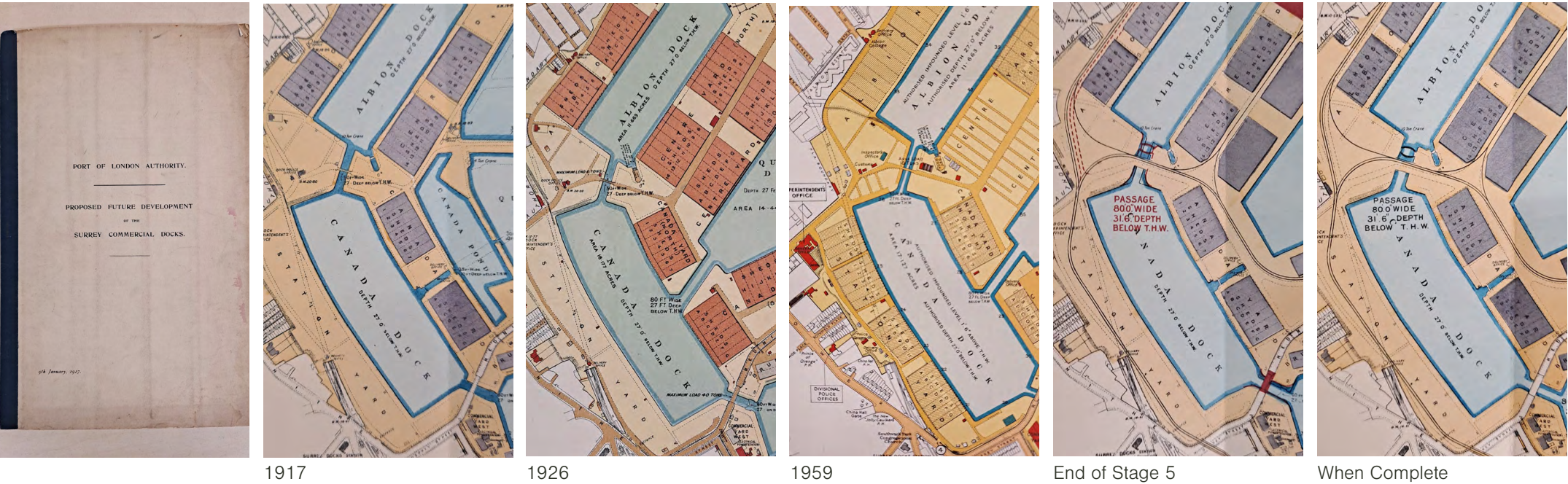
‘The decline of the docks began after the Second World War. The docks were a key target for bombing and suffered substantial damage during the war.

Many of the warehouses were damaged beyond repair or were completely destroyed. As well as the damage inflicted during the war, the introduction of the container shipping system for cargo transport led to the decline of the docks, as goods were unshipped much further down the Thames. The Surrey Commercial Docks became unprofitable and eventually closed in 1969.

Following the closure of the docks in the early 1970s, the area was redeveloped by the London Docklands Development Corporation. Russia Dock Woodland was planted on the site of a number of docks, including Russia Dock, Island Dock and Surrey Basin, to create a 34.5-acre woodland in 1980. The Woodland still contains surviving dock features including the retaining wall capstones, depth gauges, bollards, mooring chains and tracks.

Today Russia Dock Woodland and Stave Hill Ecological Park offer a peaceful oasis, home to 160 species of birds.’

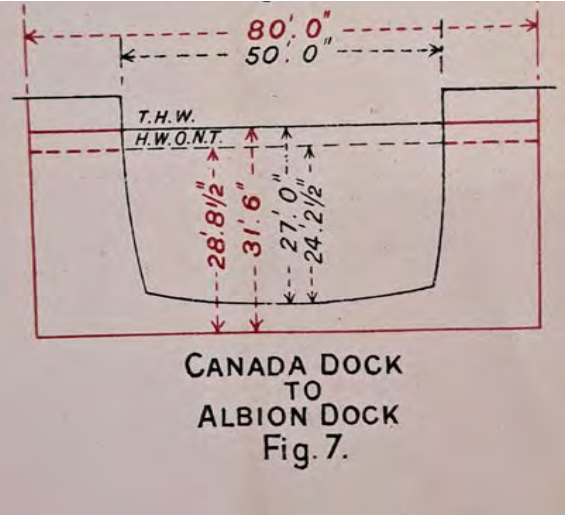
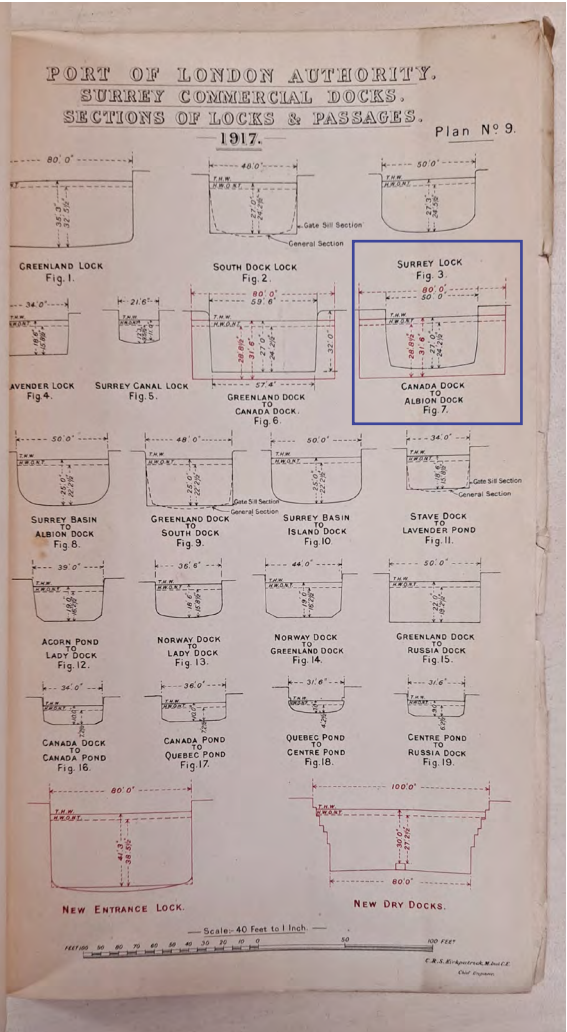
Port of London Authority, Proposed Future Development of the Surrey Commercial Docks, 9th January 1917



Site

2.3 Historic Reference Information

Museum of London Docklands Archive



Passage & Lock Sections

FUTURE DEVELOPMENT OF THE SURREY DOCKS.
STATEMENT OF AREAS OF SHEDS AND DEPTH OF QUAYAGE.

	Open Spaces for Stacking Timber. Acres.	Open Timber Sheds. Acres.	Warehouses and Sheds for general cargo. Acres.	Total Sheds. Acres.	Ponds for Timber. Acres.	DOCKS. DEPTHS BELOW T.H.W.									
						35 feet deep.		31 1/2 feet deep.		29 feet deep.		27 feet deep.		19 ft. to 23 ft. deep.	
						Area. Acres.	Quays. Lineal yards.	Area. Acres.	Quays. Lineal yards.	Area. Acres.	Quays. Lineal yards.	Area. Acres.	Quays. L. yards.	Area. Acres.	Quays. L. yards.
Docks as at present	55 1/2	41 1/2	12 1/2	53 1/2	69 1/2	Nil.	Nil.	22 1/4	1,630	—	—	36 1/4	3,317	36 1/4	4,428
" at end of Stage I.	59 1/2	44 1/2	12 1/2	56 1/2	69 1/2	—	—	22 1/4	1,630	16 1/2	1,643	30 1/2	2,604	36 1/4	4,428
" " Stage II.	58 1/2	47 1/4	15 1/2	62 1/4	28 1/2	2 1/2	1,070	22 1/4	1,630	16 1/2	1,643	30 1/2	2,604	35 1/4	4,178
" " Stage III.	54 1/2	42 1/4	18 1/2	61 1/4	28 1/2	5 1/2	2,013	22 1/4	1,630	16 1/2	1,643	30 1/2	2,604	18 1/2	2,461
" " Stage IV.	55 1/2	40 1/2	21 1/2	62 1/2	Nil.	7 1/2	3,238	22 1/4	1,630	16 1/2	1,643	30 1/2	2,604	12 1/2	1,583
" " Stage V.	49 1/2	41 1/2	21 1/2	63 1/2	Nil.	8 1/2	4,255	22 1/4	1,630	16 1/2	1,643	30 1/2	2,425	3 1/2	613

Estimated cost of completed scheme.

The Complete Scheme is shewn on Plan No. 7 and the total approximate costs involved at pre-war price are as follows :—

Stage I.	...	...	£
Stage II.	...	...	588,225
Stage III.	...	...	587,650
Stage IV.	...	...	961,400
Stage V.	...	...	865,375
			464,600
			£3,467,250

Value of works to be Full details of the estimates with particulars of the floating and other plant provided for

Docks with depth of 35 feet below T.H.W.						Lineal Yards.	
"	"	"	"	31 1/2	"	...	4,255
"	"	"	"	29	"	...	1,630
"	"	"	"	27	"	...	1,643
"	"	"	"	19	"	...	2,425
"	"	"	"	"	"	...	613
							10,566

Dock enlargement budget

Proposed Canada dock to Albion Dock Channel widening, which was not thought to have been actioned, due to the clearance between historic dock channel edges being 15m or 50 foot.

MEMORANDUM FOR INTERNAL USE

From: Docks Manager, Surrey Commercial Docks. Ref.: SD 16A

To: The Chief Docks Manager. Ref.:

Subject: Closure of London Dock.

Date: 24th September, 1968.

Due to the closure of London Dock to shipping on 30th September 1968, several enquiries have been received from interested parties regarding the possibility of using areas of this Control for tying-up tugs, yachts and other small craft.

The position with regard to water space at this Control is as follows:—

- Ledy Dock - filling expected to be completed by 30th September 1968.
- Lavender Dock - filling will commence on 1st October 1968.
- Russia Dock - The berths 65/67 are leased to the Corporation of London. Silvertown Lighterage use the whole of Russia Dock to tie-up sugar barges - until recently there were over 100 barges in the Dock, all contributing tonnage dues.
- Stave Dock - This area is completely full of local Sea Cadet Corps vessels and private craft.

The other areas in this Control are extensively used for commercial operations, predominantly the landing of timber from craft and I consider it would be extremely dangerous and impractical to have unattended craft etc., lying-up in these areas.

It is regretted therefore, that there is no further water space available to accommodate the craft at present lying-up in London Dock.

Dalrymple
Assistant Docks Manager.

Post war Dock Manager correspondence, as docks were being back filled

Site

2.4 Evolution of Canada Water & The Albion Channel

The sheer scale of the original docks is evident within these historic images of the dock construction. One assumes the dock walls are still largely intact, hidden beneath the water line and heavily silted basins.

Top left: Canada Water under construction 1875-76

<https://russiadock.blogspot.com/2014/03/the-establishment-of-Canada-dock-by.html>

Bottom left: The channel between Albion Dock and Canada Water Dock, with the old bridge Image: 'The building of Canada Dock and a dry dock for the repair of lighters' - R.J.M Carr

Top right: 1980's post LDDC infrastructure construction, showing the Albion Channel in its current form. Whilst not clear in this photo the existing Albion Bridge is thought to have been constructed at this time.

Bottom Right: Construction of the Canada Water Jubilee Line station, with the left hand tower crane marking the spot at which the ventilation and maintenance building now sits. The existing Albion Bridge is clearly visible in this image.

An interesting anecdotal description of remedial works undertaken to Canada Water in the 1980's, including Canada Water leaking, refilling from the Thames as well as a spring, may be found at the following blog:

<https://fraserborwick.com/Canada-water/>



Site

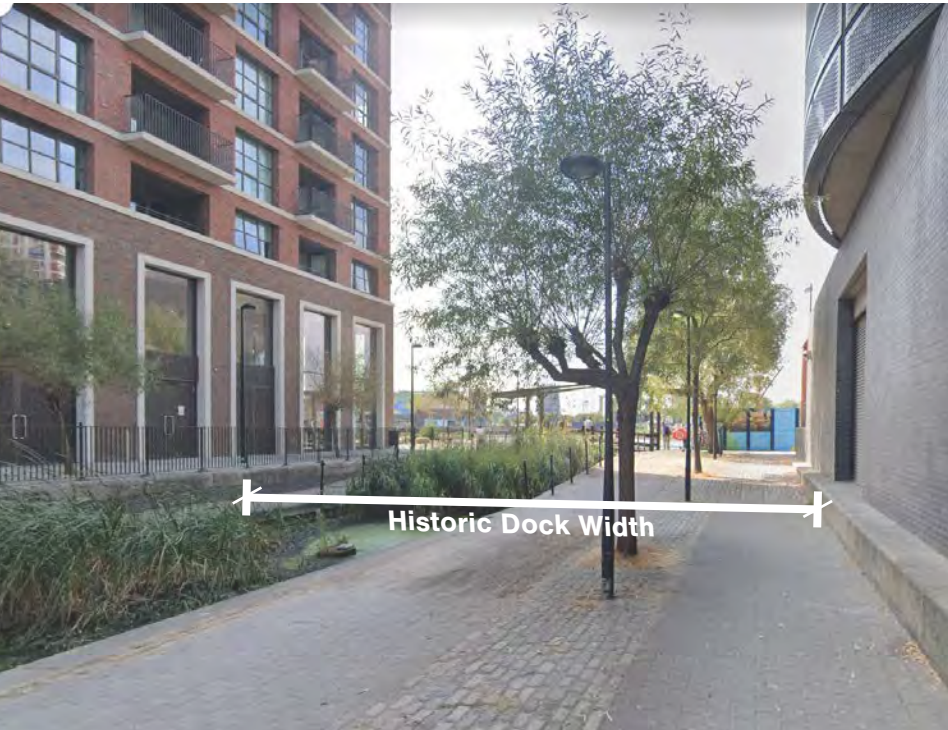
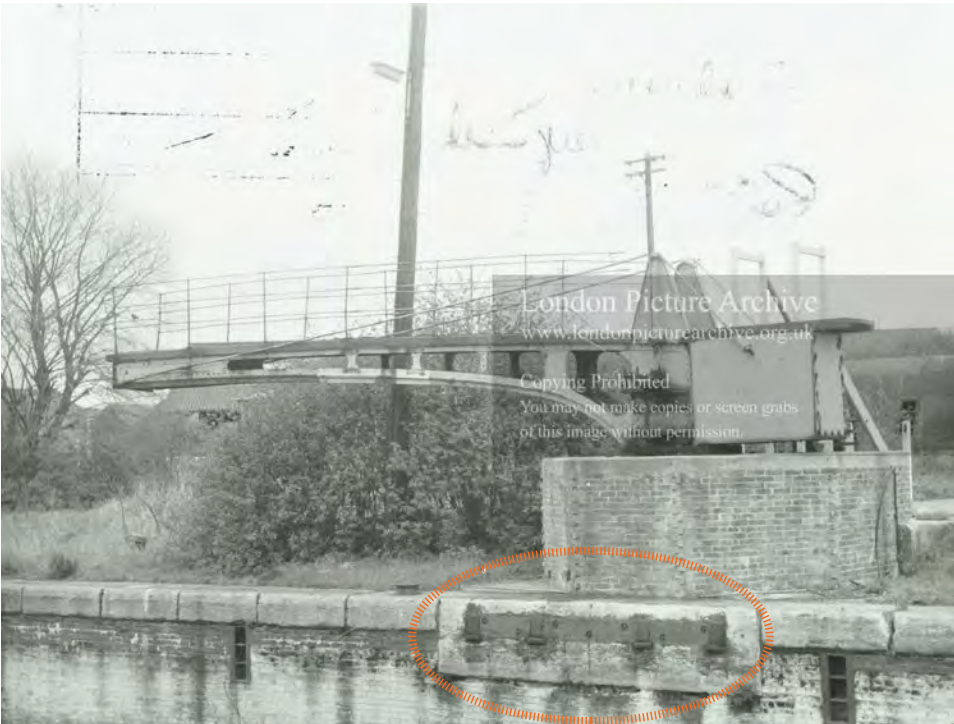
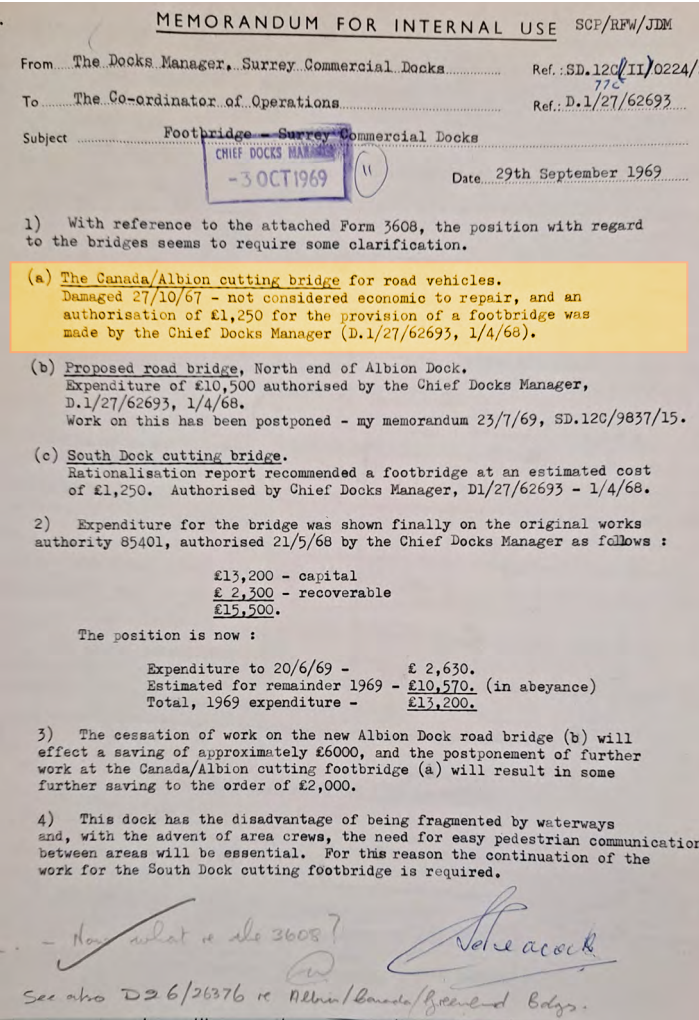
2.4 Evolution of Canada Water & The Albion Channel

Historic Dock Remnants Still Visible Today

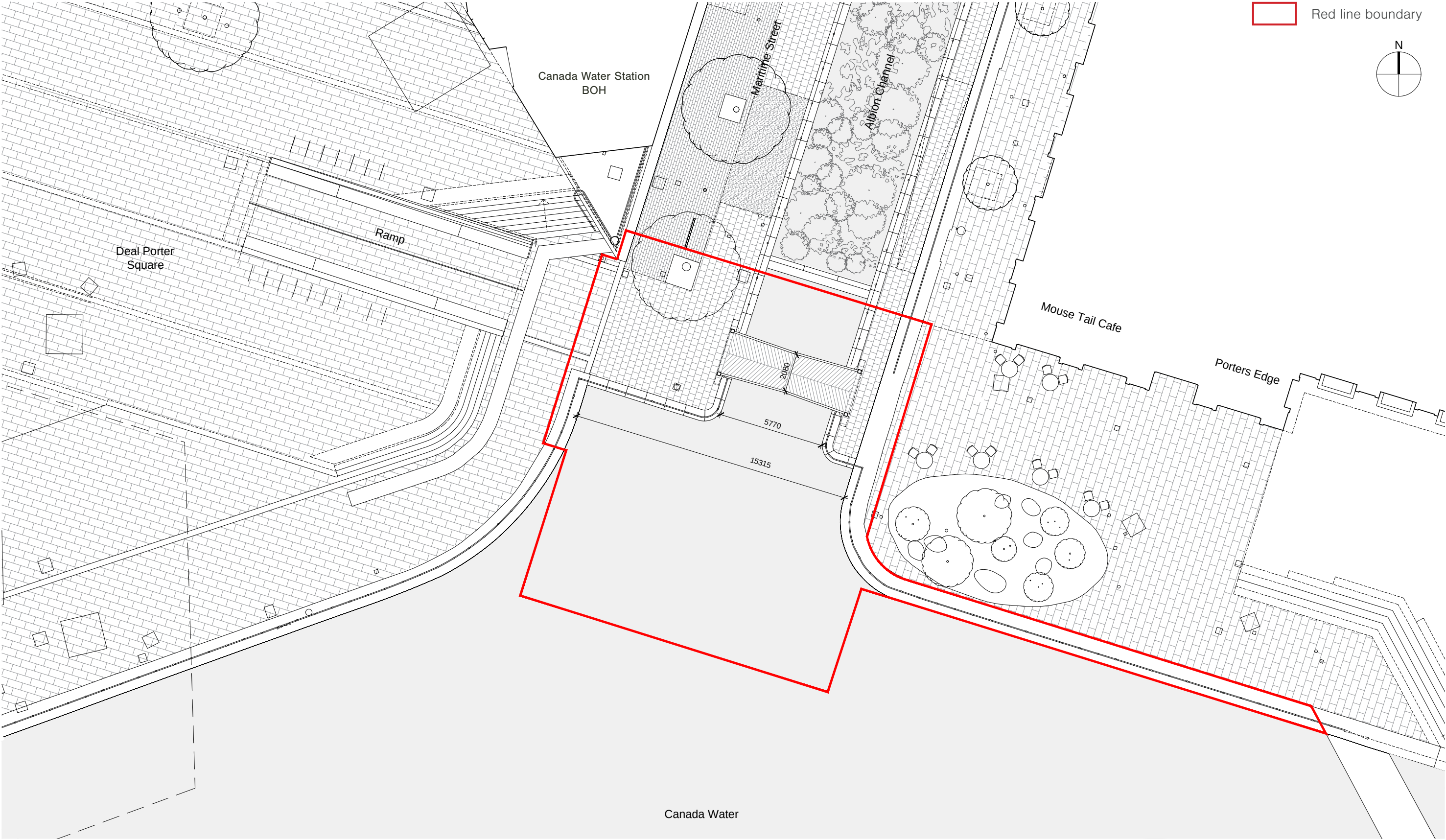
A clearly visible remnant of the original channel between Canada Dock and Albion Dock is visible today on Maritime Street.

A bracket from which the original bascule bridge was mounted is visible within the original channel edge, plus a the top of a short length of recessed ladder which appears to have been common to this type of bridge construction at the time.

The vehicular traffic bascule bridge was replaced with a pedestrian swing bridge following the bascule bridge being damaged, possibly be a boat. Photographs of the swing bridge from the 1970's reveal that the swing bridge was mounted directly above the same footings of the original bascule bridge.

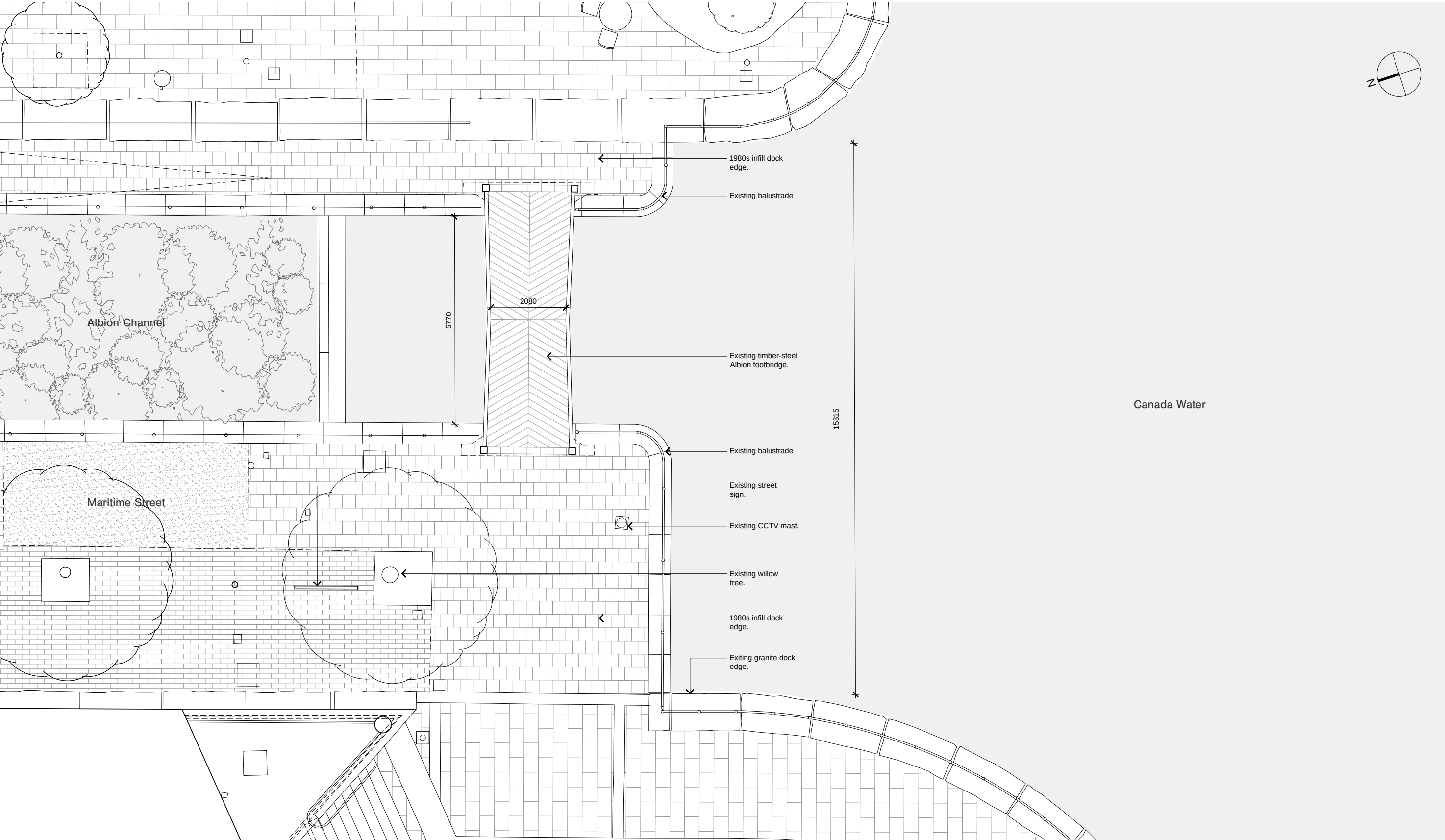


Site
2.5 Existing Plans



Site

2.5 Existing Plans



Site

2.6 Canada Water Water Levels

As noted earlier, the current water level was reduced to facilitate the construction of British Land’s Boardwalk to the west side of Canada Water.

We understand that once the water has been restored to its proposed normal level, the concrete pile cap currently visible above the 1980’s sheet piles will be submerged, plus one or two courses of the brickwork mounted above the pile cap.

The final water level will leave approximately 1m of clearance from the water to the dock edge.

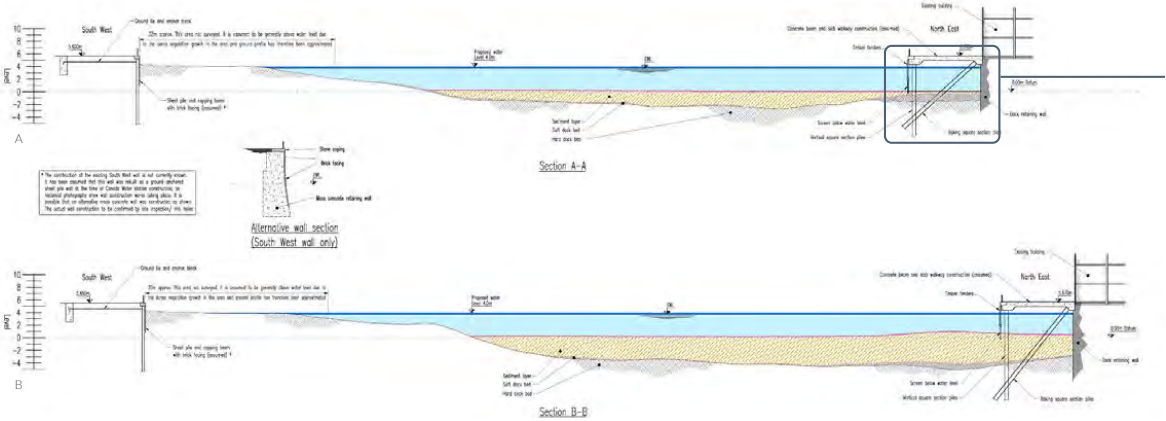


Albion Footbridge, Canada Water

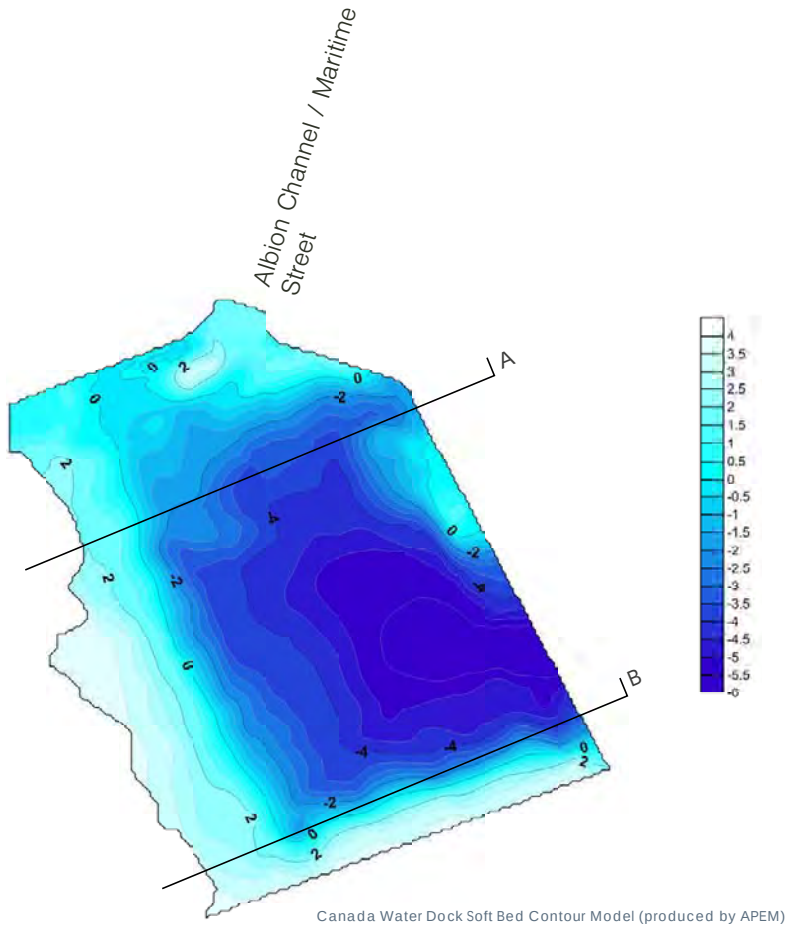
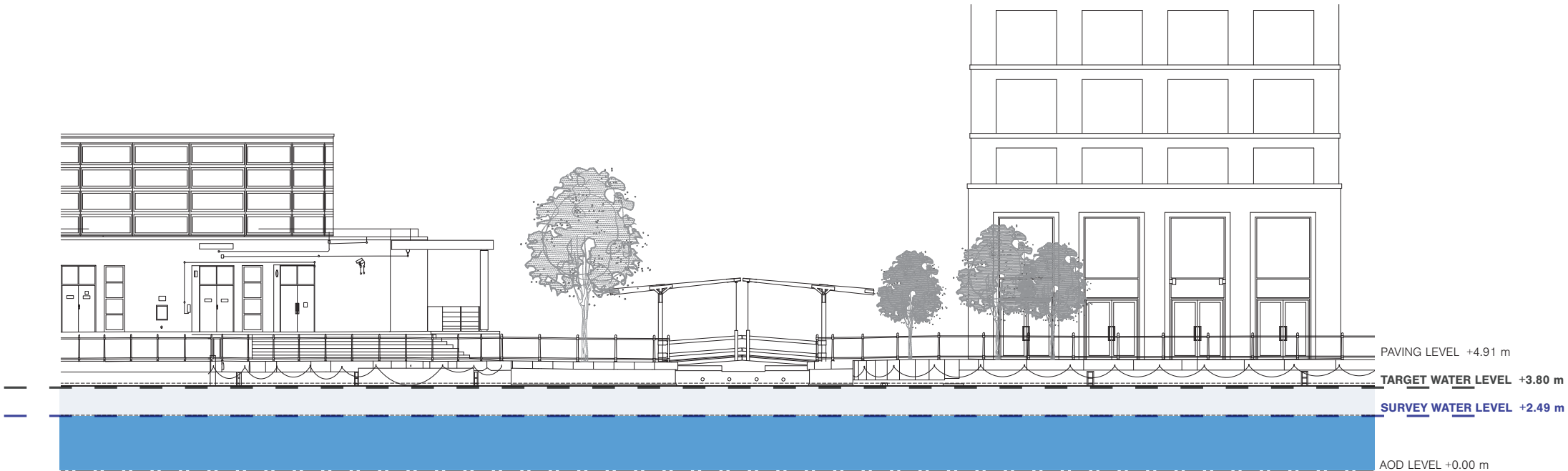
Extract from “Canada Water Dock” Design and Access Statement (Section 2.0) by Andy Sturgeon Design

“The proposed minimum target level is 3.8m which is to be maintained by groundwater abstraction.

The Maximum level is 3.92m at which point it flows into Albion Channel.”



Sections through Canada Water Dock



Canada Water Dock Soft Bed Contour Model (produced by APEM)

Site
2.7 Utilities

A utilities and buried survey has been undertaken, confirming there are some services which will need to be removed or relocated and some services chambers which may need to adjusted to suit the proposed bridge.

Key:

GPR Detected Buried Structure	GPR Detected Structural Feature
GPR Detected Reinforcing Bars	GPR Detected Unknown Anomaly
GPR Detected Chamber Extents	GPR Detected Tram
Internal Chamber Extents	Shallow Chamber Extents
GPR Detected Buried Linear Feature	
GPR Detected Possible Buried Linear Feature Inconsistently Detected	
Gas	Electric
W(BIP) Water	LV(BIP) Electric (LV)
TS(BIP) Traffic Signals	HV(BIP) Electric (HV)
UN(BIP) Unknown	EHV(BIP) Electric (EHV)
(D) From Records	EC(BIP) Earth Cable
FW(BIP) Foul Water	CCTV(BIP) CCTV
SW(BIP) Surface Water	Fuel
CO(BIP) Combined Drainage	
End of Trace	Unable to Trace
Blocked	
UTR Unable to Raise	
(A) Approximate	

Communications

Unknown Communications	G-Network
British Telecom	GTC
CCTV	Instalcom
Century Link	SKY
CityFibre	SSE Telecoms
Catt	NEOS Networks
Energetics	Verizon
EU Networks	Virgin Media
EXA Networks	Vodafone
Global One	Zayo

PAS 128 Quality Levels Displayed in Linetype

A=Verified at inspection chamber, trial pit etc

B1=Detected via GPR & RFL - High confidence of position & depth

B2=Detected with GPR or RFL - Medium confidence of position & depth

B3=Detected with GPR or RFL - Unreliable depth and/or signal

B4=Not detected, assumed Route

C=Not detected, assumed route from visual features

D=Not detected - Record information only



3.0 STRATEGIC DESIGN DEVELOPMENT

Strategic Design Development

3.1 Defining Characteristics

The initial brief of the project was to provide a new high quality footbridge traversing the Albion Channel.

The minimum requirement is a 5.5m wide deck that spans 5.7m to accommodate the projected increase footfall in the area in the future.

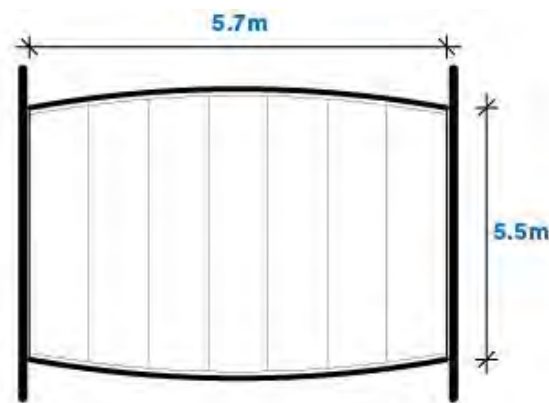
The bridge forms part of AIRE's Section 106 obligations, which must be fulfilled prior to the commencement of development and occupation on Plots A1 and A2.

While the requirement is simply to replace the existing structure, we recognised the opportunity to deliver a more ambitious intervention that enhances the wider amenity offer whilst celebrating the history of the channel.

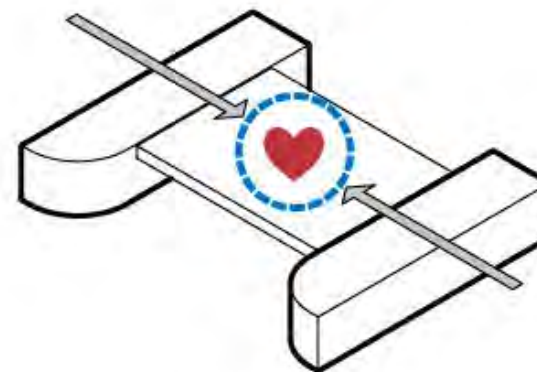
Given the scheme is set within the industrially historic and natural context of Canada Water, the design development aims to create a unique place to dwell—fostering a strong relationship with the water and contributing to the vibrancy of the emerging town centre.

The scheme also commits to providing a safe & accessible structure that is hardwearing, and low maintenance.

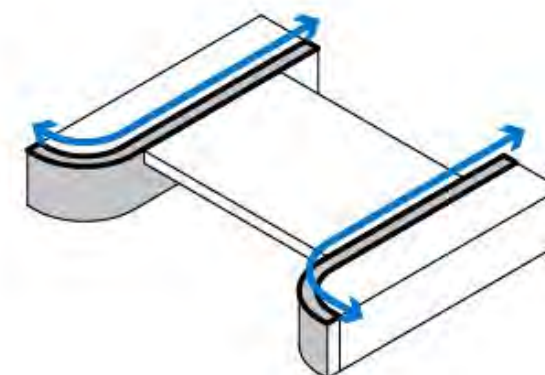
Key Design Development Principals:



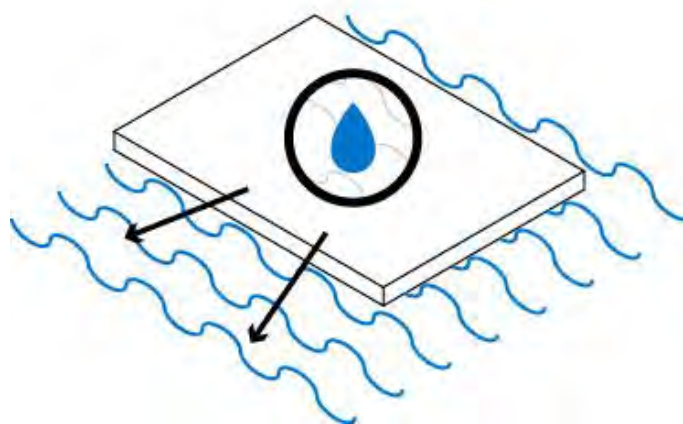
A S106 Compliant Bridge



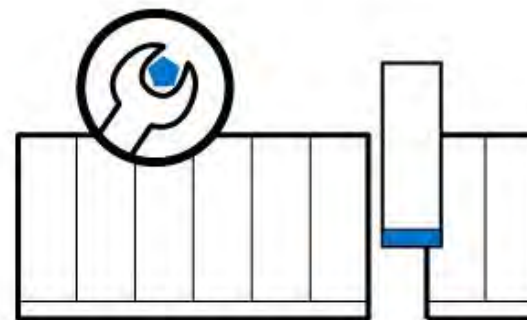
A Unique Place to Dwell



Celebrate the Historic Dock Edge



Strong relationship with water



Durable & Low Maintenance



Safe & Accessible to All

Strategic Design Development

3.2 Competition Concept

The original concept for the crossing proposed the 1980's LDDC dock edge is removed local to the new bridge, to create a bridge which springs from the original Albion Channel edge.

The bridge was conceived from a minimal palette of hard wearing materials including granite and stainless steel, to create a robust and low maintenance bridge deck.

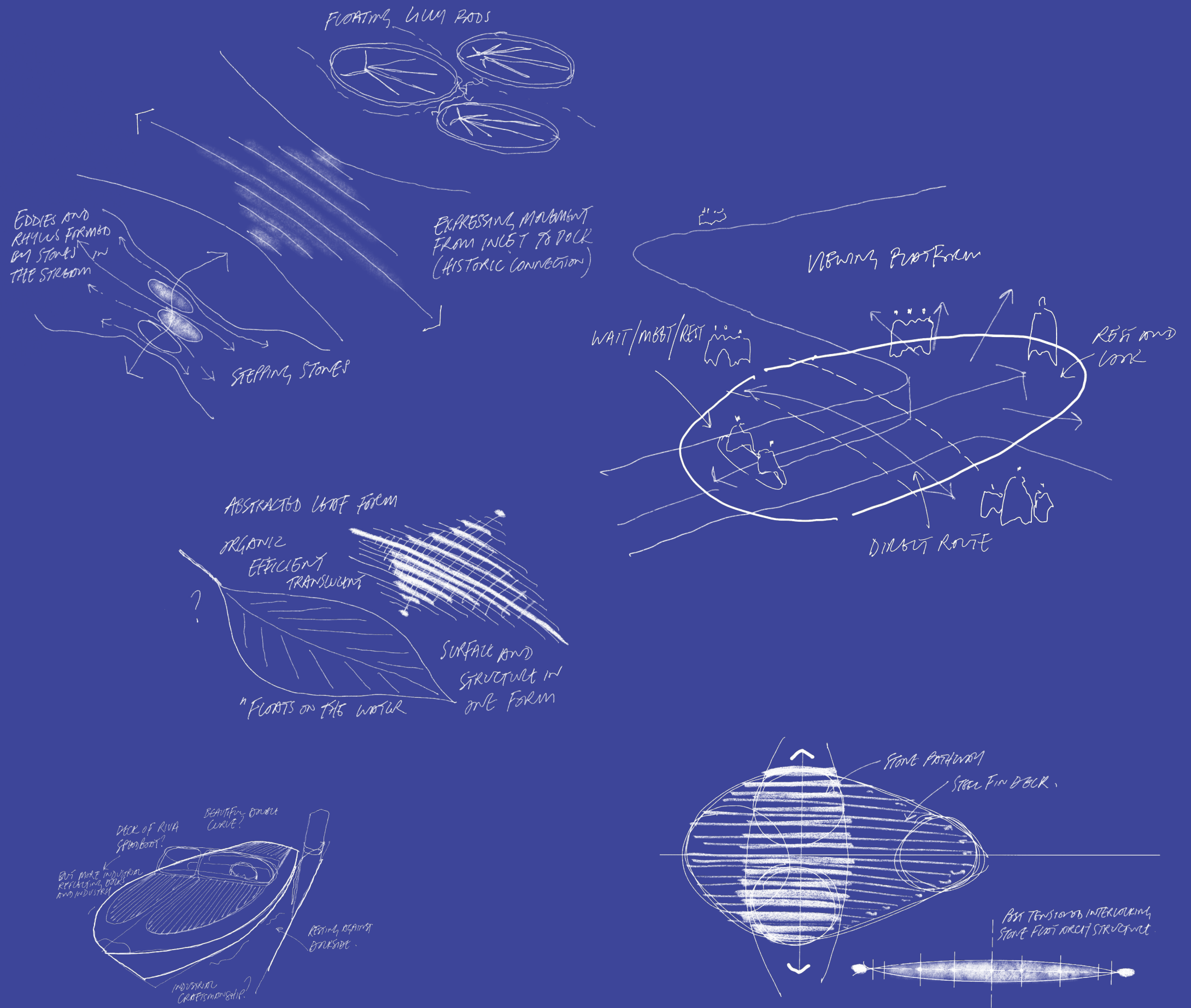
The intent was to post tension a series of granite blocks to create a beam formed from the natural stone. The beam would include a series of stainless steel fins, clamped between the stone blocks.

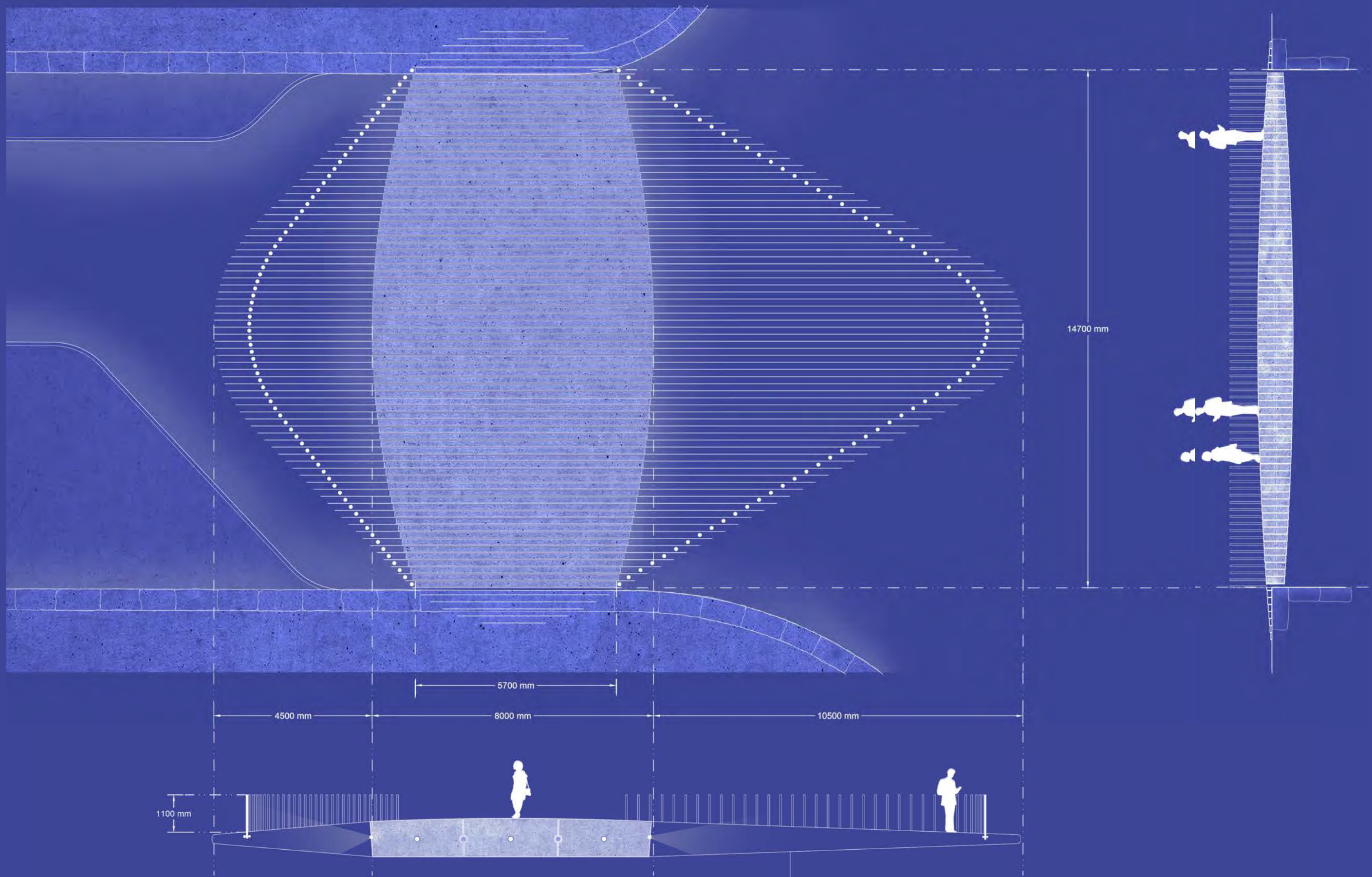
The bridge was then composed as both a functional crossing, as well as a wider amenity space, providing a generous deck from which the public are able to dwell and take in views across Canada Water.

The functional crossing was composed using the post tensioned granite making it solid and impermeable, whereas the amenity deck was composed as a delicate filigree of stainless steel fins and grilles, to allow views of the water beneath.

In summary the proposed concept sought to provide:

- New high quality footbridge traversing the Albion Channel.
- Generous intervention to enhance the amenity offer.
- A unique place to dwell.
- Strong relationship with the water.
- Support the vibrancy of the emerging town centre.
- Contribute to the attraction and amenity Canada Water provides.
- Integrated into the existing & proposed public realm.
- Safe & accessible to all.
- Low carbon.
- Low maintenance.
- Respond to stakeholder consultation.
- An elegant & delightful addition to the Canada Water estate.





Strategic Design Development

3.2 Competition Concept

The original concept images clearly differentiated between the heavy functional thoroughfare and the delicate filigree proposed to the amenity deck.

During development of the concept through RIBA Stage 2 it transpired that the cantilevered amenity deck would have imposed excessive torsional loads on the post tensioned stone beam. Whilst the mass of the post tensioned beam assisted with managing the torsional loads, very large diameter cables would be required to impose the compressive strength required to manage the notional loads.

In addition, the concept would have required the foundations to be constructed within the original granite deck edge, which was always intended to be avoided.

The decision was taken mid RIBA Stage 2 to amend the structure, as described and detailed in Cake Industries report.

The proposed amendments simplified the structure of the deck by locating it over two piles dropped into Canada Water.

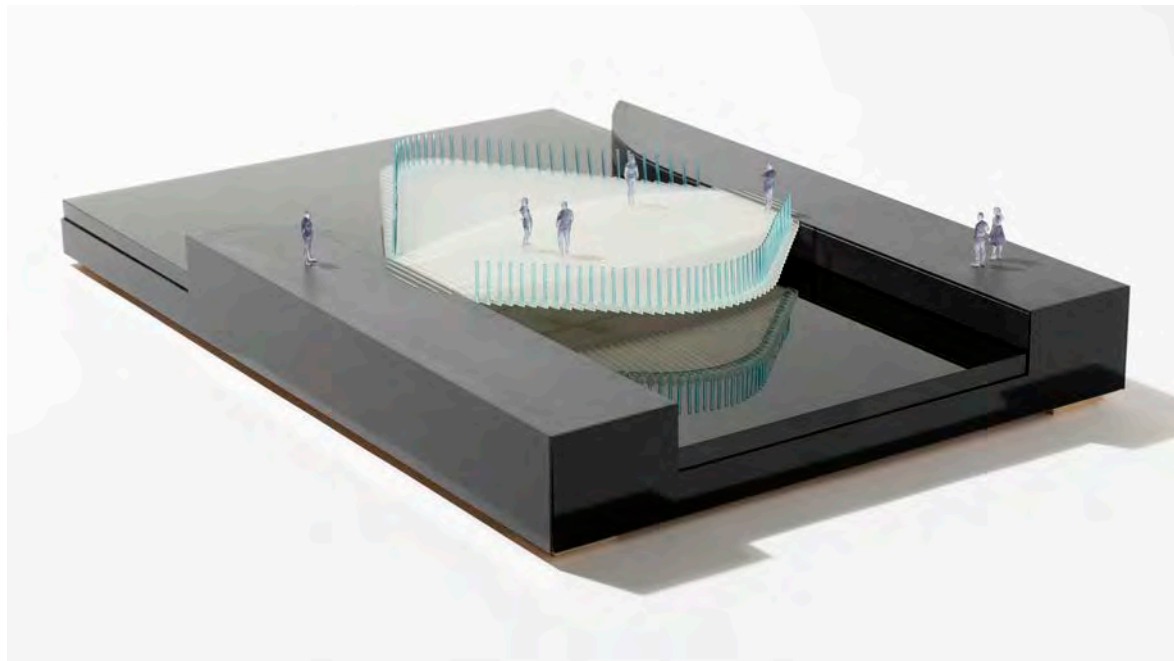
In addition, the new structural foundation and frame design avoided the need to touch the historic dock edges, thus maintaining their historic integrity, and allowing a threshold detail which celebrates the origins of Canada Water.



Original Competition Concept Visual - aerial view



Original Competition Concept Visual - perspective view



1:75 Original Concept Model

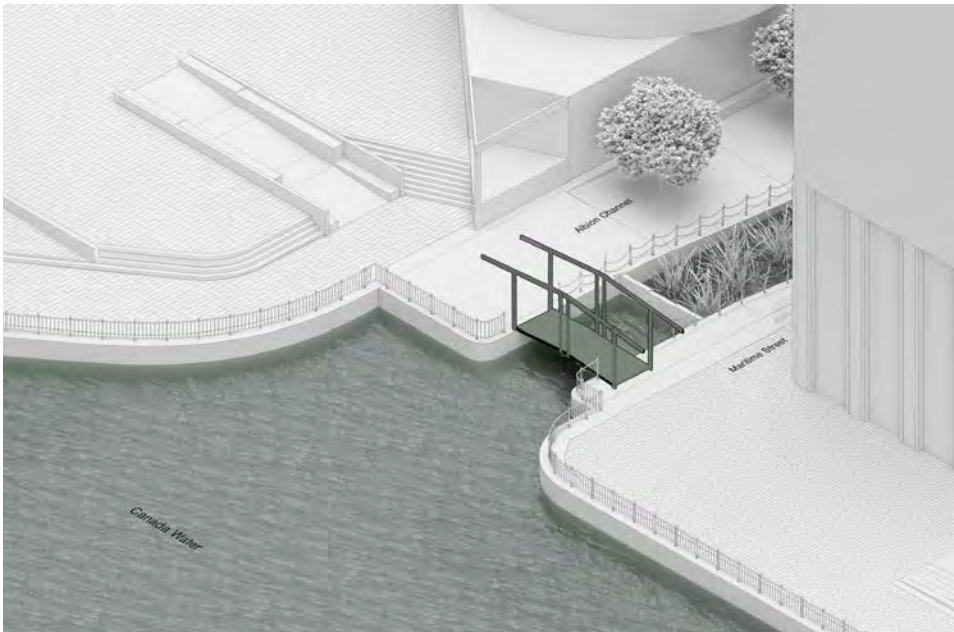


1:75 Original Concept Model

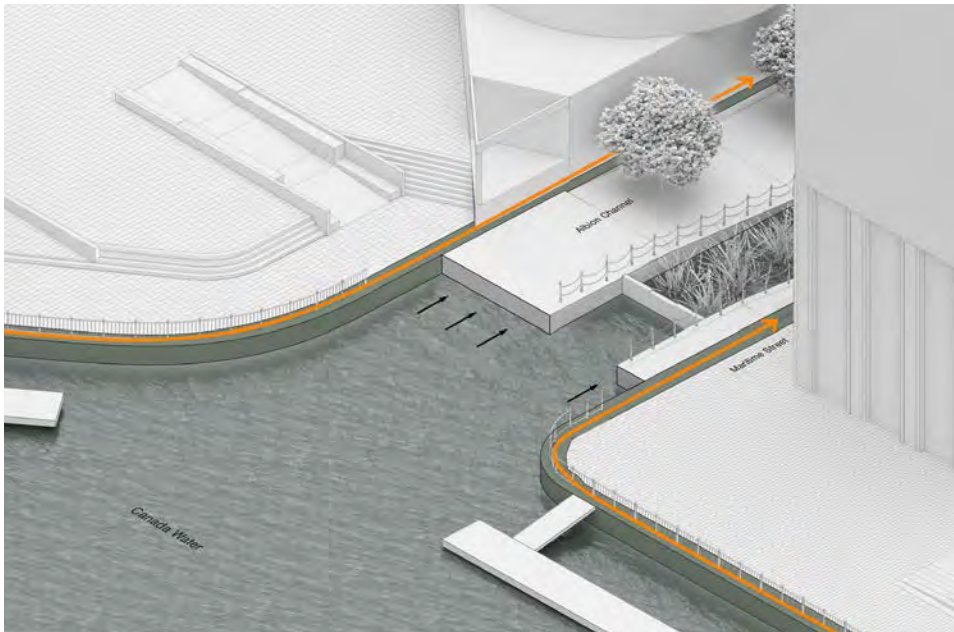
Strategic Design Development

3.3 Design Development Narrative

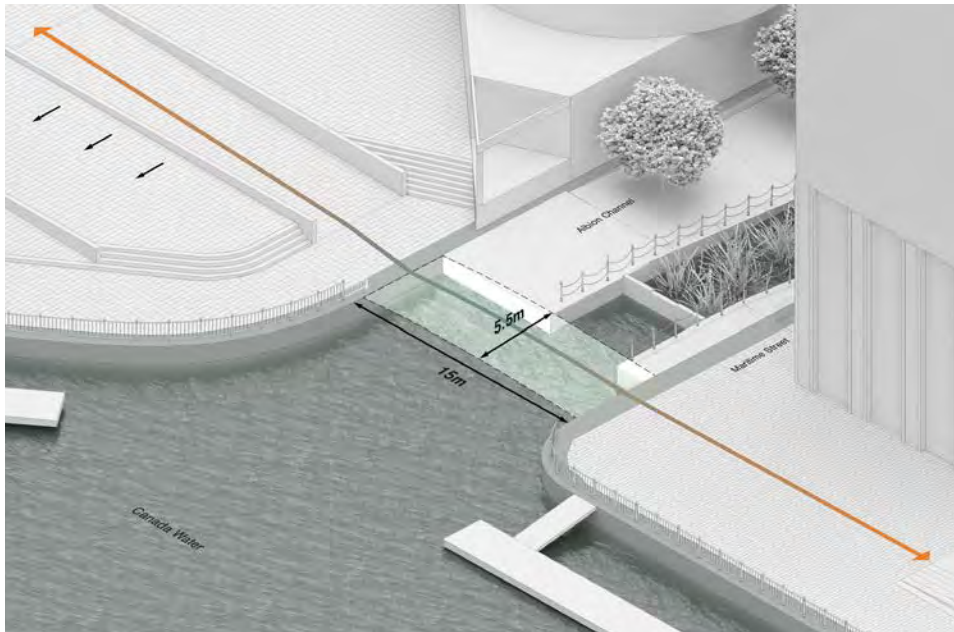
These diagrams were prepared to present the design narrative from which the bridge was originally developed and the intent behind the reduced amenity space available on the bridge.



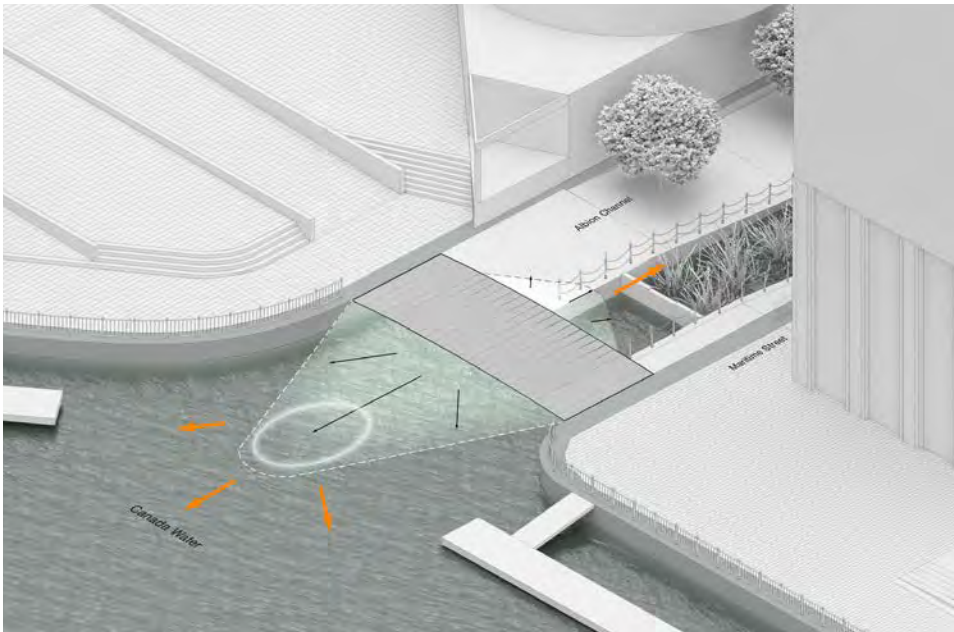
01 Existing bridge, inappropriate width & poor condition



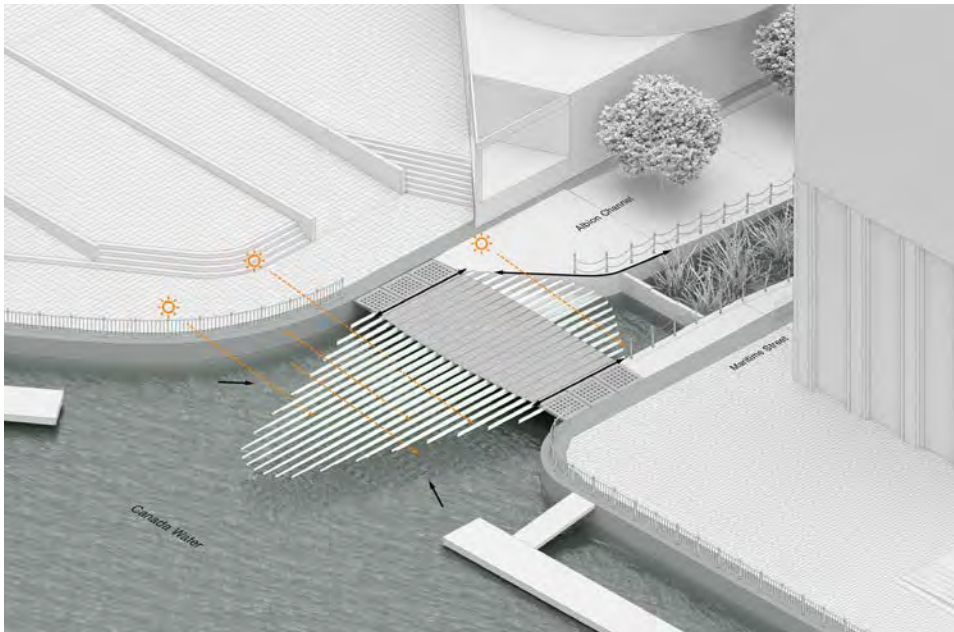
02 1980's Albion Channel infill removed locally to reinstate and express the former & historic dock edge



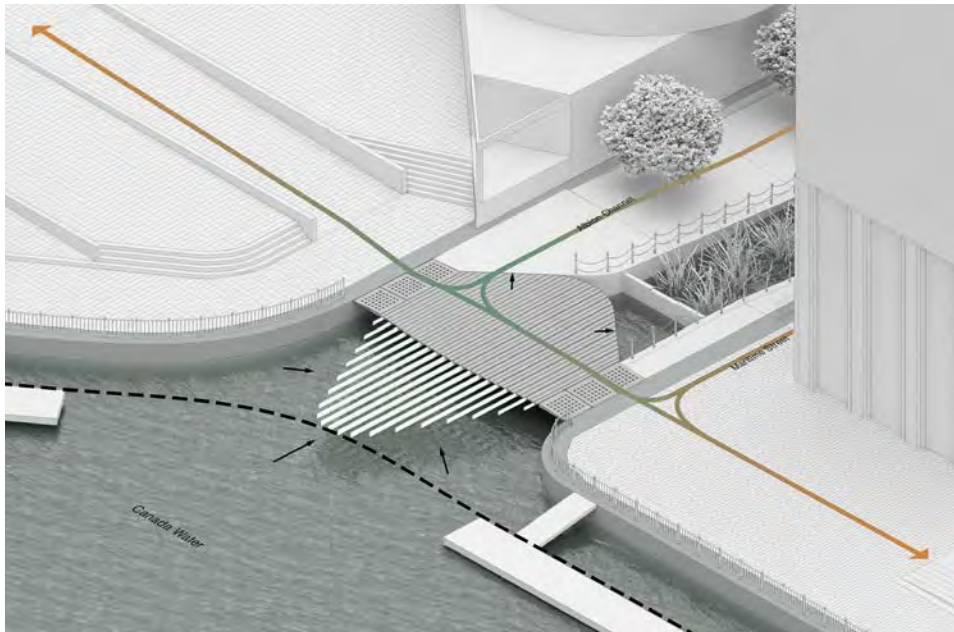
03 Deal Porter Square & Maritime Street public realm amended to accommodate the new minimum 5.5m clear width crossing required to meet the projected footfall



04 Width of bridge increased to provide a new public dwell/amenity space on the bridge, with views over Canada Water



05 Bridge surface designed to provide an enhanced relationship with the water below ones feet, whilst maintaining an robust finish to the main bridge thoroughfare

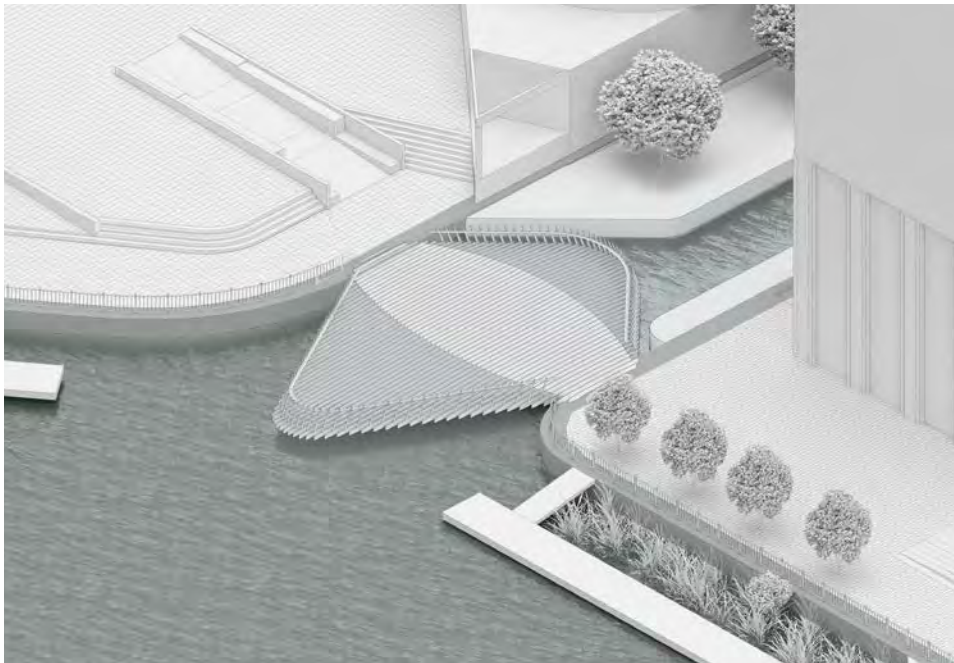


06 Extent of public amenity projection reduced in scale to maintain reasonable clearance from the Angler's pontoons

Strategic Design Development

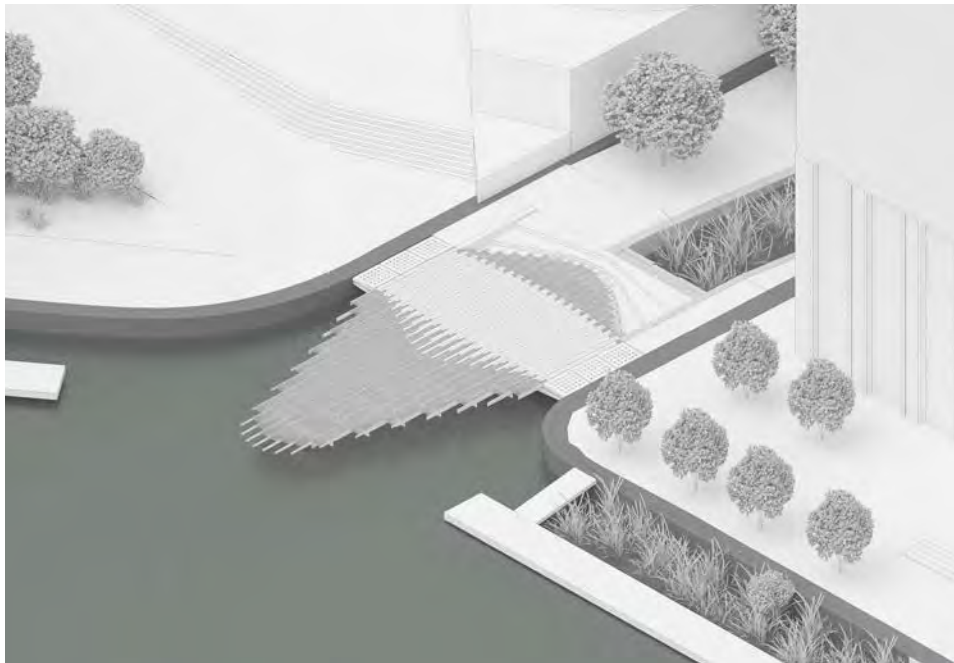
3.4 Key Design Developments

The diagrams on the right hand side presents the design iterations developed at various key stages. The design developments are all driven by the respond to the brief, context, comments from public engagements, as well as pre-application meetings with the London Borough of Southwark.



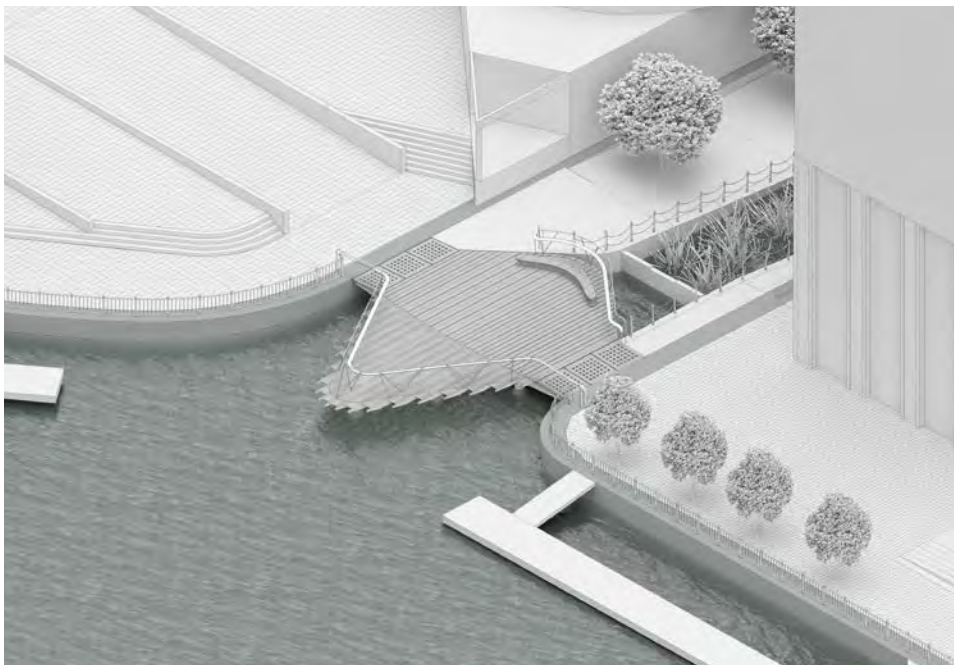
Competition

The competition sheme domentrates a strong design response to the brief, where a much needed improvement of high quality amenity space is proposed for Canada Water.



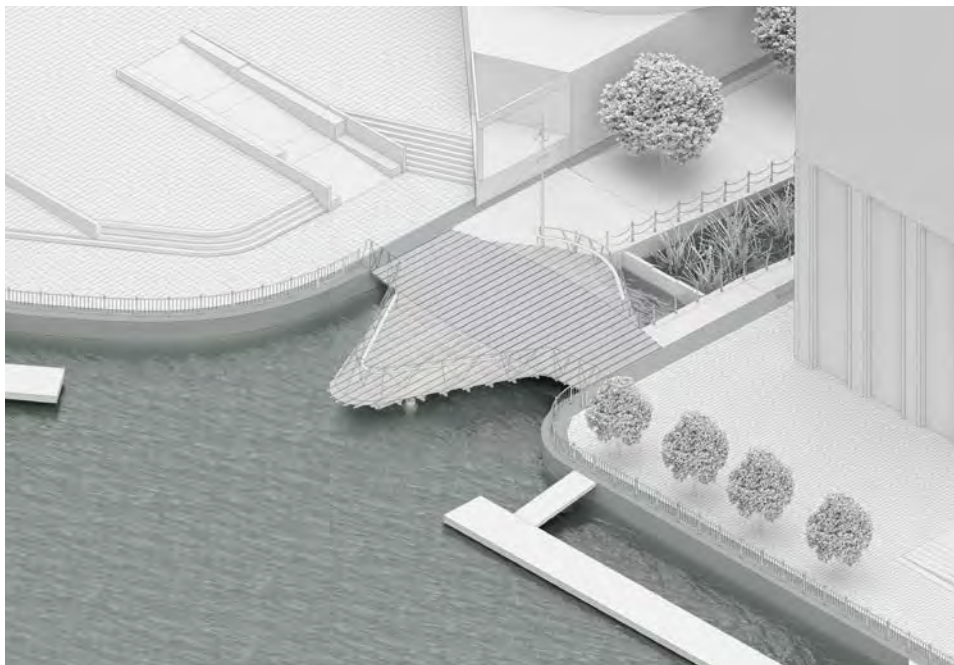
RIBA Stage 2

At RIBA Stage 2 the scheme is futher developed in response to the immediate context where an extensive landscape and a larger viewing platform was proposed.



RIBA Stage 2 +

In response to comments from pre-app and public consultation meetings, the proposal is develop to improve the connectivity to the Albion Channel and the footprint was adjusted to minimise the impact on the fishing pontoons.



RIBA Stage 3

At RIBA Stage 3 the proposal is developed in response to the technical needs and requirement. This includes the additional CCTV/ lighting mast and adjustment to the bridge geometry to accommodate existing utilities.

Strategic Design Development

3.5 Public Engagement

The below summary of public engagements conducted is summarised by Kanda, consultation consultant:

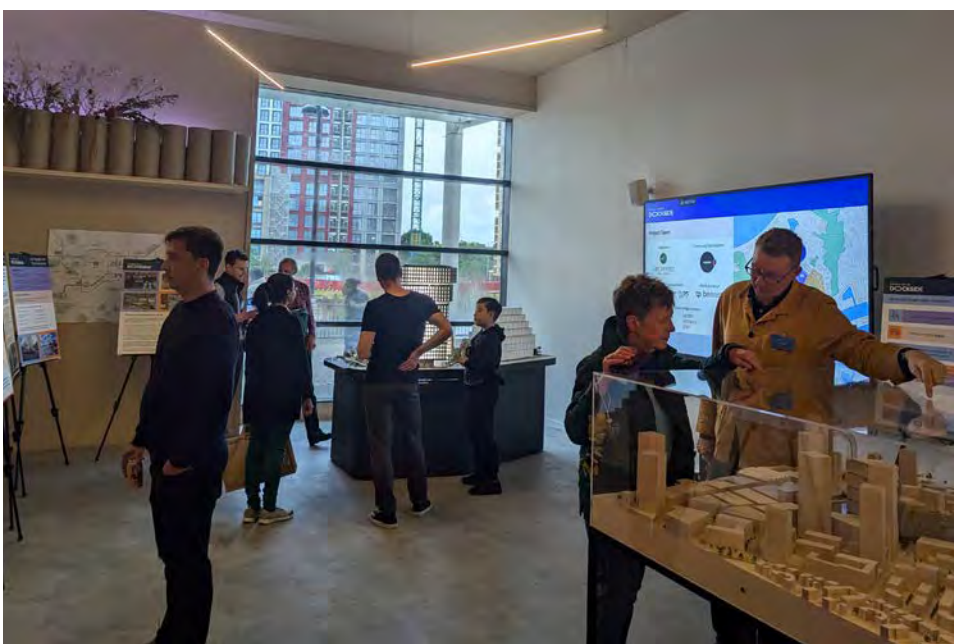
Pre-application community and stakeholder engagement on the Albion Bridge took place between May 2024 and April 2025, focusing on identifying and engaging with key political and community stakeholders to understand local needs and seek feedback on the developing proposals.

Formal public consultation has taken place across three phases, with six events taking place at the Dockside Project Hub, Retail Park, Unit 1 Canada Water, Surrey Quays Rd, London, SE16 2XU in July 2024, September 2024, and February/April 2025, attended by 106 people in total. 62 feedback responses have been received in total.

During the first two phases of consultation, consultation on the proposals for the Albion Bridge and the separate proposals for Plot B (ref. 24/AP/3718) ran concurrently. Following the submission of proposals for Plot B in December 2024, a third phase of consultation on the developed proposals for the Albion Bridge took place in February/April 2025.

The primary feedback from the consultation highlights the need for a wider and more accessible footbridge that could sufficiently accommodate both pedestrian and cyclist use. Participants also noted that the existing timber bridge is worn and expressed a preference for a more durable, low-maintenance structure.

These comments have been carefully considered and have informed the design development, particularly the strategies relating to accessibility and material selection, which will be discussed in later sections of this document.

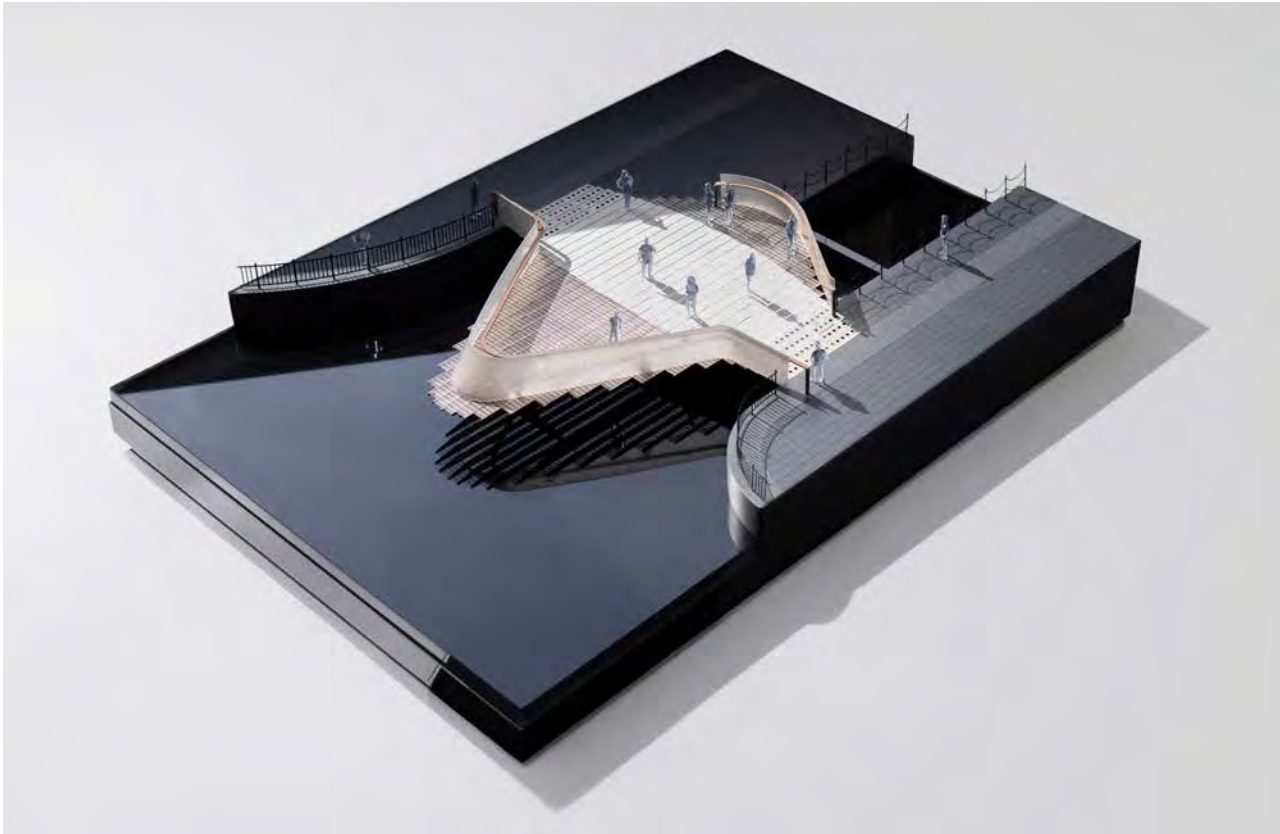


Activities undertaken as part of the consultation for the Albion Bridge included:

- A dedicated community page on the existing Canada Water Dockside Masterplan website - <https://docksidecanadawater.co.uk/> – which has and continues to provide information on the proposals and has provided mechanisms for people to leave feedback and share questions during each stage of consultation. This webpage was regularly updated throughout the consultation process and remains a central hub for up-to-date, relevant project information through to determination of the application and beyond.
- 3 newsletters were sent during each phase of engagement to c. 4,849 addresses in the surrounding area in June 2024, September 2024, and February 2025, providing an overview of the proposals for the Albion Bridge at each stage, advertising consultation events, and sharing a link to the community page of the website and contact details for further enquiries.
- 3 adverts were placed in local media outlet Southwark News, sharing information on the proposals and inviting consultees to the community page of the website and events.
- 6 E-newsletter updates were sent to residents and stakeholders who had signed up to the project mailing list throughout the consultation process, providing updates on new content on the community page of the website and upcoming consultation events. E-newsletters were also sent following each round of events to remind the mailing list to provide their feedback ahead of the close of each consultation window.
- 3 pop-ups were held in the local area to advertise the drop-in events to local residents and encourage further feedback on the proposals from local people.
- 13 meetings were held with local political and community stakeholders over the course of the pre-submission consultation.
- 6 in-person exhibition events were held across the pre-submission engagement period, presenting the emerging, developing, and developed proposals. The events were hosted at the Dockside Project Hub on Maritime Street. They presented exhibition boards and a model to members of the public and provided the opportunity for people to engage with the project team. These took place on the following dates:
 - Tuesday 9th July 2024
 - Wednesday 10th July 2024
 - Saturday 14th September 2024
 - Tuesday 17th September 2024
 - Wednesday 26th February 2025
 - Saturday 1st March 2025
- 2 social media campaigns promoting the exhibition events, receiving over 355,000 impressions (the total number of times the adverts were seen).
- There was a stall at the Rotherhithe Festival on Saturday 3rd August 2024, presenting key aspects of the emerging proposals.



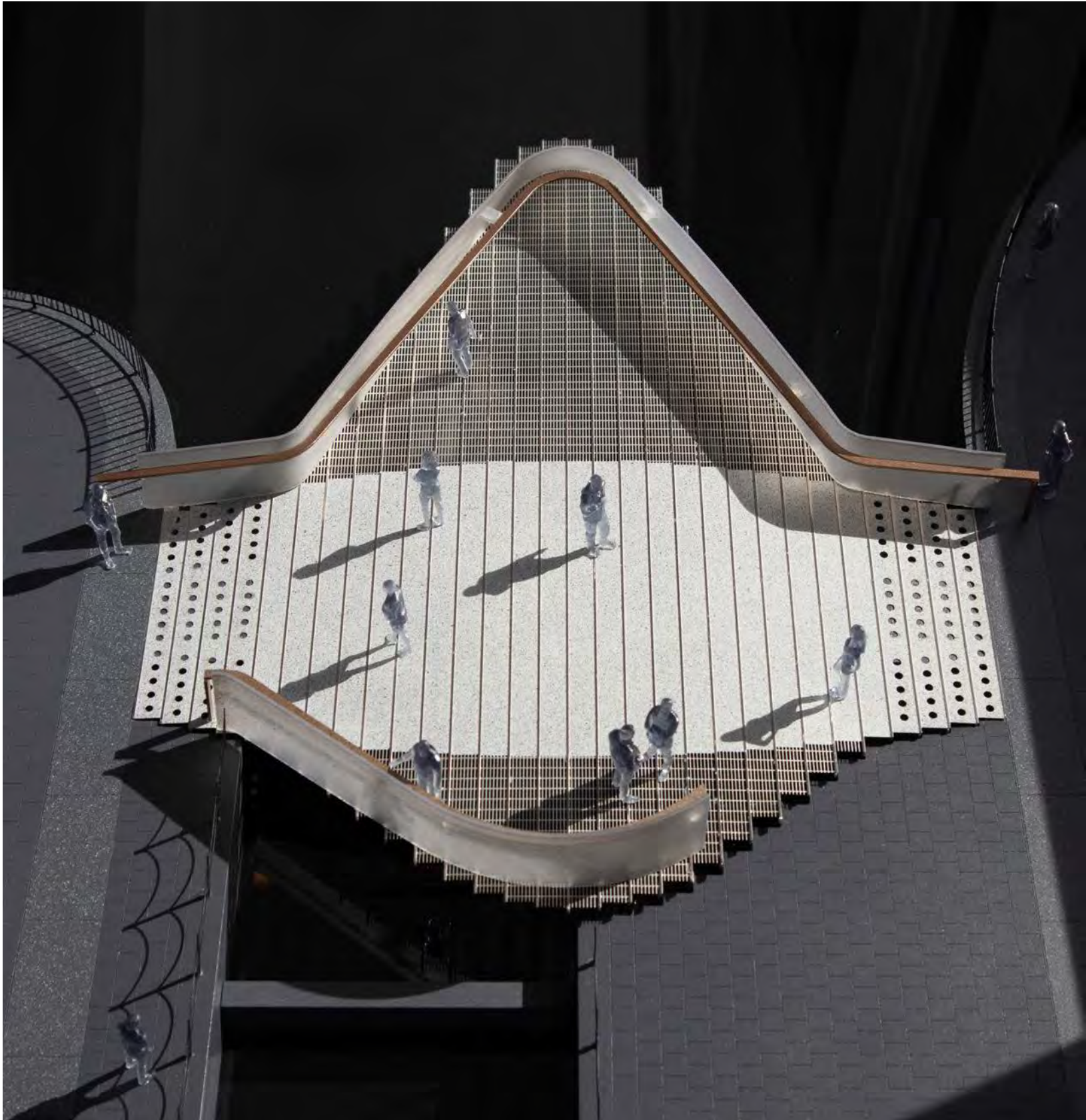
Strategic Design Development



1:75 RIBA Stage 2+ Model - Overview



1:75 RIBA Stage 2+ Model - Amenity Deck Detail



1:75 RIBA Stage 2+ Model - Aerial Plan View

4.0 DESIGN PROPOSAL



Design Proposal

4.1 Proposal Overview

The bridge structure developed allows its edges to be adapted in response to the dockside context, incorporating a celebratory threshold detail that visually distinguishes the bridge from the dock edge.

The design results in a composition which appears to be docked within the channel, rather than bolted to it, strengthening the bridges relationship with the water.

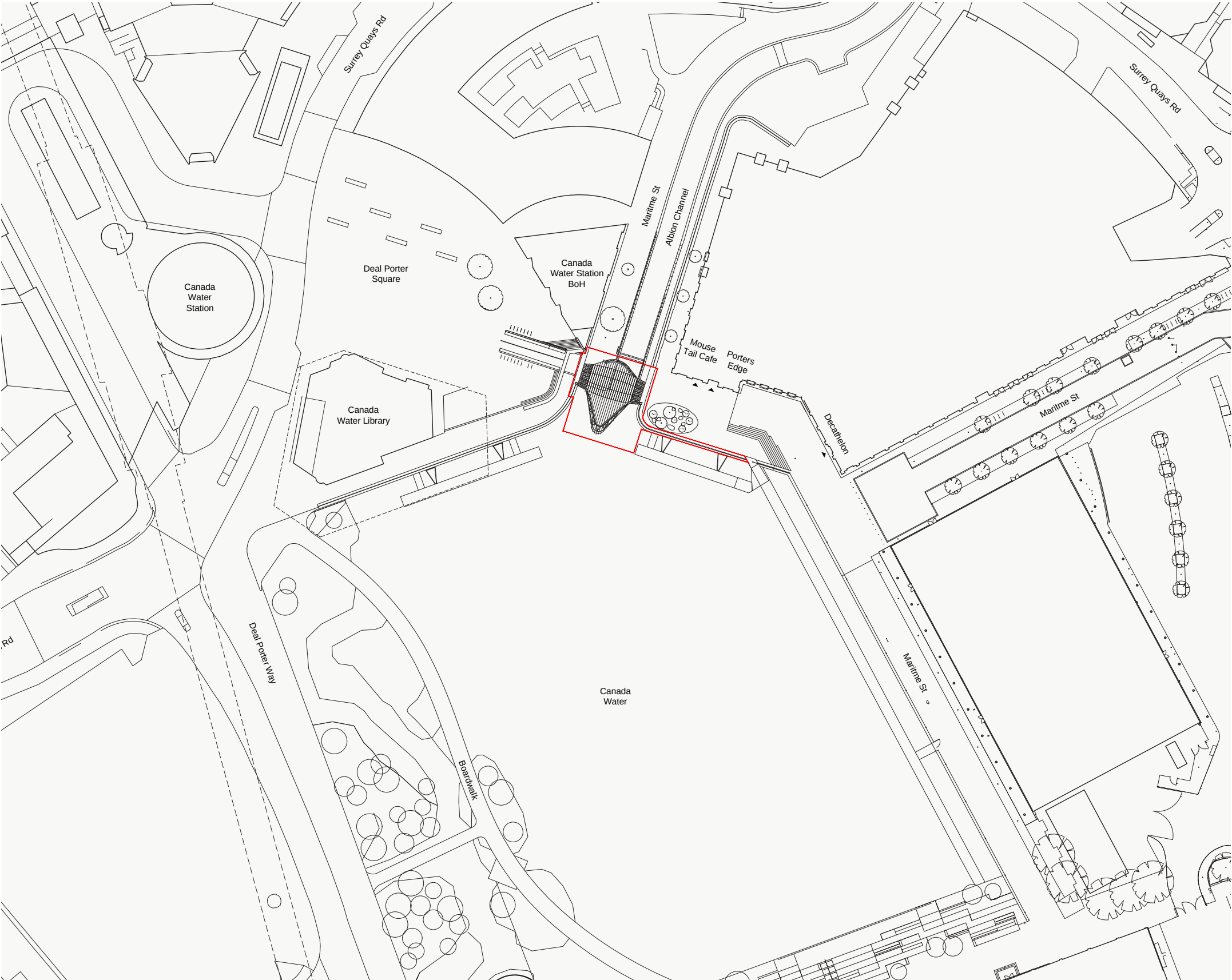
In addition to its functional role, the bridge also offers a unique amenity space from which people can enjoy views of the water and surrounding wildlife.

The intent for the adjoining landscape varies from the east to the west side.

The landscape on the west side of the site will be developed separately by others and therefore falls outside the scope of this planning application.

To the east, the existing compacted gravel garden will remain untouched. The current dock edge balustrade adjacent to the landscape will be replaced to match both the approved eastern dock edge scheme and the wider Canada Water development. The intention is to retain the existing trees and ‘pebble’ benches, ensuring only minimal intervention.

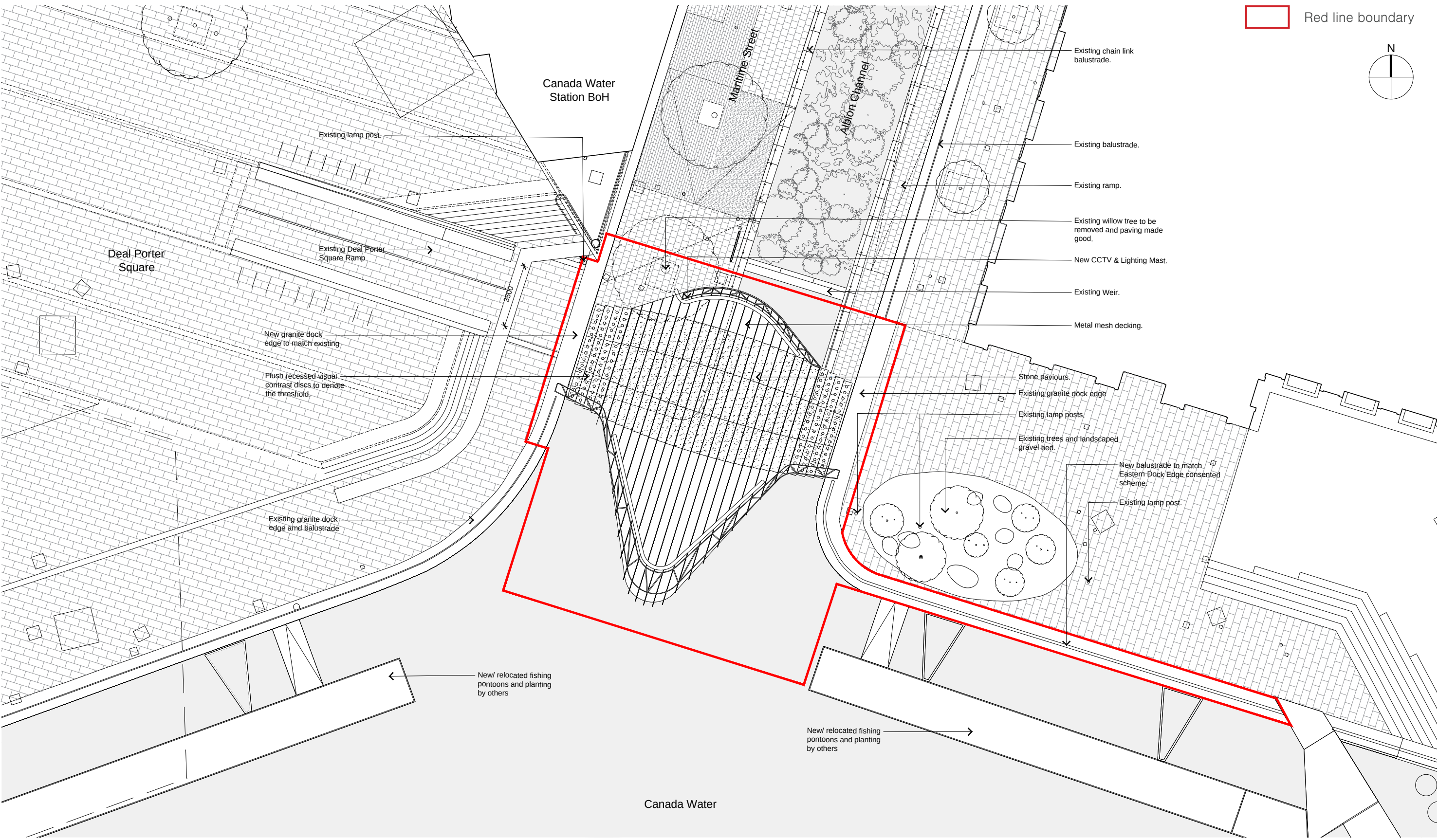
To the north, the existing 1980s pavement and surface adjacent to the Albion Channel will be adjusted and regraded to align with the levels and form of the new bridge deck.

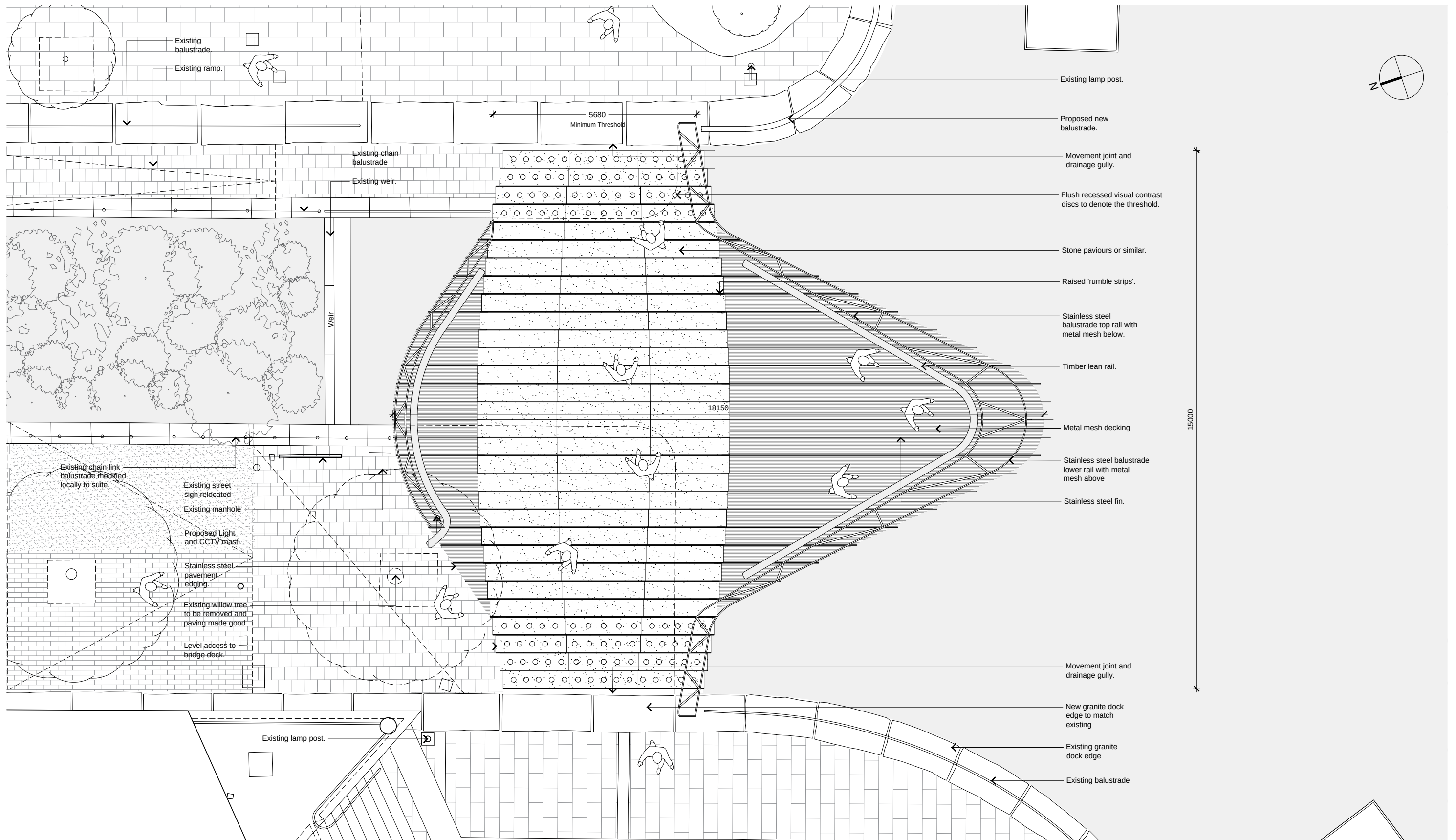




Design Proposal

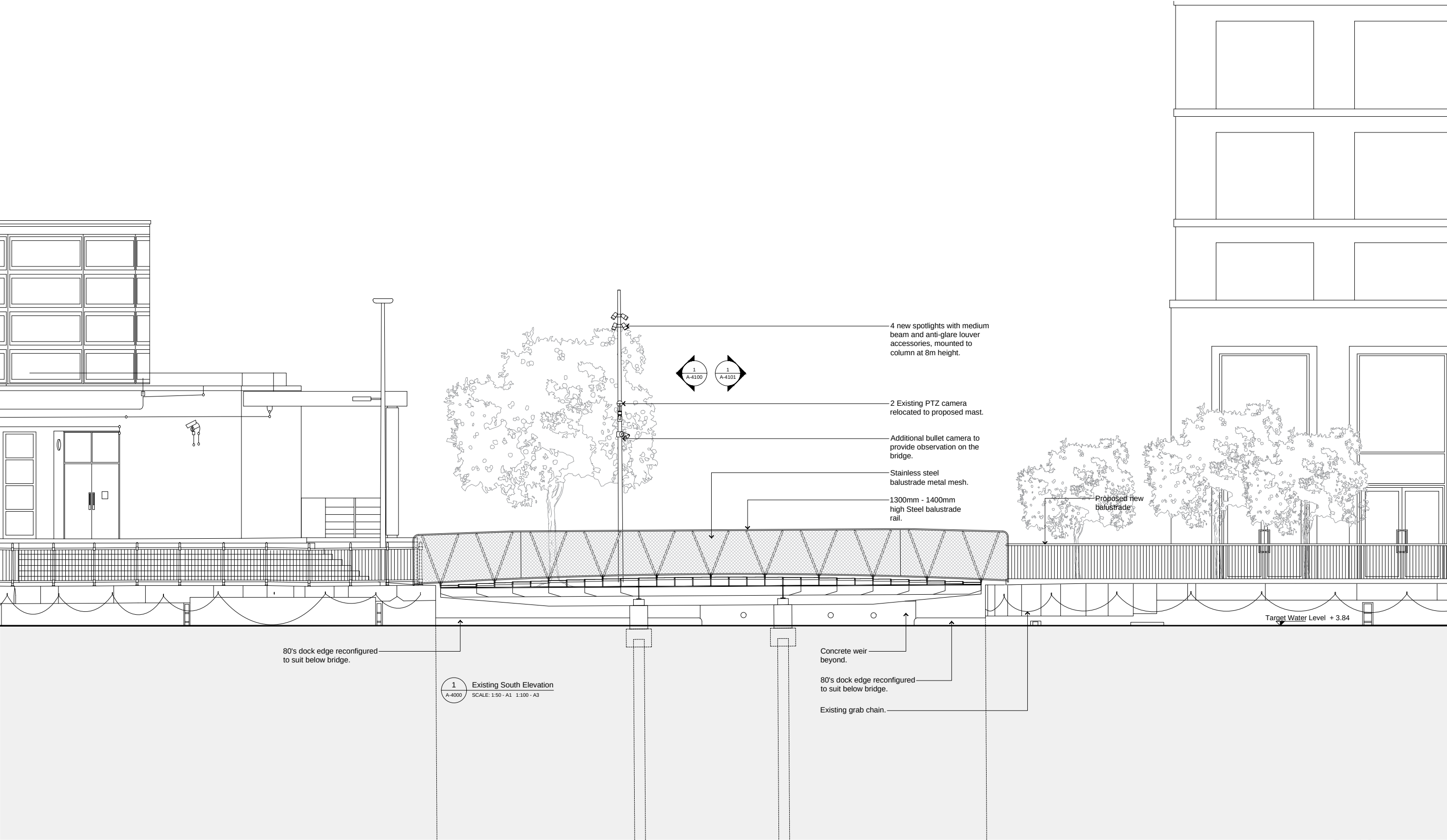
4.2 Proposed Plan





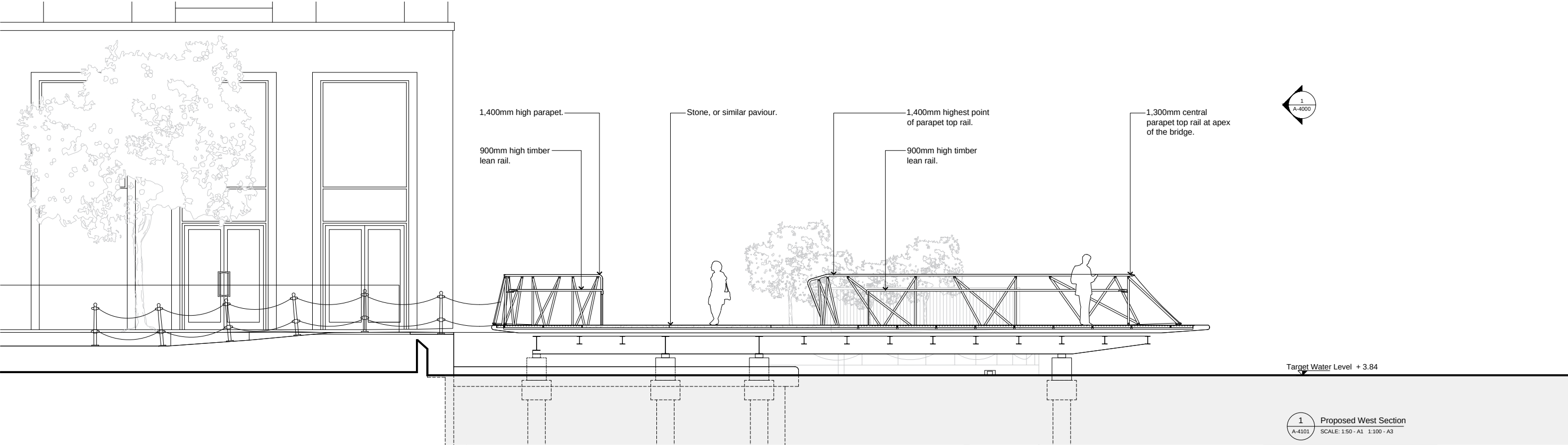
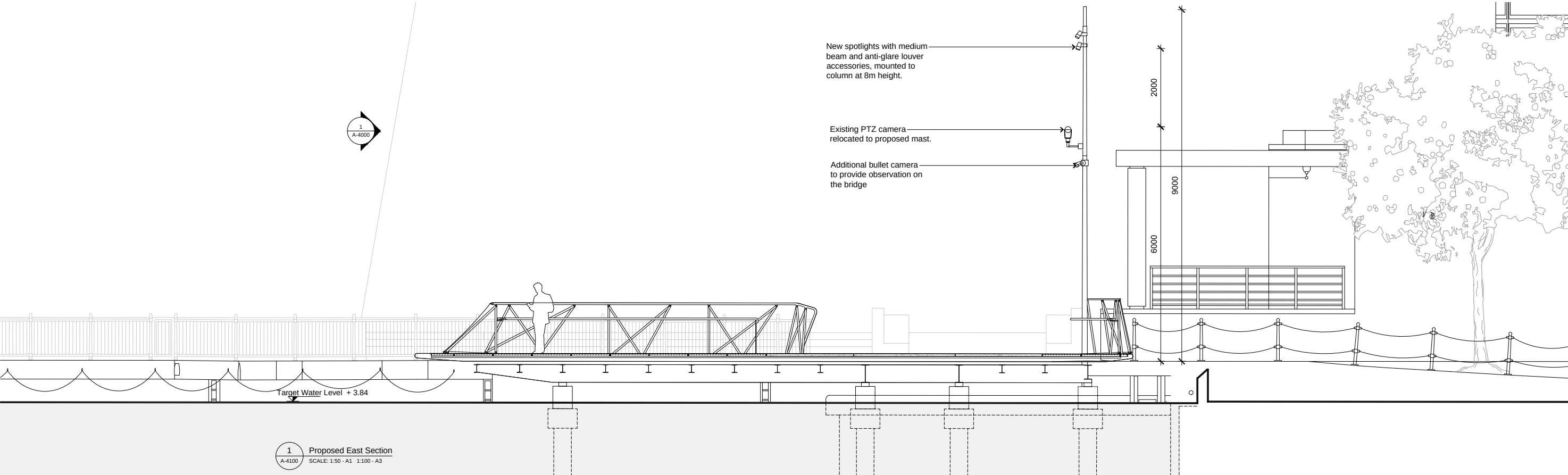
Design Proposal

4.3 Proposed South Elevation



Design Proposal

4.4 Proposed Sections



Design Proposal

4.5 Materiality

Materiality plays a key role in reinforcing the design concepts and strategies of the proposed footbridge. For the bridge paving, a deliberate contrast of materials—stone or similar paviours alongside metal “grillage” decking has been chosen to clearly distinguish the primary thoroughfare from the pedestrian friendly amenity area.

The proposed balustrade design consists of stainless steel balusters and a transparent metal mesh, complementing the approved eastern dock-edge scheme. Its transparency creates an open design that enhances the bridge’s role as a viewing platform, offering views over Canada Water and the surrounding context.

Along the perimeter of the amenity deck, the robust balustrade is paired with timber leaning rails, providing a softer, more tactile experience for users. These timber elements also reference the balustrade features within the wider British Land development and the eastern dock-edge scheme.

While timber is an important material in the historic context of Canada Water, from the dock being used as a timber pond, to the existing Albion Bridge and the recently completed timber Boardwalk, this proposal prioritises stainless steel and stone (or similar) as the primary materials. This choice ensures long-term durability and minimal maintenance throughout the bridge’s lifespan.



1



Existing historic granite dock edge slabs

2



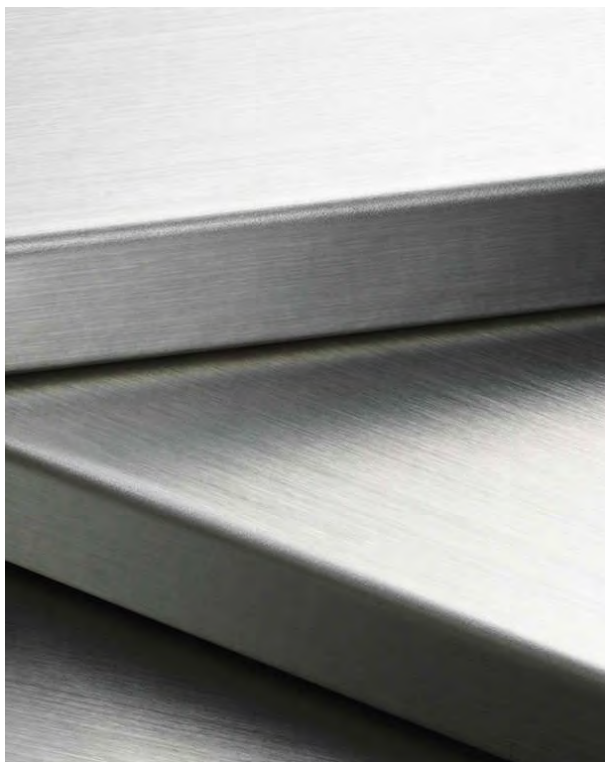
Stone to provide hardwearing and low maintenance pavement surface.

3



'Heelproof' stainless steel grillage, allowing views to the water below

4



Stainless steel fins provide a hard wearing low maintenance structure within which the deck materials are mounted

5



Timber lean rail to provide a warmer touch to the view platform.

6



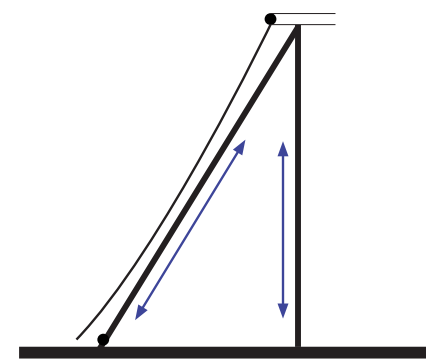
Metal wire mesh allow the balustrade to be as visually minimal as possible.

Design Proposal

4.6 Balustrade Design Principles

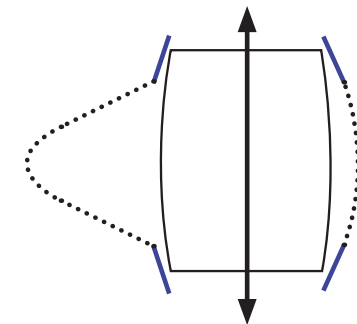
The drawings and diagrams below illustrate the design strategy for the balustrade, developed in response to the bridge providing a cycle route and the resulting requirement for a 1.4-meter-high barrier.

Key Design Principles:



Anti-climbing strategy

The angled structure and mesh of the balustrade are designed to deter climbing and prevent access over the bridge's perimeter.

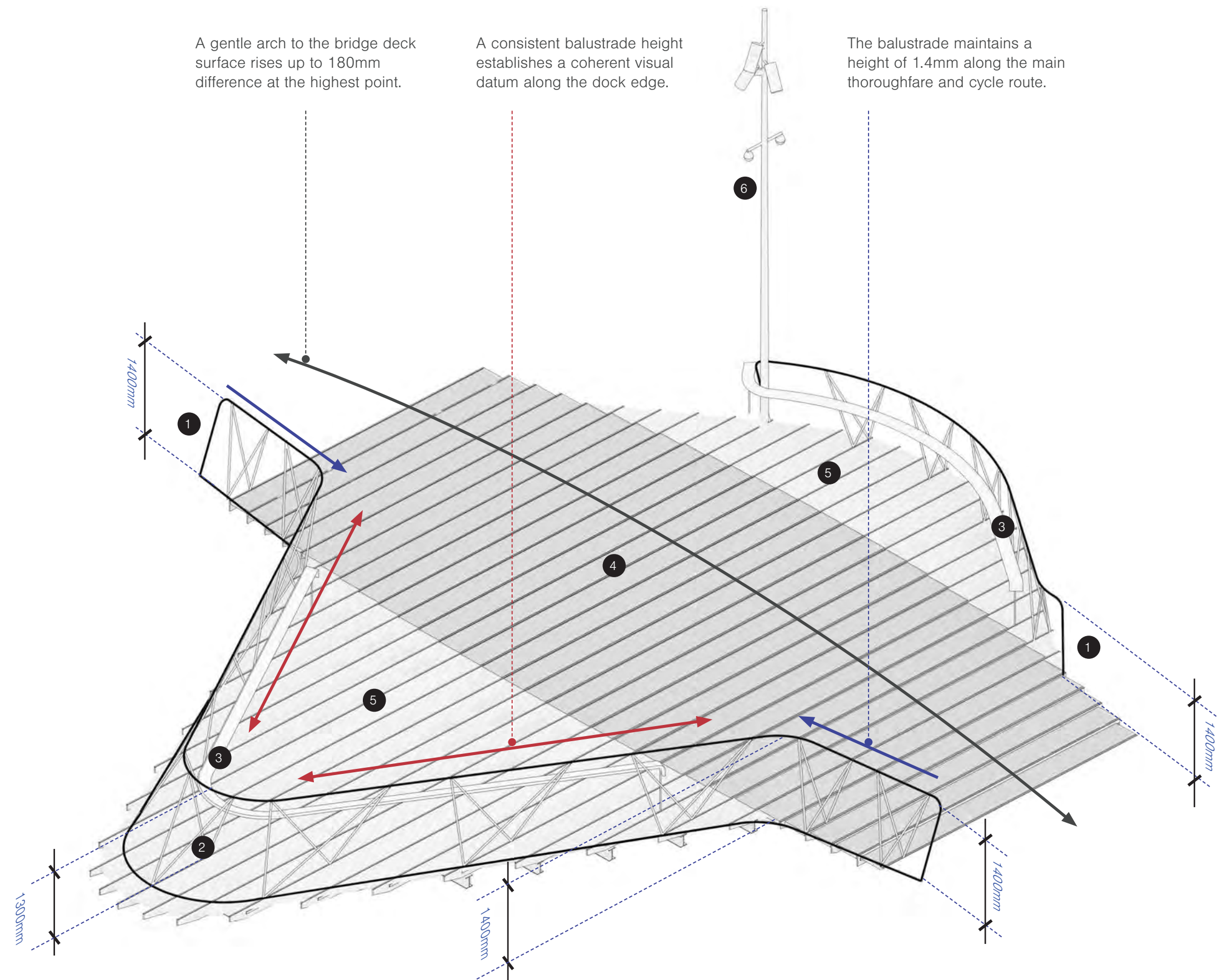


Cycling route balustrade height

The balustrade is designed to be 1.4 meters high along the cycle route and main thoroughfare.

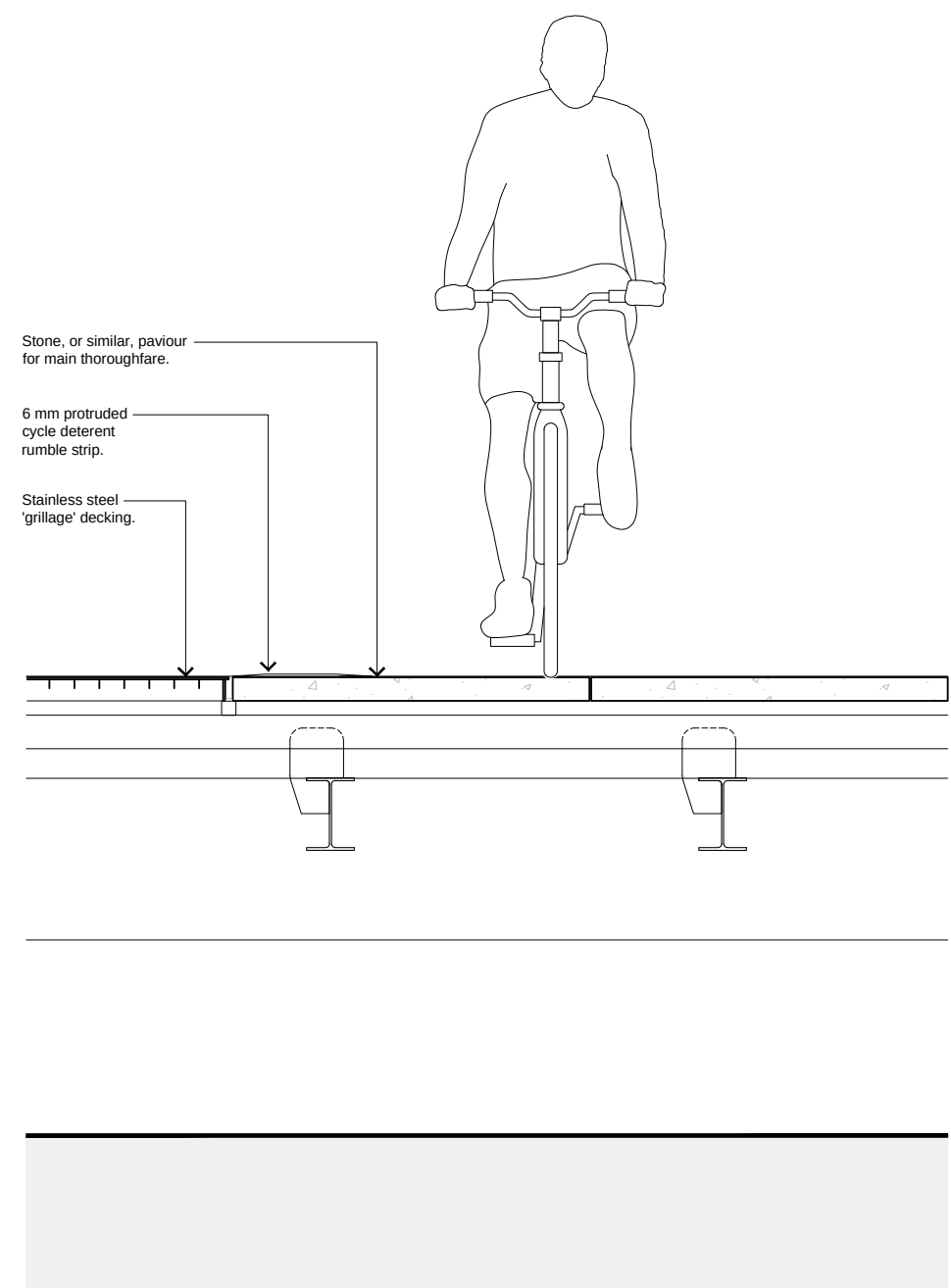
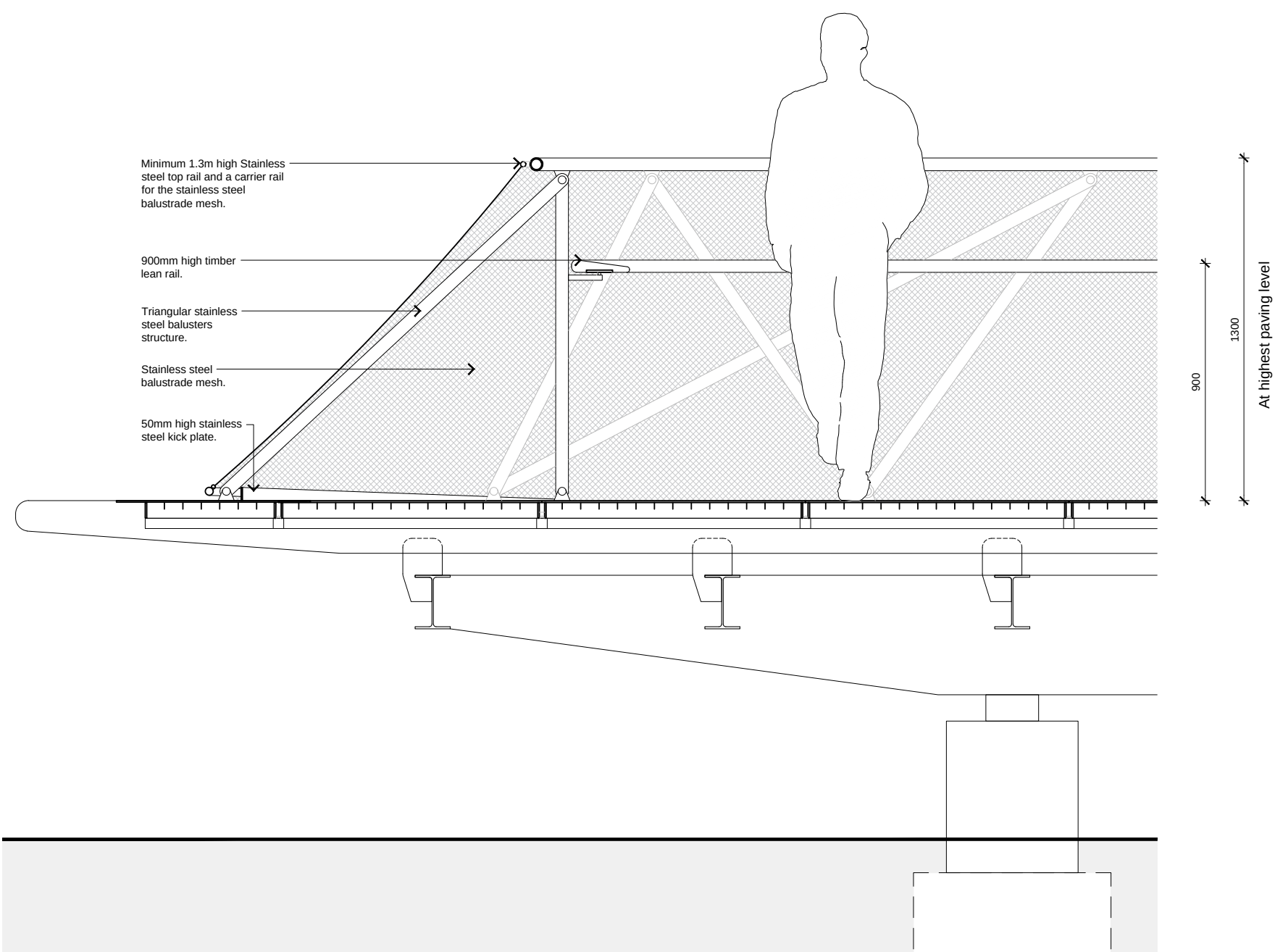
KEY

- 1. 1,400mm Balustrade
- 2. Balustrade Mesh
- 3. 900mm Lean Rail
- 4. Solid Stone Paving
- 5. Permeable Metal Decking
- 6. CCTV/ Light Post



Design Proposal

4.7 Balustrade & Decking Design Details

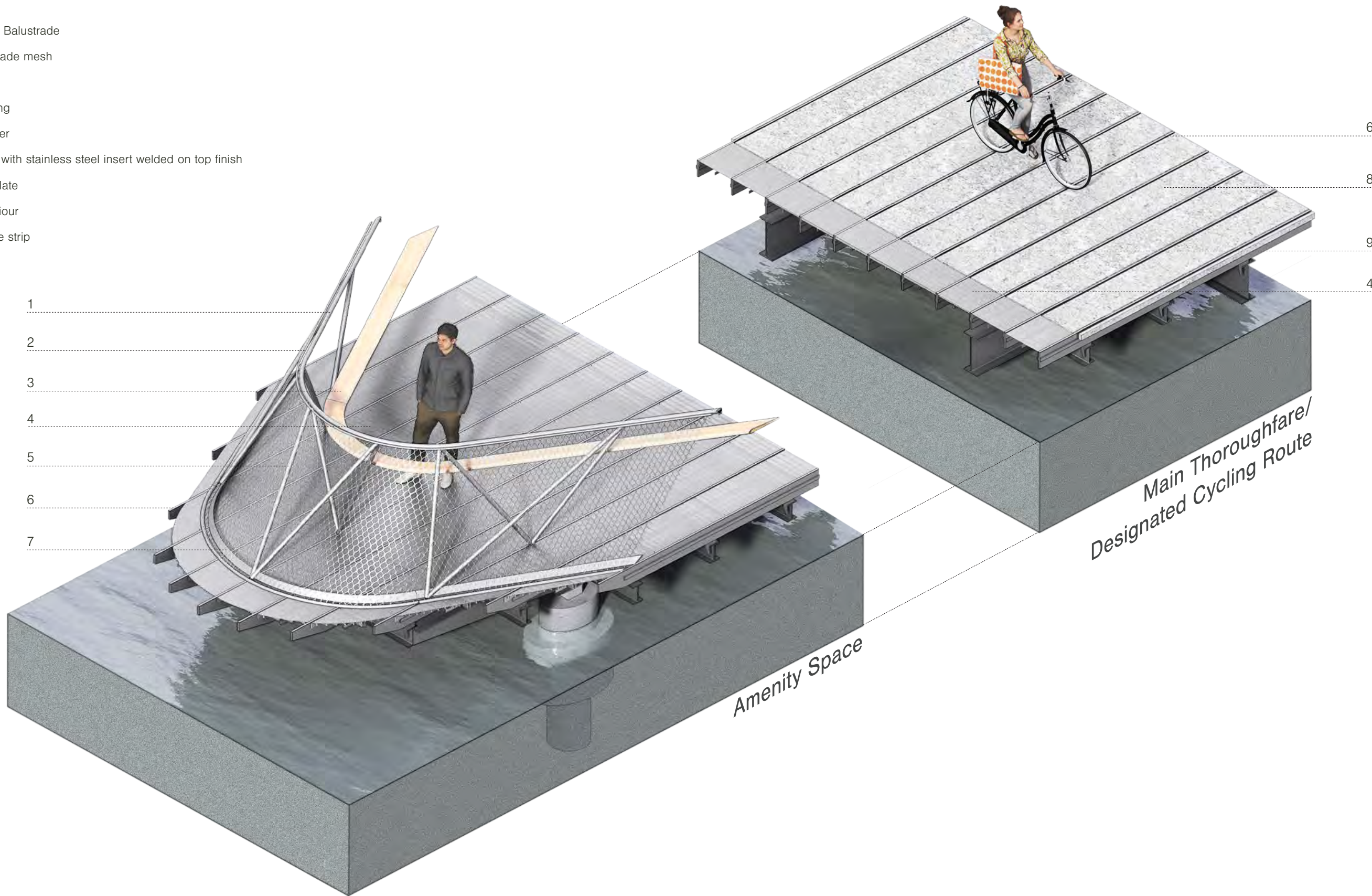


Design Proposal

4.7 Balustrade & Decking Design Details

KEY

- 1. 1,300mm - 1,400mm Balustrade
- 2. Carrier rail for balustrade mesh
- 3. Timber lean Rail
- 4. Metal 'grillage' decking
- 5. Stainless steel baluster
- 6. Painted Mild steel fin with stainless steel insert welded on top finish
- 7. Stainless steel kick plate
- 8. Stone, or similar, paviour
- 9. Stainless steel rumble strip



Design Proposal

4.8 Decking Design

The main thoroughfare which traverses the bridge from dock edge to dock edge will be finished in hard wearing solid stone, or similar, paving, with the stainless steel fins running through the paving and extending into the areas of metal decked amenity either side.

The stainless steel ribs will include a raised rumble strip to the edge of the paving. The purpose of this rumble strip is to delineate the solid paved thoroughfare as the cycle route, and differentiate it from the amenity deck which is proposed to be a pedestrian amenity space, remote from cyclists.

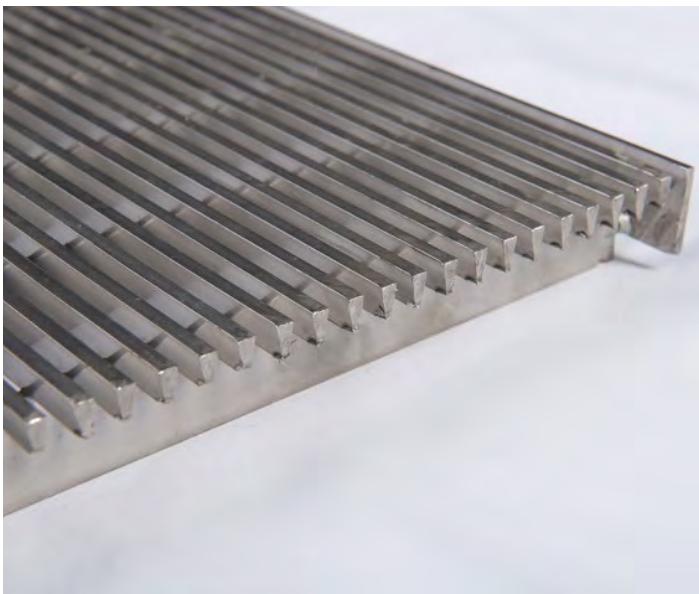


Design Proposal

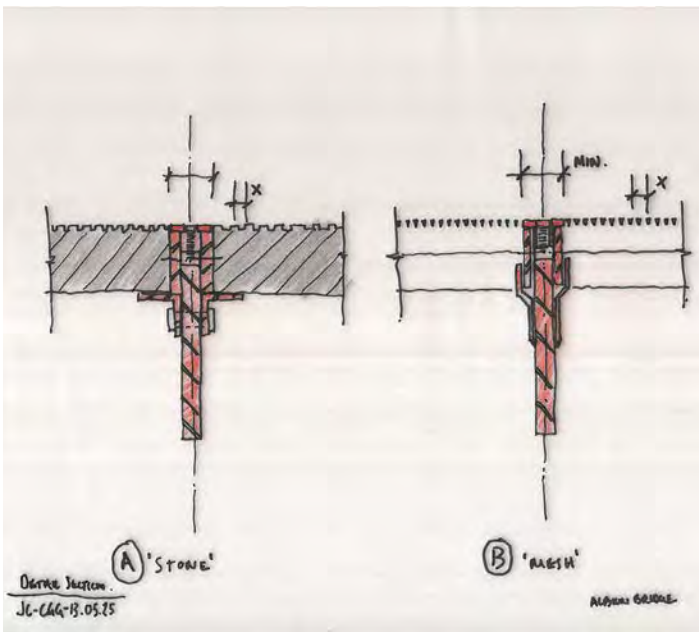
4.8 Decking Design

The amenity deck has been composed to maximise transparency, whilst providing a hard wearing treatment robust enough to support the design life of the bridge.

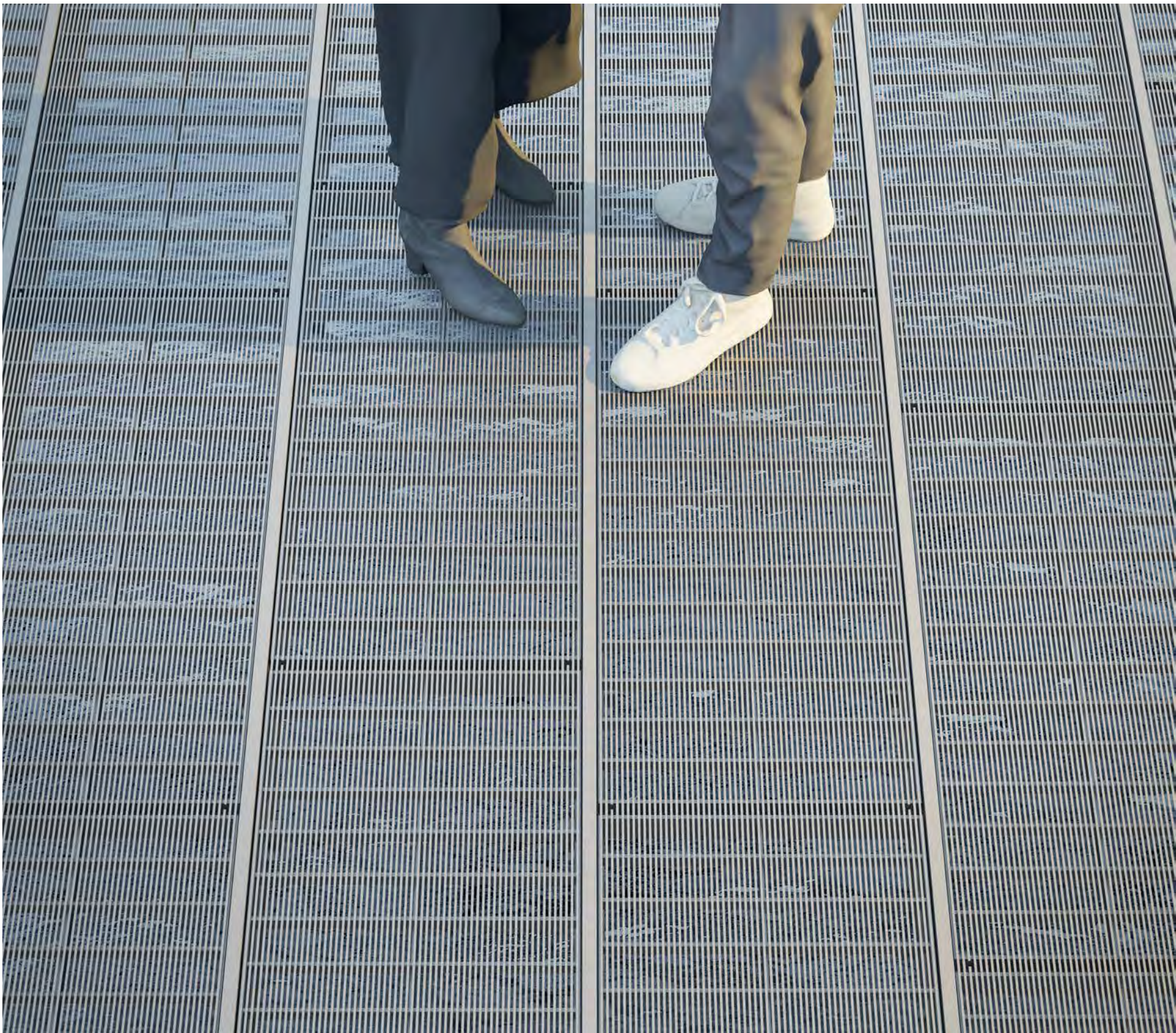
The deck will be formed of mechanically fixed panels which can be readily lifted by maintenance operatives.



Products and samples have been sourced, including a wedge wire decking module, to support the design and detail development of the bridge during RIBA Stage 3.



An initial sketch illustrates a design system allowing the integration of various surface finishes—particularly stone paving for the main thoroughfare and wedge wire deck for the viewing platform.



Design Proposal

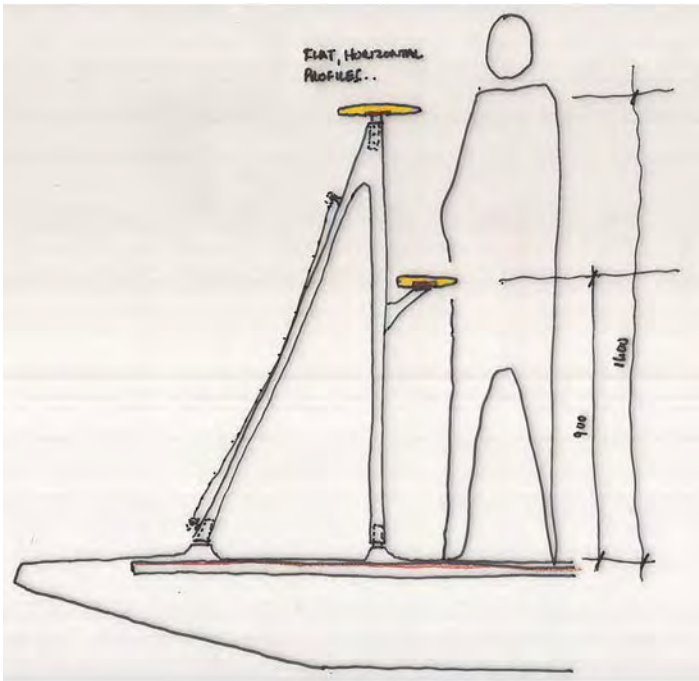
4.9 Balustrade Design

The images on this page illustrate the design intent for the balustrade, developed in response to the bridge's integration of a cycle route and the need to maintain visual transparency overlooking Canada Water.

Several materials were considered for the balustrade, including stainless steel fins. However, most options could only provide transparency from a single direction, whereas the proposed wire mesh achieves a consistent sense of openness and permeability when viewed from all angles.



Close-up detail of a proprietary metal mesh forming a permeable, highly transparent surface.



Initial sketch illustrating the design intent: an efficient triangular balustrade system integrating metal mesh, tubular structure and a timber lean rail.



Design Proposal

4.10 Webnet Wire Mesh Precedents

The proposed metal wire mesh balustrade material is widely used across the UK in a range of projects, including public spaces, bridges, cycle routes, and historic restorations. These examples highlight the material’s durability, low-maintenance requirements, and strong visual qualities.

Robustness and padlocks concerns:

Notably, wire mesh has been extensively applied in the Olympic Park, where it performs a function and design role very similar to that of the proposed bridge balustrade. Given the comparable project type and usage, the Olympic Park precedent demonstrates that issues such as padlock attachment and overall robustness are unlikely to present significant concerns.

Olympic Park, London



The angled balustrade design used in the Olympic Park, similar to that proposed for the Albion Bridge, can help mitigate or prevent cyclists from colliding with the balustrade.

Olympic Park, London



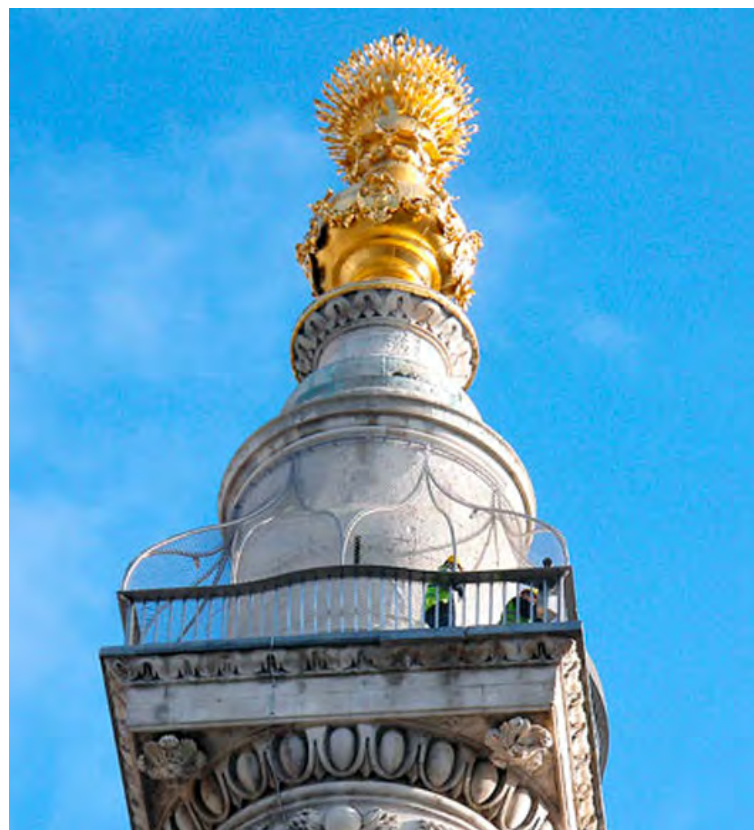
The balustrade in Olympic Park is designed to accommodate high footfall during sporting and public events, as well as cycling routes.

Stockport Interchange Cycle Ramp, Manchester



Webnet mesh balustrade system applied to cycle ramp in Stockport Interchange, Manchester.

London Monument



The balustrade for the London Monument is designed to be able to last for at least 200 years.

Design Proposal

4.11 Structural Principles

The bridge will be supported on a series of pile foundations, located at various points within the footprint of the deck.

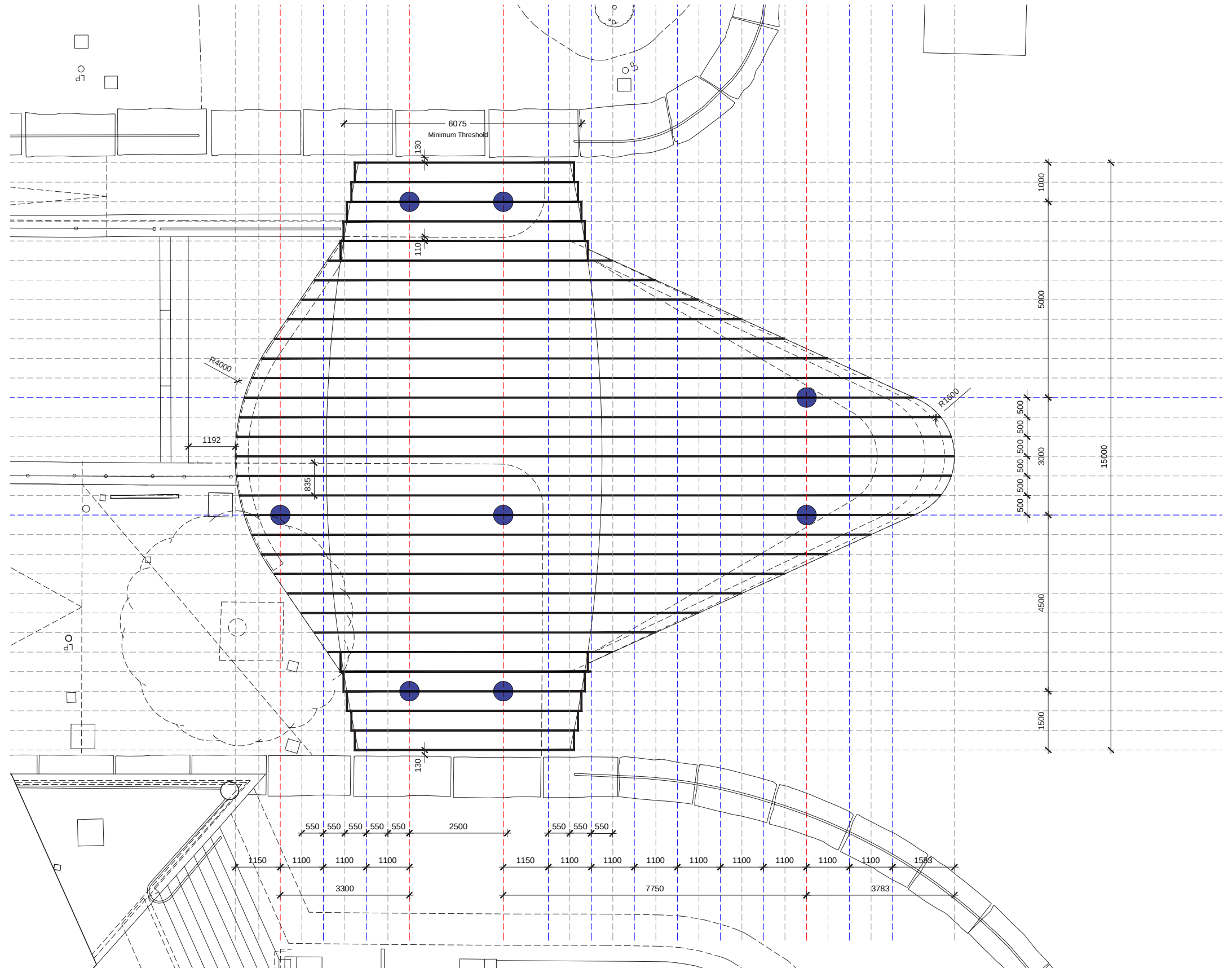
Locations have been selected strategically to provide suitable support whilst both minimising the volume of steel needed in the superstructure, and simplifying the construction methodology as far as possible.

A geotechnical investigation has been undertaken to provide pile design parameters to inform the design. Further investigations are currently under consideration to further inform the design-making process of selecting a suitable piling methodology which is best-suited to the constraints of the site.

The investigation identified the presence of a thick, low-strength concrete slab at the base of the channel. Bored piles are therefore proposed at this stage, as installation of driven piles will not be possible through the slab.

The majority of the piles will be located within the footprint of the existing dock edge, to simplify installation. At the 'nose' of the bridge where it projects into Canada Water, piling within the water will be required.

The location, number and sizing of the pile foundations are still under development and will be confirmed in the next design stage.



Design Proposal

4.11 Structural Principles

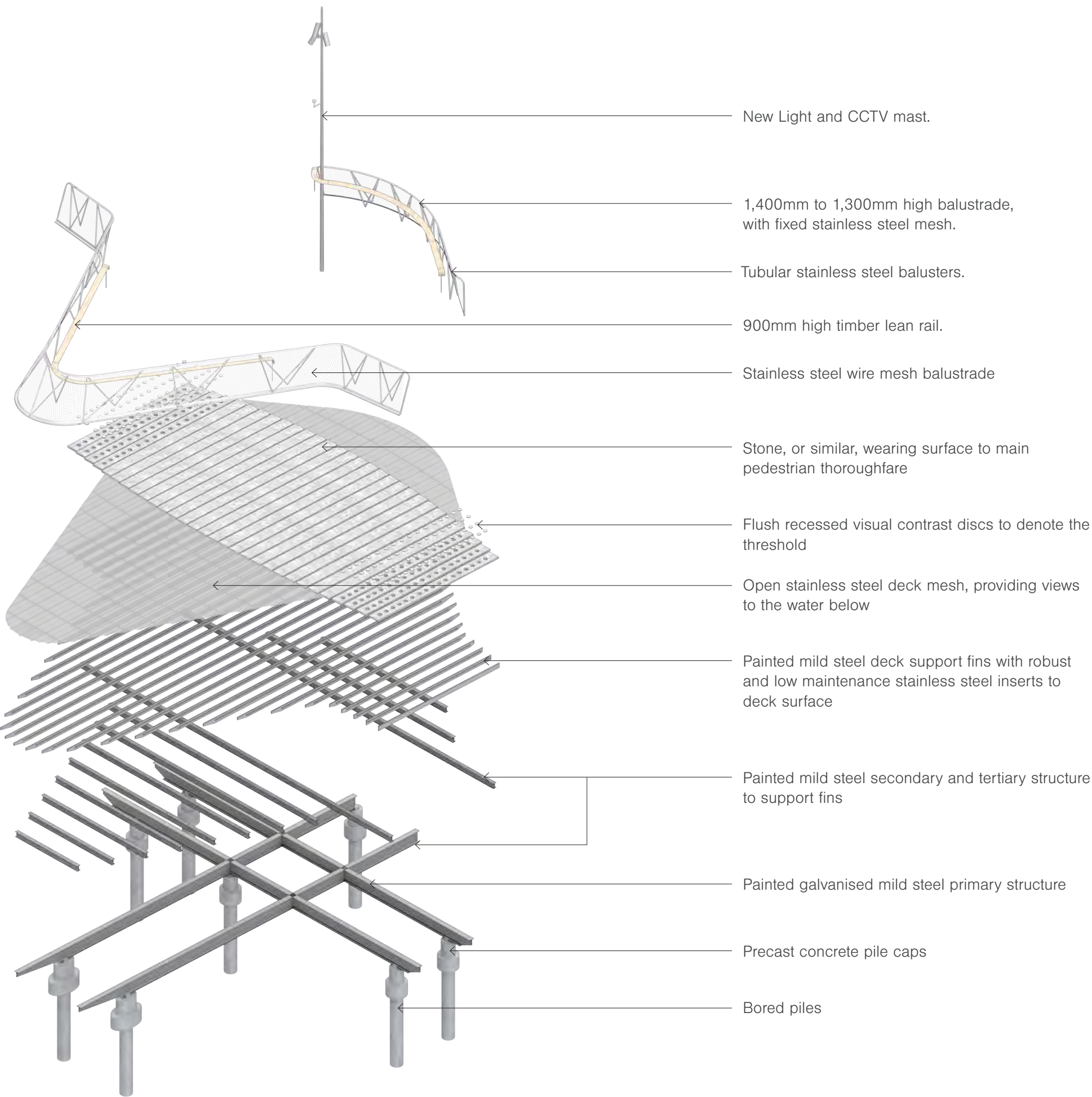
The superstructure will consist of an orthogonal grillage of steel beams, topped by a row of perpendicular steel plate ‘fins’.

- The beams that make up the grillage are arranged in a structural hierarchy which includes:
- Primary beams, supported directly by the pile foundations
- Secondary beams, spanning perpendicularly between primaries
- Tertiary beams, running parallel to the primaries in the space between them, supported by the secondaries.

All of the grillage beams will be formed in standard UB section sizes, many of which will be tapered at their projecting ends around the perimeter of the deck.

The fins are spaced at regular centres, and span between the rows of tertiary and primary beams. They will oversail the grillage at its edges. Due to the regularity of the grid, the cantilever length of all fins will be equal, except those at the north and south tips which will be of greater length.

The deck’s surfacing will be achieved with steel trays slotting between fins, infilled with stone or wedge-wire mesh depending on the location.



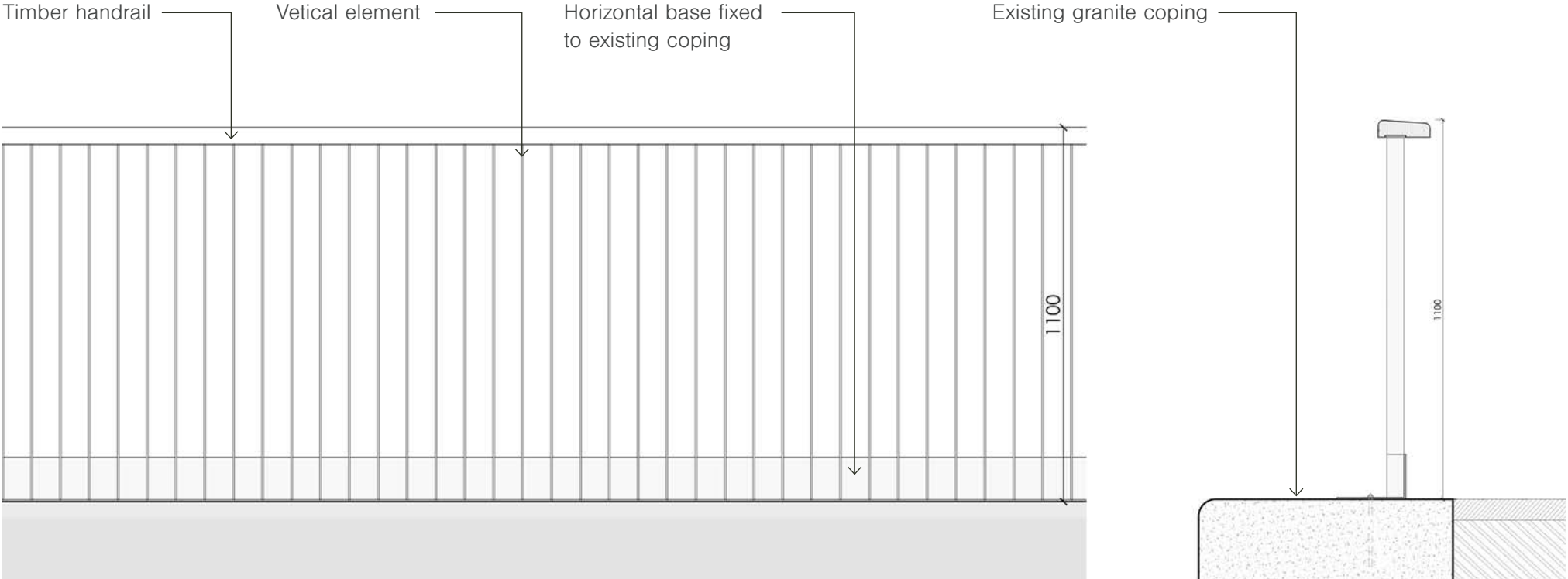
Design Proposal

4.12 East Side Balustrade

A new balustrade is proposed alongside the Albion Bridge to replace the existing metal balustrade on the east side of the site. The design will match the wider Canada Water development, including the recently completed west side dock and the approved eastern dock edge scheme. The aim is to create a consistent appearance along the dock edge at Canada Water.

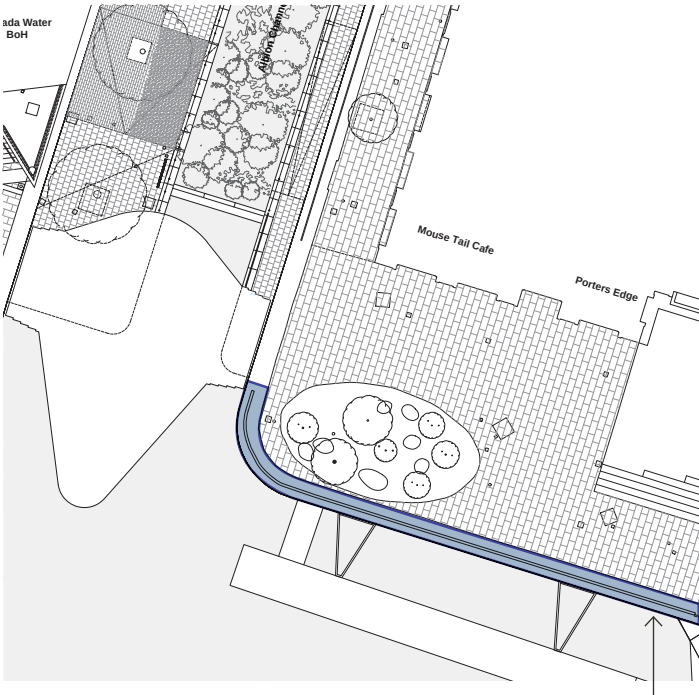


Existing metal balustrade



Proposed balustrade typical elevation

Proposed balustrade typical section



Coverage of the new east side handrail



Canada Water west side dock design reference image



Balustrade design in the consented Eastern Dock Edge Scheme

Design Proposal

4.12 East Side Balustrade



5.0 LANDSCAPING, TREE REMOVAL & BIODIVERSITY

Landscaping, Ecology & Biodiversity

5.1 Existing Ecology Overview

The summary below is based on the report by the ecologist Assystem, for further information please refer to GAR002_Ecology Technical Note.

Surrounding the dock edge is a hardstanding paved footpath with a single white willow tree (*Salix alba*) on the west side of the dock.

To the East side of the site is a hardstanding footpath area with an area of bare ground that includes seven small trees.



Willow tree on the west side of the dock.



Two Scots pine and five maidenhair on the east side.

-  Existing Category 'B' Trees
-  Existing Category 'C' Trees
-  Existing Trees Outside of Boundary
-  Boundary



Landscaping, Ecology & Biodiversity

5.2 Tree Removal Justification

The broader offering and improvement:

The new Albion Bridge has been designed with careful consideration of the wider recent and future developments in the Canada Water area. This includes the consented eastern dock edge scheme, where lush landscaping along the Canada Water Basin will form a significant part of the future public realm.

Albion Bridge has long been seen as the missing link connecting the west side of Albion Channel to the Eastern Dock Edge development. With this in mind, the proposal has been developed, beyond the S106 requirements, to provide significant public amenities that enhance user experience and improve connectivity. To achieve this, the removal of the willow tree adjacent to the new bridge is necessary, enabling improved access to the channel and seamless integration with the future landscaped public realm of the Eastern Dock Edge.

Delivering a s106 compliant wider bridge to accommodate the projected increase in traffic will always necessitate the removal of the willow tree located North East of the bridge, due to site constraints and the incompatibility between the widened bridge deck and the tree root ball. Public consultation has also shown that public opinion is largely indifferent to retaining the willow tree, with greater interest placed on the connectivity and amenity benefits the bridge proposals will deliver. These public offerings are considered to outweigh any potential value the local community may attribute to the existing willow tree.



Landscaping, Ecology & Biodiversity

5.2 Tree Removal Justification

Historical considerations:

The decision to design a bridge with a longer span and a width exceeding the S106 requirement is rooted in a thorough appreciation of the history and context of Canada Water Dock.

Historically, the width of Albion Channel, shown in the black and white photograph on the right-hand side, spanned between the two granite edges from the east and west. In contrast, the pavement along the Albion Channel, where the willow tree now stands, was created through infill as part of the area’s development in the 1980s.

From the outset, the design intent for the new bridge has been to celebrate the historic dock edge, restoring the opening of the Albion Channel to something more reminiscent of its original generous scale. While this approach embraces the site’s history and creates a more meaningful and distinctive public realm, it unfortunately requires the removal of the willow tree.



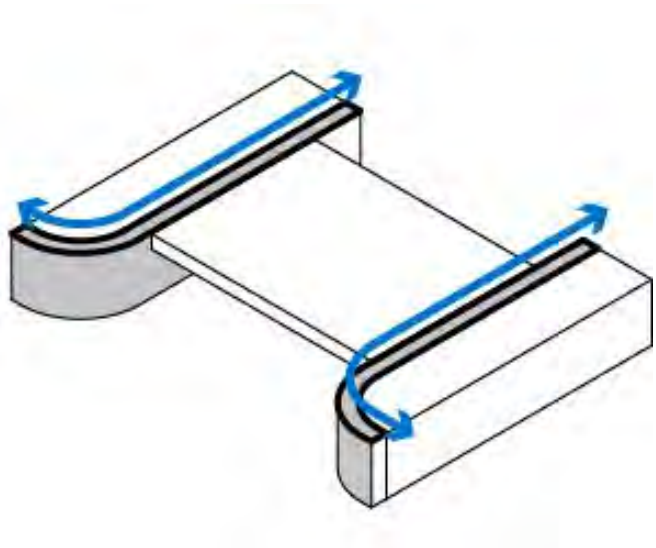
The highlighted area marks the original mouth connecting Canada Water Dock to the Albion Channel. Compared to the current opening, the historic photograph shows a significantly wider span between the two granite dock edges.



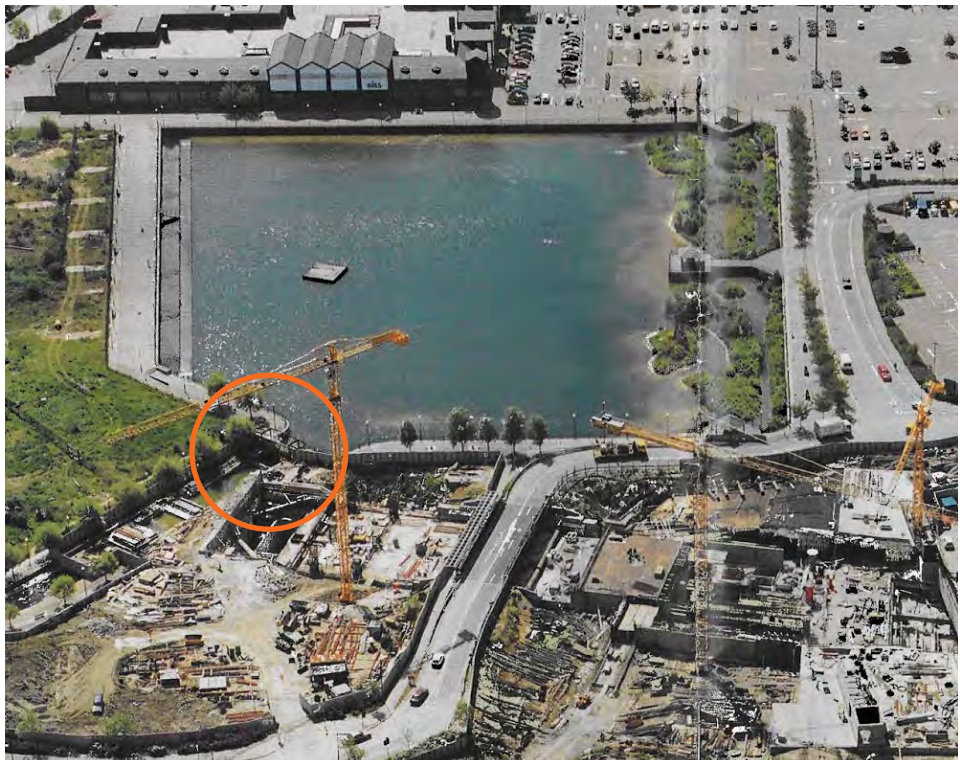
The photograph above shows Canada Water as it was after the 1980s. The paved area, now home to the willow tree proposed to be removed, can be seen where the channel was infilled, narrowing the width of the Albion Channel.



The willow tree proposed to be removed



The intention from the outset, as early as during the strategic definition stage, has always been to embrace historic granite dock edges prior to the 80s infill.



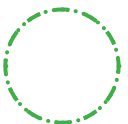
The photograph suggests that the willow tree was once removed during the construction of the Canada Water Station vent shaft.

Landscaping, Ecology & Biodiversity

5.3 Proposed Tree Retention and Removal

The existing willow tree on the west side of the dock edge is proposed to be removed. This is due to reasons presented on the two previous pages. But in addition to that, the large root zone of the willow tree also means that the construction of a Section 106 compliant bridge would damage its root protection area. Removing the tree also improve the pedestrian flow from the north side of Albion Channel.

To the east, the existing compacted gravel garden will remain untouched. The intention is to retain the seven existing trees and ‘pebble’ benches, ensuring no intervention to the existing landscaping.

-  Tree to be removed
-  Root Protection Area (RPA)
-  Retained Trees
-  Outline of a 5.5m wide Section 106 compliant footbridge.
-  Boundary

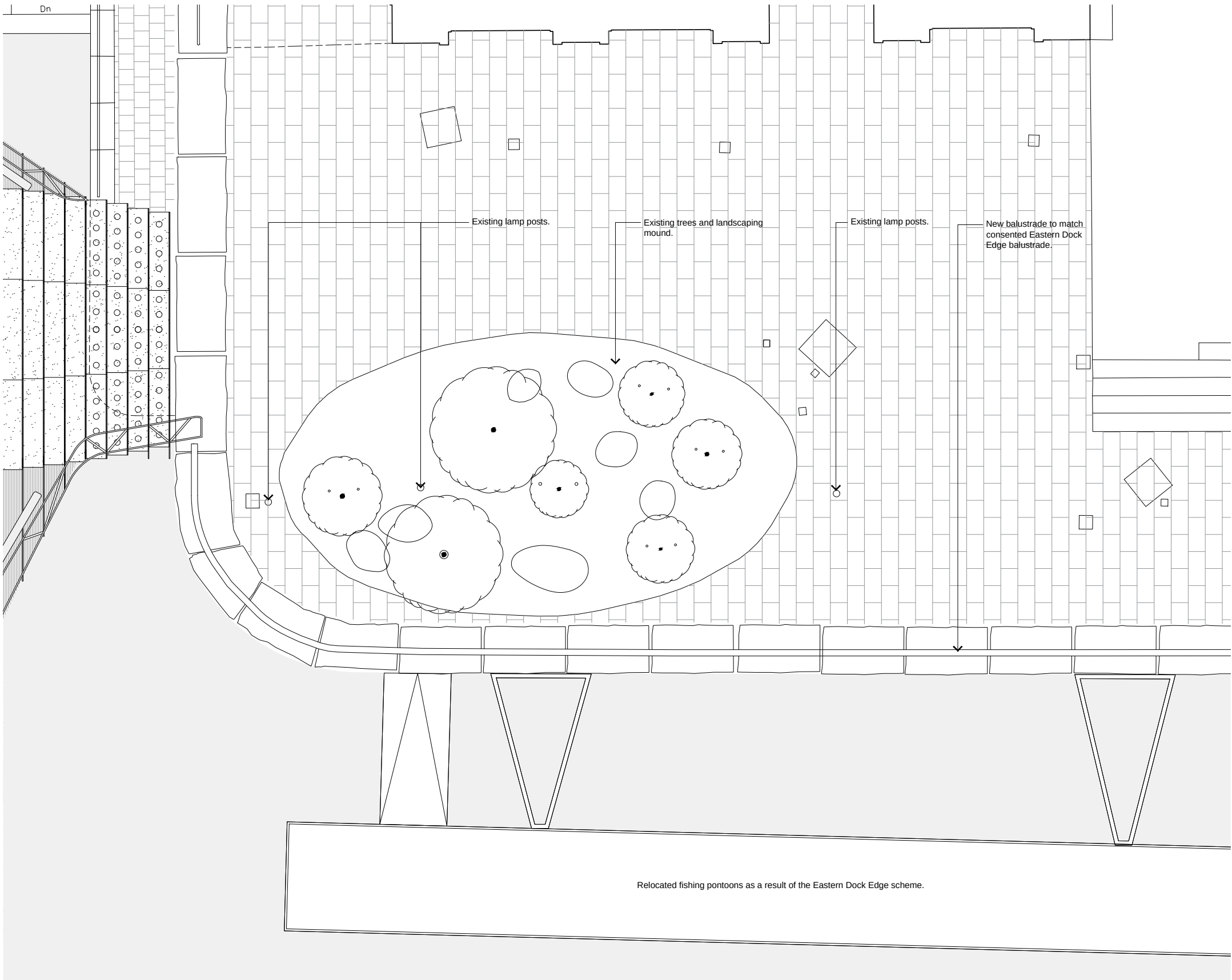


Landscaping, Ecology & Biodiversity

5.4 Biodiversity Net Gain

This application ensures compliance with the legislative requirements for biodiversity gain through off-site delivery. This will be secured either by a planning condition or a planning obligation.

As the willow tree must be removed to meet the 5.5m clearance required for the bridge, a 10% biodiversity net gain is required. However, the site is too small to accommodate new habitat. Therefore, additional landscaping within Deal Porter Square has been considered. However, as Deal Porter Square falls outside the scope and red line boundary of this application, AIRE propose to achieve the 10% biodiversity net gain through allocation of offsite credits from an accredited organisation or lastly through the purchase of statutory credits.



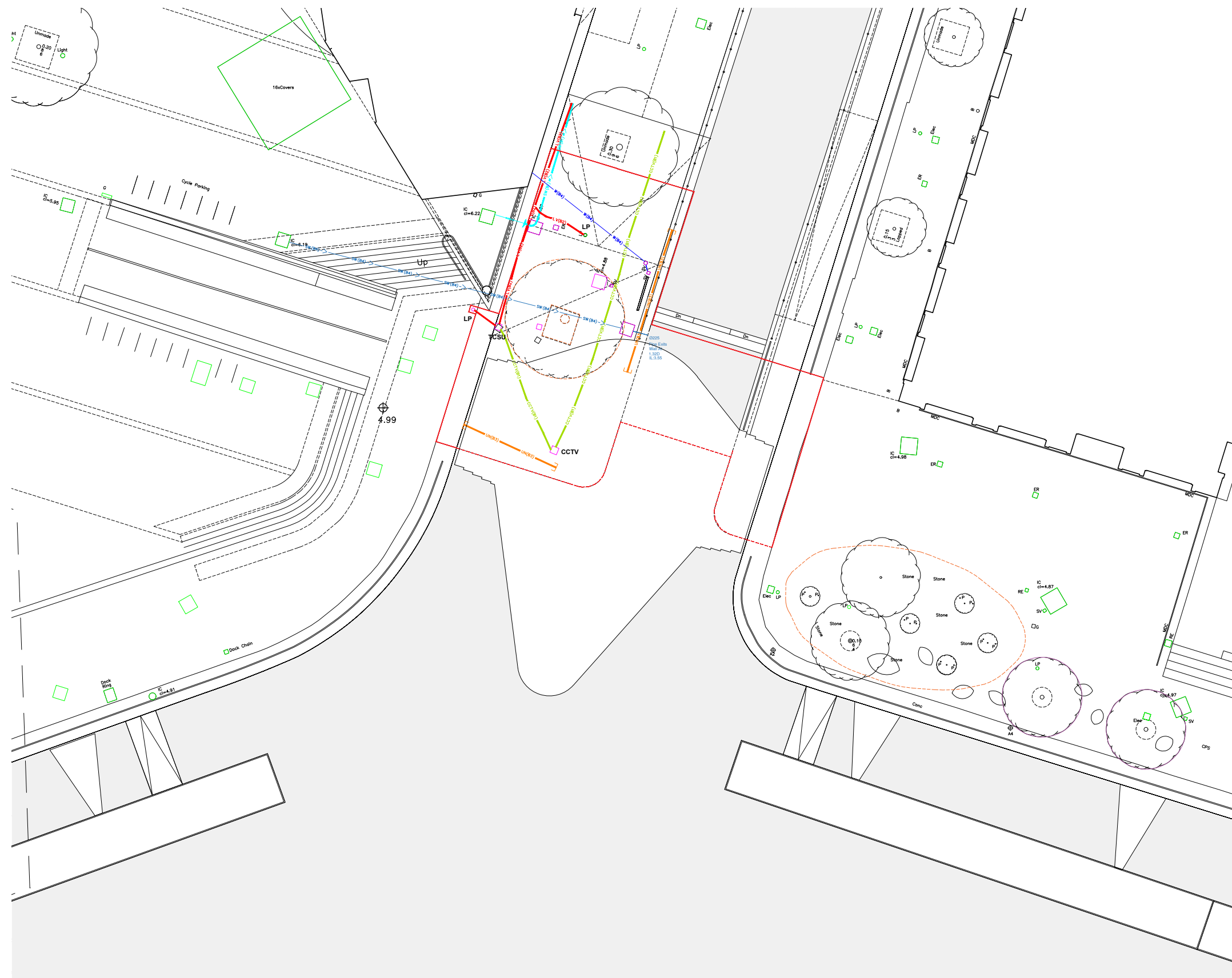
6.0 UTILITIES & LIGHTING COORDINATION



Utilities & Lighting Coordination

6.1 Utilities Overlay Plan

The drawing on this page illustrates the proposed bridge footprint overlaid on the existing utilities. The design geometry has been refined to minimise the impact on existing infrastructure—particularly to avoid conflicts with manholes.



Note:

All utility information has been sourced from the survey report and drawings provided by ELS. For original material, please reference the following documents:

MSLP242049_01-ALBION-WATER-PAS128-2D,
MSLP242049_02-ALBION-CHANNEL-PAS128-SURVEY-REPORT,
and K005 Canada Water Site Survey.

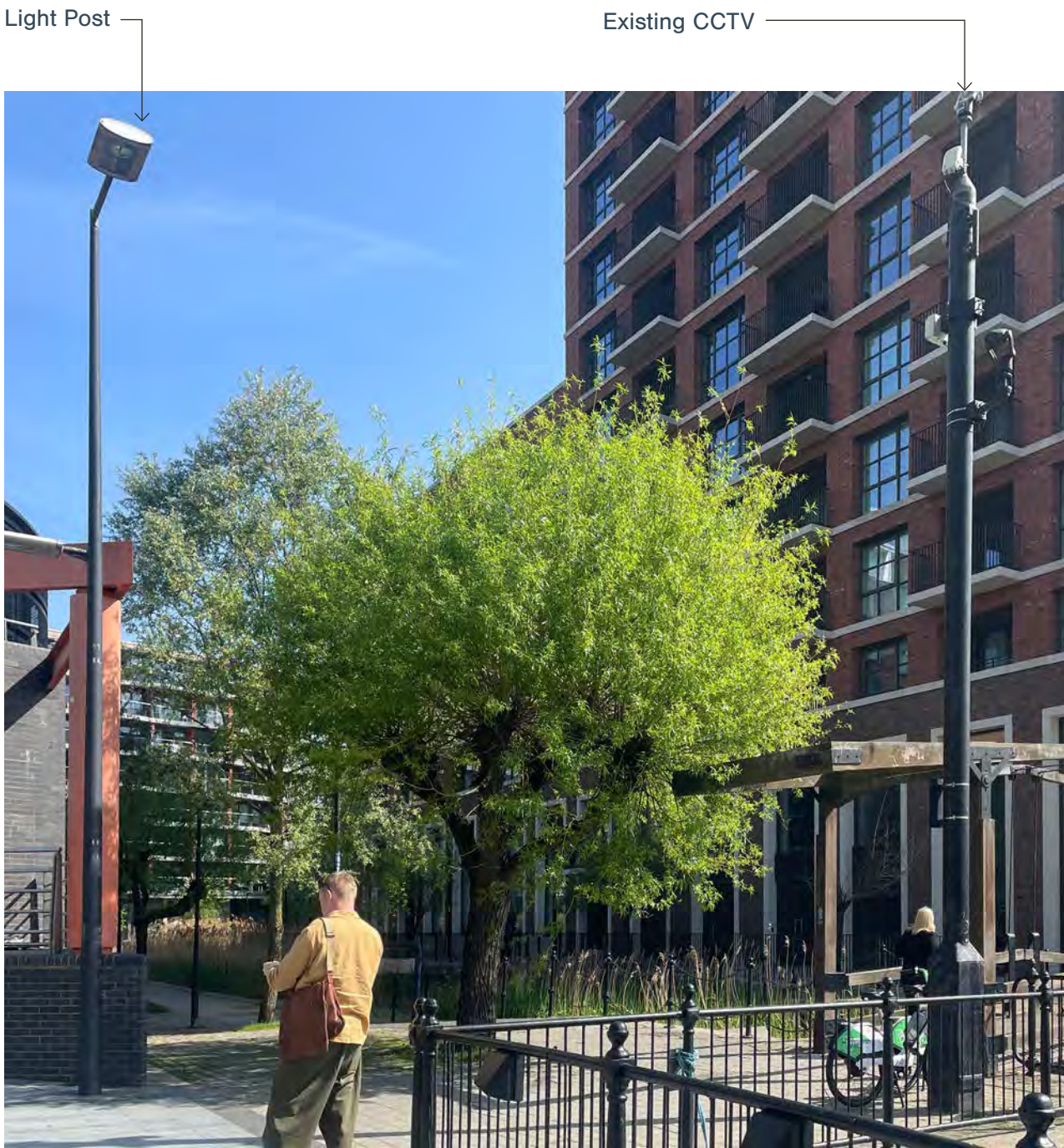
- | | |
|---|---|
|  | Extend of External Works |
|  | Utilities Require Modification |
|  | Unchanged Utilities |
|  | Landscaping elements require relocation or removal |
|  | Proposed new trees |

Utilities & Lighting Coordination

6.2 Existing CCTV and Light Plan

The main utility affected by the proposal is the existing CCTV mast, which will need to be relocated as part of the development.

Additionally, new lighting will be required to illuminate the bridge, as an existing lamp post to the west of the bridge only provide lighting to the base of the steps and ramp which drop from Deal Porter Square.



Utilities & Lighting Coordination

6.3 Lighting Strategy

The proposal includes a new 9m high mast (from decking level) that integrates both lighting and CCTV cameras.

The lighting strategy is designed to illuminate the solid paved thoroughfare, to avoid any significant impact on the marine ecology.

Further architectural lighting is also proposed, to illuminate the balustrade which will give the bridge greater presence at night, whilst also defining the location of the perimeter balustrade when approached in the dark.

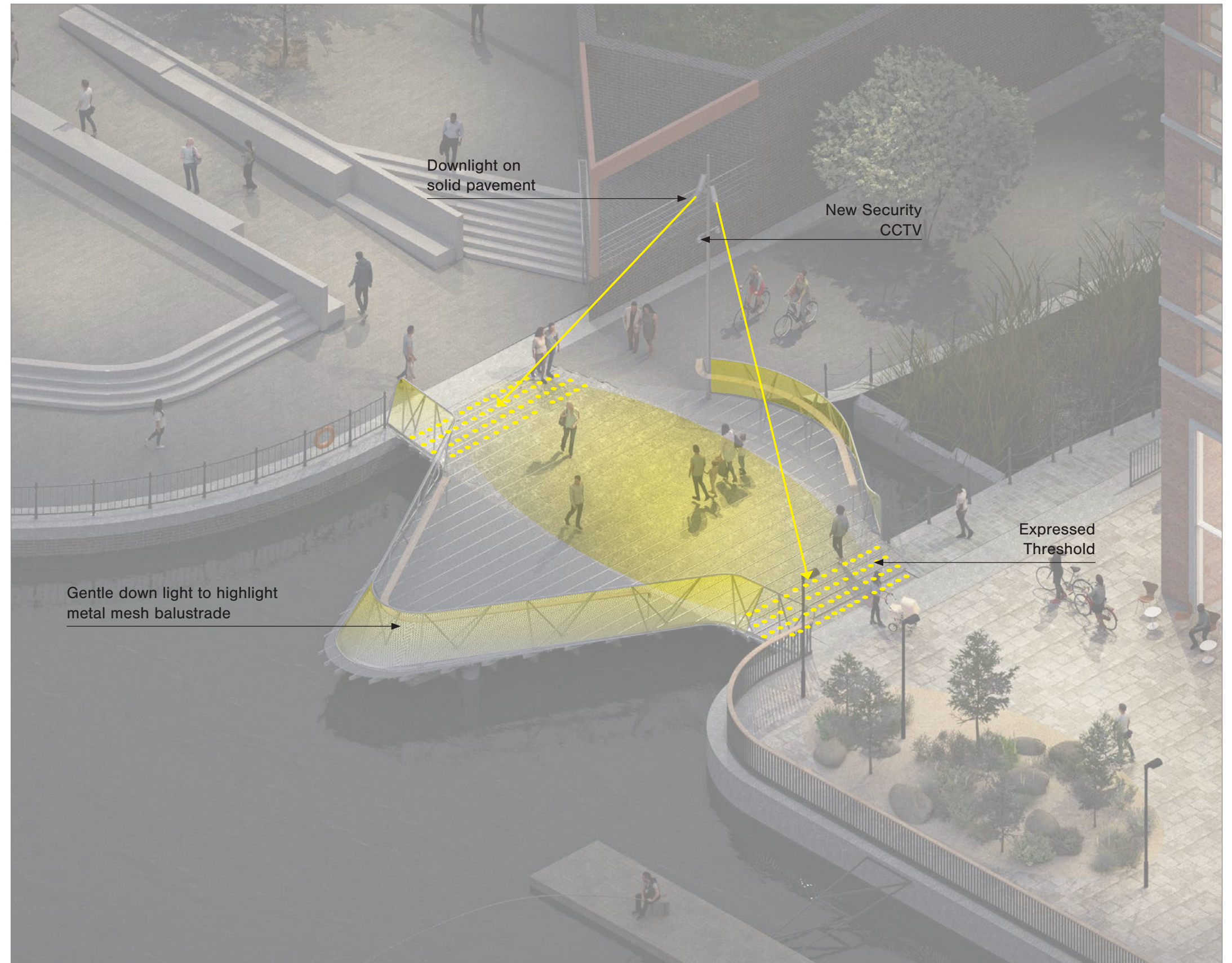
Please refer to the Assystem's ecologist Environmental Impact Report, section 7.1.7, within which Assystem state the proposed bridge lighting is unlikely to affect the existing ecology, as follows:

'The value/sensitivity of benthic habitats and species on the dock bed and dock wall is Medium and the magnitude of impact is considered to be Negligible. Overall, the effect is assessed to be of Minor adverse significance.'

'The value/sensitivity of fish is Very High (based on presence of European eel) and the magnitude of impact is considered to be Negligible. Overall, the effect is assessed to be of Minor adverse significance.'

We understand from the Southwark Streetscape Design Manual (section 5.4) the design of street lighting should:

- 'Create safer places/ contribute to crime prevention by providing sufficient illumination for the public within the public realm.
- Create safer carriageways by providing sufficient illumination for motorists, cyclists and pedestrians.
- Assist the legibility and general visual coherence of spaces.
- Take into account the architectural scale, character and setting of the space when considering the scale, design and ambient levels of the street lighting.
- Should conform to British Standard 5489 Code of Practice or CEN Code (Comite Europeen de Normalisation).'



Utilities & Lighting Coordination

6.3 Lighting Strategy

The intent for the lighting design presented within this report is for the solid bridge deck to be floodlit by 4 number of spotlights, with medium beam and anti-glare louver accessories, which illuminates the solid stone bridge deck only, with any light spill minimised. This will ensure the main deck dedicated to both pedestrians and cyclists alike is appropriately illuminated. As noted earlier the intent is also to illuminate the perimeter balustrade, such that the perimeter of the amenity decks are defined at night.

We understand that a minimum average illuminance of 15-30 lux will be required over the deck, which the proposed lighting design will be able to meet. The extent to which a defined vertical illuminance is required to suit CCTV facial recognition and enhancement has yet to be determined with LBS's Security Officers, but will be considered further once the parameters are understood.

The bridge is to be Adopted by The London Borough of Southwark (LBS). As a result the design of the lighting concept and selection of fittings and luminaires will need to align LBS's requirements. Southwark typically require the colour temperature of street lights to be set at 2700k, which can be met.



Utilities & Lighting Coordination

6.3 Lighting Strategy

The below summary of lighting control strategy regarding sustainability and reduce energy usage is summarised by Arup, the lighting consultant:

To promote sustainability and reduce energy usage, it is proposed that the bridge lighting will be controlled via a photocell and astronomical time clock. In addition, motion sensors will activate the lights when pedestrian movement across the bridge is detected. All luminaires will be dimmable fitted with DALI drivers, and connected to the site wide’s Signify lighting control system maintained by LBS. A manual override will also be located at an appropriate location within the site and the photocell will be positioned under an unobstructed sky.

Once the light levels drop below a predetermined level at dusk, the lighting will be activated by the photocell. The time clock will ensure lights are switched on and off in line with design aspirations, obtrusive light guidance and ecological considerations, operating only when required.

It is proposed that three lighting scenes will be programmed and provided:

Scene 1: From dusk to curfew

- Functional lighting (switched ‘ON’ to predetermined light level i.e. min. maintained average 20 lux)
- Feature lighting (switched ‘ON’ to predetermined light level)

Scene 2: From curfew to dawn (at occupied mode)

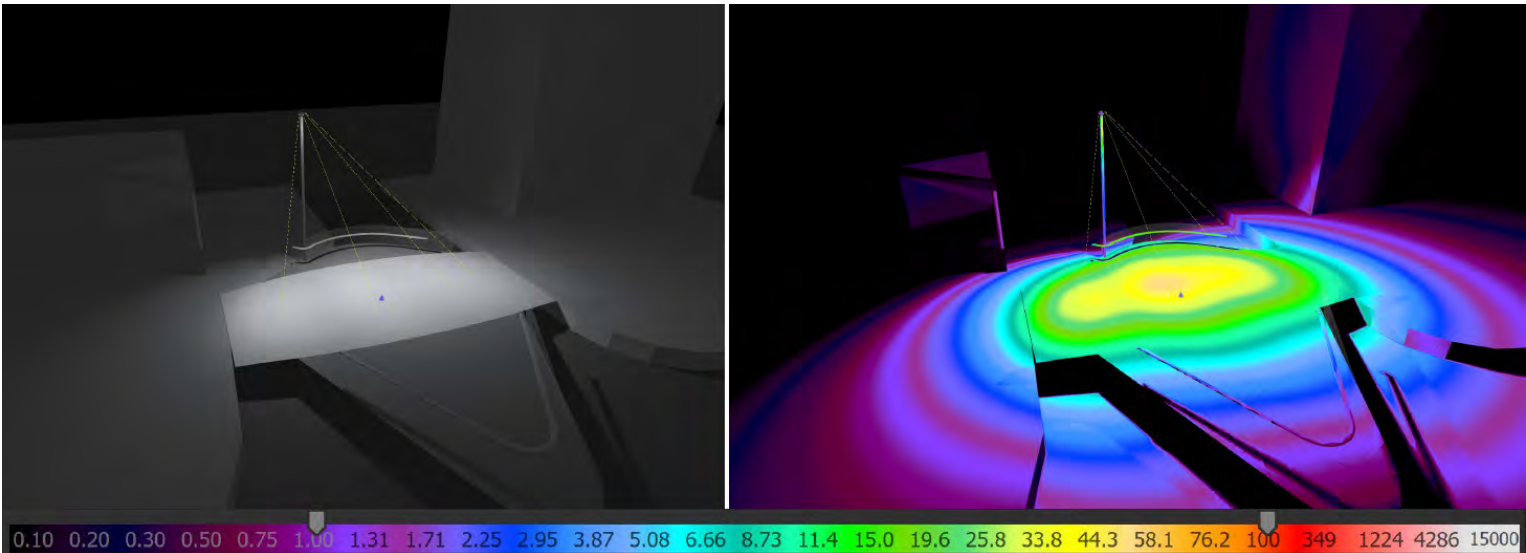
- Functional lighting (switched ‘ON’ to predetermined light level i.e. min. average 20 lux)
- Feature lighting (dimmed to 50%)

Scene 3: From curfew to dawn (at unoccupied mode)

- Functional lighting (dimmed to min. average 5 lux i.e. approx. 20%)
- Feature lighting (dimmed to 50%)

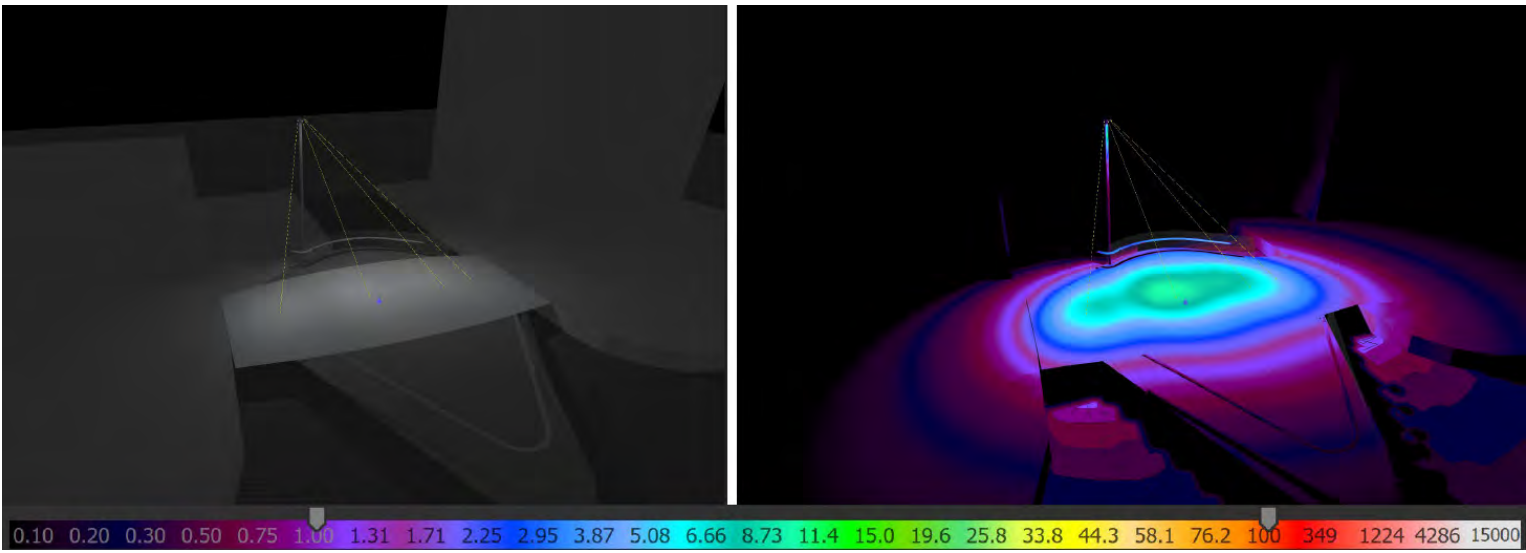
Please refer to the full Lighting Design report by Arup for further details on lighting strategy.

Occupied mode:
Lighting calculations
and visualisation/
false-colour rendering



Location	Calculation type	Grid Location	Predicted Average Maintained Illuminance (lx)	Predicted Minimum Maintained Illuminance (lx)	Predicted Maximum Maintained Illuminance (lx)
Pedestrian Route	Perpendicular illuminance	0m height	6	2.2	11.4
	Semi-cylindrical illuminance	1.5m height, 0° rotation	1.68	0.2	4.24
	Semi-cylindrical illuminance	1.5m height, 180° rotation	3.28	0.2	8.17
Water Surface	Perpendicular illuminance	0m height	n/a	n/a	1

Unoccupied mode
(dimmed to 20%):
Lighting calculations
and visualisation/
false-colour rendering



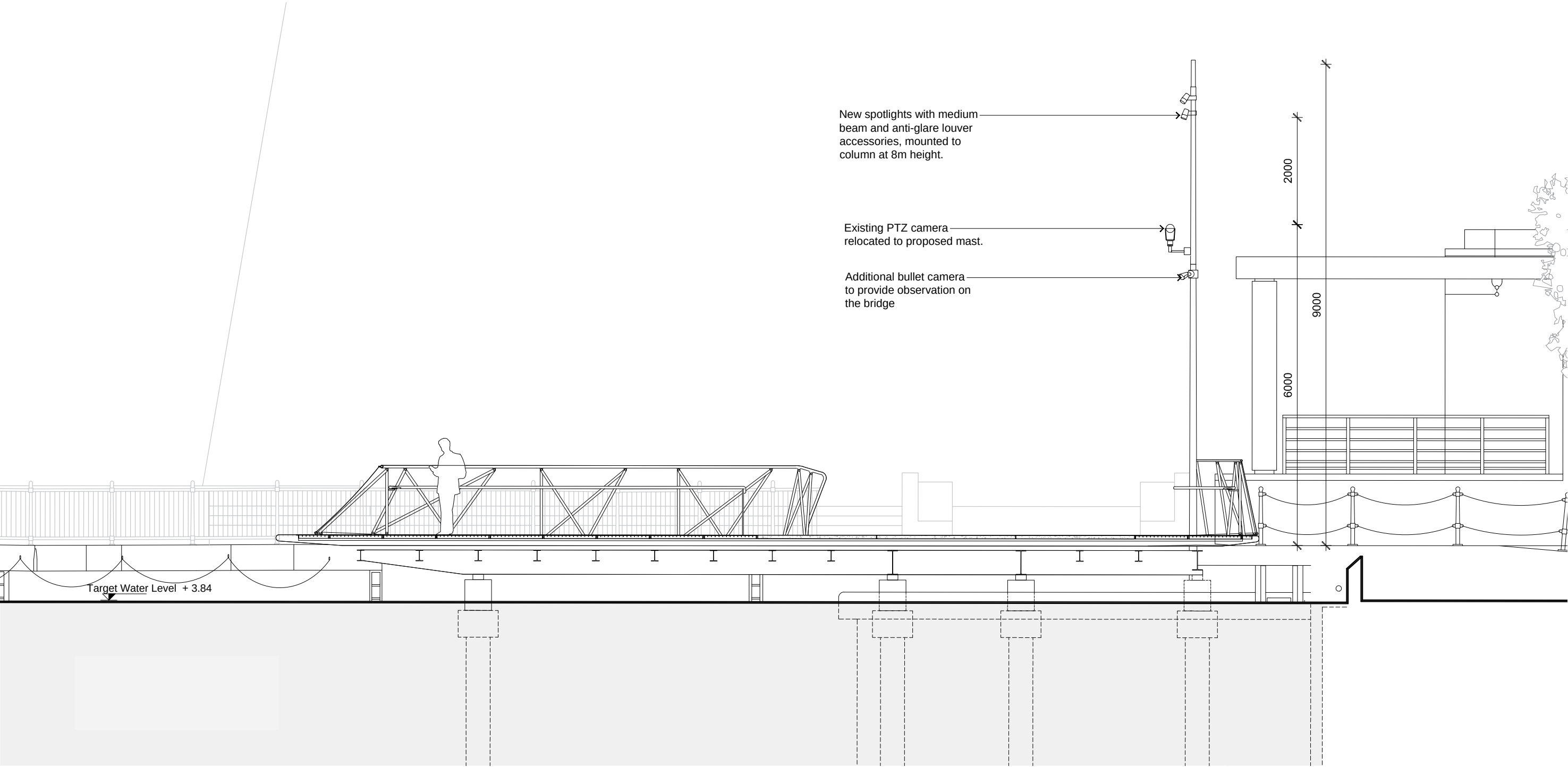
Location	Calculation type	Grid Location	Predicted Average Maintained Illuminance (lx)	Predicted Minimum Maintained Illuminance (lx)	Predicted Maximum Maintained Illuminance (lx)
Pedestrian Route	Perpendicular illuminance	0m height	6	2.2	11.4
	Semi-cylindrical illuminance	1.5m height, 0° rotation	1.68	0.2	4.24
	Semi-cylindrical illuminance	1.5m height, 180° rotation	3.28	0.2	8.17
Water Surface	Perpendicular illuminance	0m height	n/a	n/a	1

Utilities & Lighting Coordination

6.4 Security Strategy

The security strategy proposal includes the relocation of two existing Pan, Tilt, and Zoom (PTZ) cameras and a new bullet camera to provide observation on the viewing platform/ amenity deck of the bridge.

The position of the existing and new cameras would be installed 2m minimum below the spotlights to avoid any impact on the camera performance.



7.0 ACCESSIBILITY

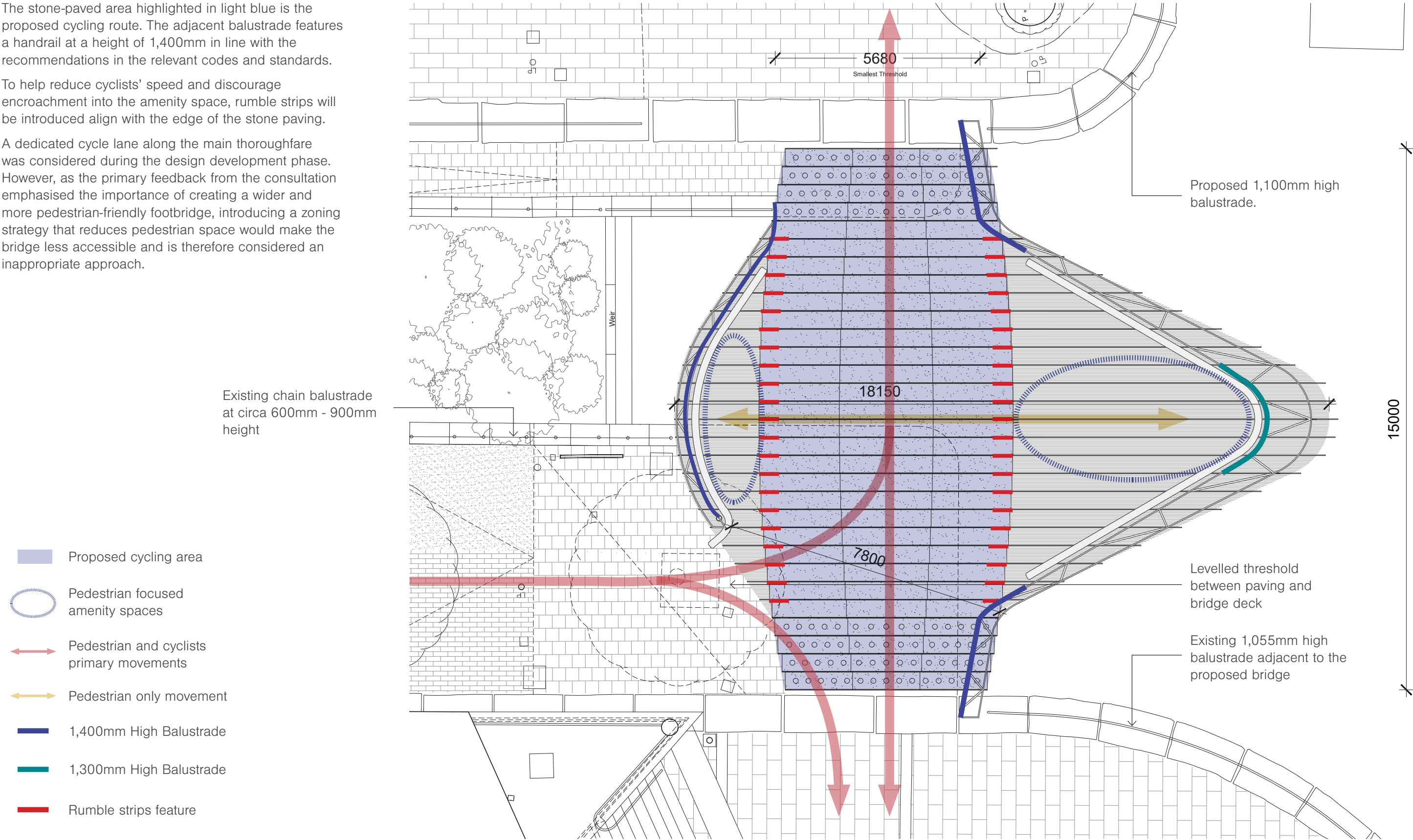
Accessibility

7.1 Access Strategy

The stone-paved area highlighted in light blue is the proposed cycling route. The adjacent balustrade features a handrail at a height of 1,400mm in line with the recommendations in the relevant codes and standards.

To help reduce cyclists' speed and discourage encroachment into the amenity space, rumble strips will be introduced align with the edge of the stone paving.

A dedicated cycle lane along the main thoroughfare was considered during the design development phase. However, as the primary feedback from the consultation emphasised the importance of creating a wider and more pedestrian-friendly footbridge, introducing a zoning strategy that reduces pedestrian space would make the bridge less accessible and is therefore considered an inappropriate approach.



Accessibility

7.2 Projected Footfall Increase

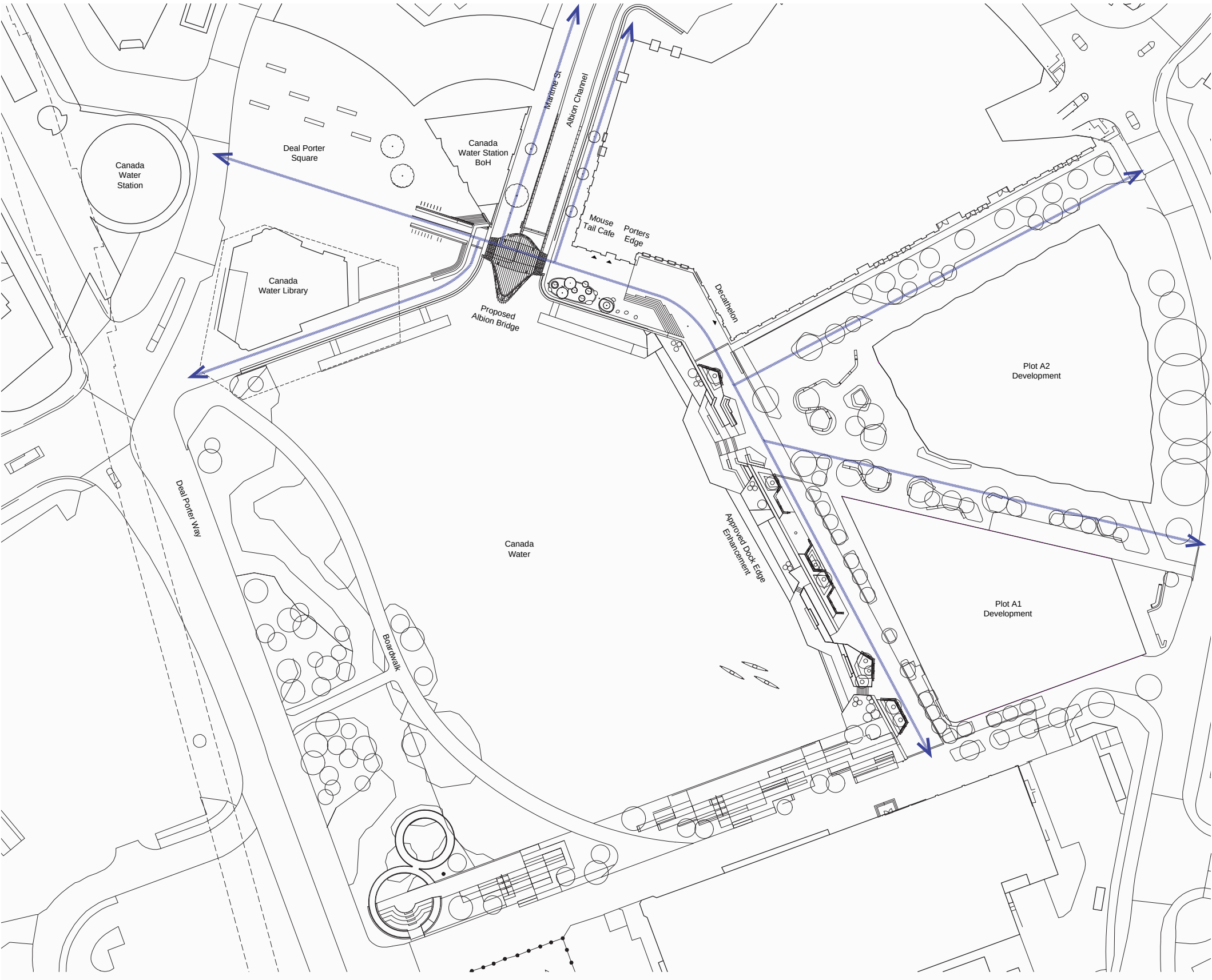
Based on the Transport Statement prepared by WSP, the following is a summary of the projected increase in footfall and the associated *Pedestrian Comfort Level (PCL) assessment. For further details, please refer to the original document.

The planning committee identified the need to improve the Albion Footbridge before 75% occupation of Plot A, in order to accommodate the anticipated increase in pedestrian traffic resulting from the development.

Currently, the existing footbridge supports a PCL of A under present conditions. However, the approved redevelopment of Plot A, comprising high-density office use, will lead to a significant increase in pedestrian volumes. To mitigate this, it is recommended that the Albion Footbridge be widened to a minimum of 5.5m. This improvement would achieve an acceptable PCL of B, consistent with the guidance for office and retail environments.

*Pedestrian Comfort Level (PCL) range from PCL A (very comfortable) to PCL E (very uncomfortable), where movement becomes highly constrained or more than four rows of people are queuing at a crossing point.

 Primary pedestrian and cyclist movements



Accessibility

7.3 Pedestrian Comfort Level

The Pedestrian Comfort Levels analysed by WSP in the Transport Statement are based on 4 defined scenarios:

- 1. **Existing Baseline:** Reflects current pedestrian activity and infrastructure, based on observed footfall data and existing footbridge width
- 2. **Future Baseline (Without Proposed Development):** Assumes background growth in pedestrian demand and committed development, but excludes the Proposed Development. The existing footbridge remains unchanged
- 3. **Future Baseline with Proposed Development (Without Mitigation):** Includes projected pedestrian demand from the Proposed Development added to the future baseline, with the footbridge remaining at its existing width
- 4. **Future Baseline with Proposed Development (With Mitigation):** Includes the Proposed Development and associated pedestrian demand, along with the proposed footbridge widening to 5.5m. This scenario reflects the implementation of mitigation to support acceptable pedestrian comfort levels

No.	Scenario	Total Width (metres)	Peak Hour Pedestrian Flow	Peak Hour PCL Scores
1	Existing Baseline	2.4	719	A
2	Future baseline (includes BL and Scape consented development flows)	2.4	2,161	B-
3	Future baseline with Proposed Development (<i>without</i> mitigation)	2.4	4,561	D
4	Future baseline with Proposed Development (<i>with</i> mitigation)	5.5	4,561	B

PCL scores of the 4 defined scenarios summarised by WSP



Illustrations of the various PCLs extracted from Pedestrian Comfort Guidance for London document by Transport for London

Accessibility

7.4 Passive Cyclists' Speed Mitigation Strategies

Passive strategies are proposed to help mitigate cyclists' speed. These strategies leverage two inherent outcomes of the widened footbridge and the anticipated increase in footfall:

Widened footbridge – Increasing the bridge width from approximately 2m to between 5.5m and 7m for the dedicated pedestrian and cycling route will inherently reduce the risk of collisions between cyclists and pedestrians. The greater space, particularly during off-peak hours, allows for safer shared use.

Increased footfall – The projected rise in pedestrian numbers means that the PCL for the new bridge will be lower than that of the existing bridge, which currently achieves a PCL rating of A. While the proposed bridge will still provide an acceptable level of comfort at peak times, the denser pedestrian presence at Deal Porter Square and on the west side of the bridge is likely to naturally reduce opportunity for the cyclists to pick up speed before traversing the bridge.

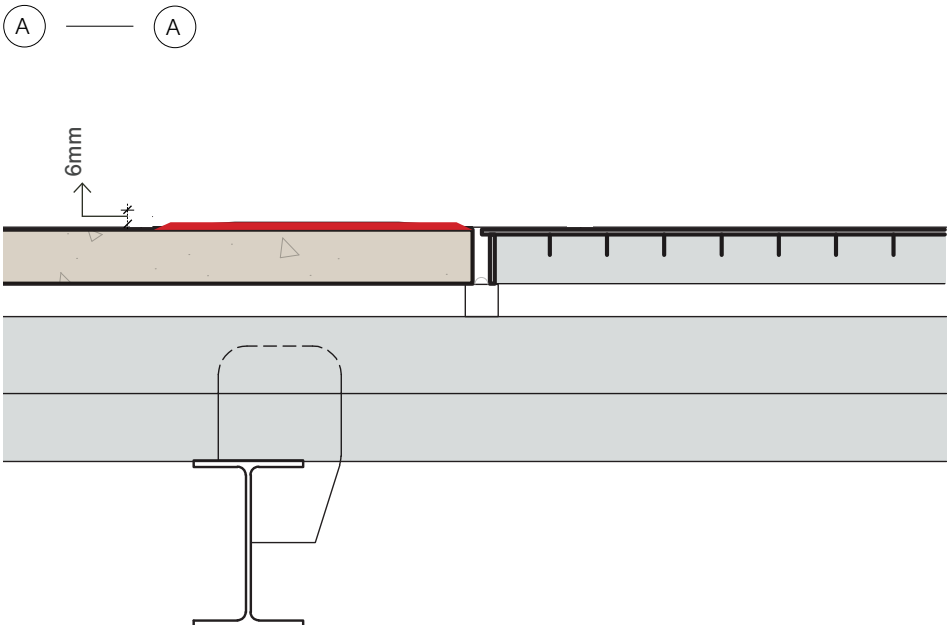


Accessibility

7.5 Rumble Strips Design Feature

Rumble strips with minimal impact on pedestrians could be introduced at the transition between the stone paved primary thoroughfare and the metal mesh amenity area. These strips and the slight protruded metal fins are designed to reduce cyclists' speed and discourage them from entering the pedestrian-focused amenity space.

Designed with a one-directional linear profile, the strips are intended to be most effective in the direction of travel for cyclists, while having minimal effect on movement across them. This ensures accessibility for pedestrians, including pushchairs and wheelchairs use, as well as individuals requiring mobility support is maintained.



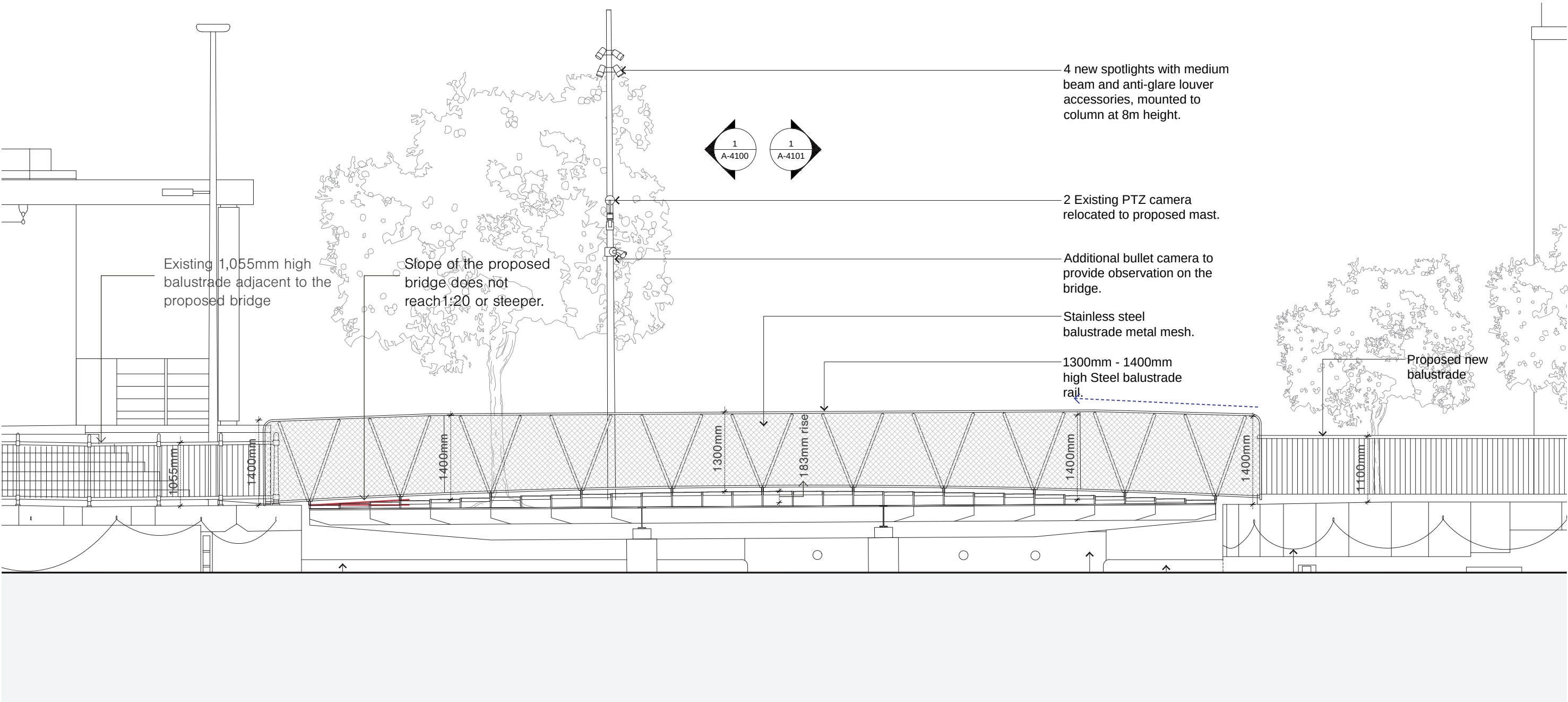
Accessibility

7.6 Parapet and Thoroughfare Design

The proposed reduction in parapet height enhances visual clarity and supports the use of the amenity space, while maintaining adequate protection for cyclists. It also improves views over Canada Water and introduces a consistent horizontal datum, simplifying construction and helping ensure high quality finishing of the handrail.

Since the amenity deck is set back from the main thoroughfare, the reduced balustrade height is expected to have minimal impact on health and safety.

To ensure accessibility and avoid disadvantaging people with mobility issues, the proposed bridge will have a gentle slope no steeper than 1:21 at any point. As the slope does not reach 1:20 or steeper, it will not be classified as a ramp under Document M standards and BS 8300:1. Instead, it is defined as a 'gently sloping route'.



The proposed Albion footbridge...

...meaningfully enhances the existing infrastructure and amenity.

...creates an unique space for dwelling.

...celebrates the history of the dock.

...fosters a stronger relationship with water and nature.

...materials and details are robust and durable.

...provides a safe and accessibly thoroughfare.



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