

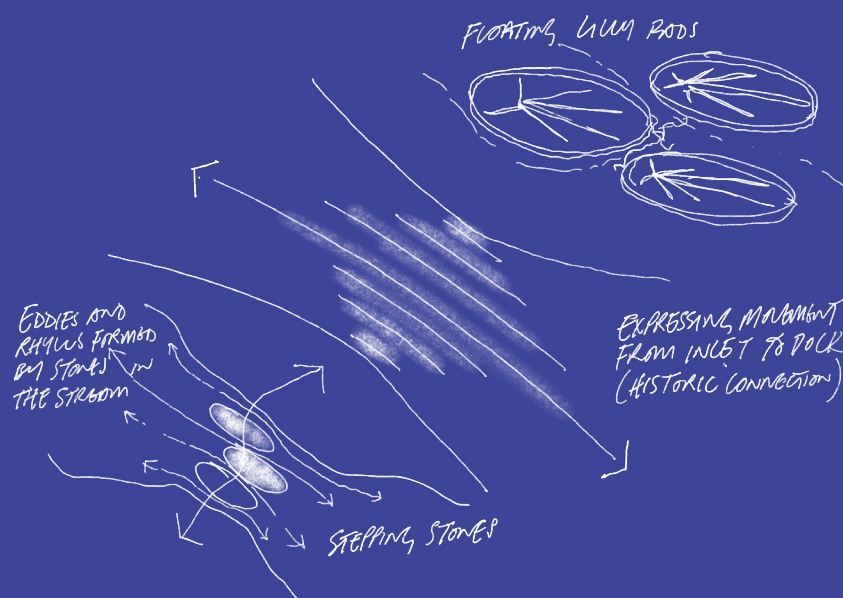
Albion Footbridge, Canada Water

Planning Application

DP9

Planning Statement

October 2025



ART INVEST
— REAL ESTATE —

Albion Bridge

Planning Statement

October 2025

DP9 Ltd

DP9 Ltd
100 Pall Mall
London
SW1Y 5NQ



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1. Introduction

1.1 This Planning Statement has been prepared by DP9 Limited and is submitted in support of a Full Planning Permission application for works to the Albion Footbridge at Canada Water Dock.

1.2 This application is submitted in line with a Section 106 requirements of the wider Canada Water Dockside Masterplan (CWDM), which comprises of Plots A1, A2, their combined basement and Plot B and approved under reference 24/AP/3718 on the 8 August 2025, for the following development:

“Full planning permission for the demolition of all buildings and structures and the comprehensive redevelopment of the site to provide the following new development: On Plot A, two new buildings (A1 and A2) to provide offices (Class E(g)) with retail/food and drink/professional services (E(a/b/c) with a shared basement, servicing, parking and other ancillary accommodation; On Plot B, two new buildings to provide; in Building B1, purpose-built student accommodation (sui generis) with community use (F2), in Building B2, residential (C3) with retail/food and drink (E(a/b)); with basements, servicing, parking and other ancillary accommodation; Works of hard and soft landscaping, replacement of trees and planting of new trees; new vehicular access points from Surrey Quays Road and Canada Street, along with other incidental works.”

1.3 As part of the development the Applicant entered into a Section 106 Agreement dated 08.08.2025. An obligation was attached to the CWDM application (24/AP/3718) to re-provide a widened pedestrian footbridge. Schedule 5-part 3 paragraph 1.1 to 1.6, contains the relevant provisions.

1.4 Paragraph 1.2 requires the following:

“Not to Implement Development Plot A1 or Development Plot A2 until the Section 38/278 Highway Works Specifications for the relevant part of the Section 38/278 Development Plot A1/A2 Highway Works (as determined pursuant to paragraph 1.1 above) and the Section 38/278 Albion Footbridge Works have been submitted to the Director of Planning and Growth and the Highway Development Manager and the Director of Planning and Growth and the Highway Development Management have approved the specifications.”

1.5 Paragraph 1.6 also requires the following:

“The First Owner shall prepare the Section 38/278 Highway Works Specification in respect of the Section 38/278 Albion Footbridge Works in consultation with the Council, adjacent landowners and the local community and shall be responsible for



obtaining any necessary consents which may be required to facilitate the delivery of the Section 38/278 Albion Footbridge Works.”

1.6 Therefore, this planning application will seek the necessary consents to deliver a new public footbridge.

1.7 This application has been submitted on behalf of 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.

1.8 This application seeks planning permission for:

‘The removal of the existing Albion Channel Footbridge and installation of a new pedestrian footbridge with associated works’

1.9 This Statement assesses the planning considerations associated with the application and considers the Development proposal in the context of national, regional and local planning policy.

1.10 This Planning Statement should be read in conjunction with the plans and documents supporting the application and set out below:

- Planning Application and Forms, prepared by DP9;
- Community Infrastructure Levy Additional Information Form, prepared by DP9;
- Statement of Community Involvement, prepared by Kanda;
- Existing and Proposed Drawings, prepared by Carter Gregson Gray;
- Design and Access Statement, prepared by Carter Gregson Gray;
- Movement Plan (included within the Design and Access Statement), prepared by Carter Gregson Gray;
- Biodiversity Net Gain Report, prepared by Assystem;
- Ecological Impact Report, prepared by Assystem;
- Aquatic Report, prepared by Assystem;
- Ecological Technical Note, prepared by Assystem;
- Arbouricultural Impact Assessment (and Tree Survey), prepared by Ground Control;



- Equalities Impact Assessment, prepared by Trium;
- Transport Statement, prepared by WSP;
- Fire Exemption Form, prepared by OFR;
- Safety Audit, prepared by ROSPA;
- Flood Risk and Drainage Strategy, prepared by Ramboll;
- Land Contamination Report, prepared by A Squared;
- ROPSA Audit, prepared by ROSPA;
- Wind Microclimate Assessment, prepared by RWDI; and
- Draft Construction Environment Management Plan, prepared by G&T.

1.11 This Planning Statement is structured as follows:

- Chapter 2 – Site Context
- Chapter 3 – Planning History
- chapter 4 – Pre-application Discussions and Consultation
- chapter 5 – Application Proposals
- Chapter 6 – Planning Policy Framework
- Chapter 7 – Key planning considerations
- Chapter 8 – Conclusions



2. Site Context

- 2.1 The Site comprises of the existing Albion Footbridge, located on the Albion Channel connecting to Canada Water Dock and small area of landscaping to the east. The Site area is 407sqm. The freeholder owner is the London Borough of Southwark (LBS), with British Land as a long leaseholder. The Site currently is adopted highway and when constructed will also form adopted highway and this will be agreed through a separate legal agreement .

Immediate context – Porter's Edge

- 2.2 The Site immediately abuts the Porter's Edge development which is a mix of residential and retail development. This development was brought forward under application 12/AP/4126 and includes 234 build to rent units arranged into 3 blocks reaching to 17 storeys. At the ground floor of the residential blocks are retail units which include a coffee shop known as Mousetail as well as flagship Decathlon store.
- 2.3 Moreover, within the Canada Dock there are existing and proposed fishing pontoons. The existing pontoons are located off Maritime Street. These are to be replaced as part of the Canada Water Dockside Masterplan application (24/AP/3718) and Eastern Dock Edge Application (23/AP/0798). The proposals as part of the Eastern Dock Edge will see the pontoons relocated to in front of the Porter's Edge development.
- 2.4 The Proposed Development will not impact on the new proposed fishing pontoons and sits outside of the red line of this application. Further information on the Eastern Dock Edge Proposals can be found in part 2.12 of this chapter.

Wider Context – Canada Water Dock

- 2.5 The Dock itself was constructed in 1876 on the site of two former timber ponds. It is a body of water extending across from Maritime Street to Deal Porters Way. The Dock is bound by Maritime Street to the east, Canada Water to the north and south and Deal Porters Way to the west. The area surrounding the Dock is a paved concrete deck structure and an existing fishing pontoon (with controlled access).
- 2.6 The Site is immediately adjacent to two major regeneration schemes – the Canada Water Dockside Masterplan to the east (being brought forward by Art Invest Real Estate (AIRE)), and the Canada Water Masterplan to the south (being brought forward by British Land). Together, they will create a new town centre for Rotherhithe at Canada Water, comprising new homes, offices, shops and cultural and community



spaces, as well as extensive new public realm and green space. The Dock itself is fronted by a number of development plots, namely Plots A1 and A2 of the Canada Water Dockside Masterplan and Zone D of the Canada Water Masterplan.

- 2.7 To the east of the Site permission has been granted for public realm improvement works under planning application reference: 23/AP/0798. This area is known as the Eastern Dock Edge and will deliver a new public pedestrian promenade at ground level with boardwalk at the lower level with amenity space. As well as the provision for new fishing pontoons.
- 2.8 To the south of the Site within the dock a new bridge has been delivered as part of the Canada Water Masterplan (18/AP/1604) this was approved as part of a reserved matters application under reference 21/AP/3794. This also included improved landscaping to the dock.
- 2.9 Whereas to the west of the Site there is Deal Porter Square which is currently used as civic space utilised by street traders and is surrounded by buildings including the Canada Water Library.

Albion Channel Bridge

- 2.10 The existing bridge currently spans over the Albion Channel and is approx. 2.5m wide and is a timber-clad, steel-framed faux drawbridge. The current bridge has been constructed in a way in which it cannot be opened; moreover, the Albion Channel at this point is dammed locally to the bridge, resulting in an unnavigable stretch of water.

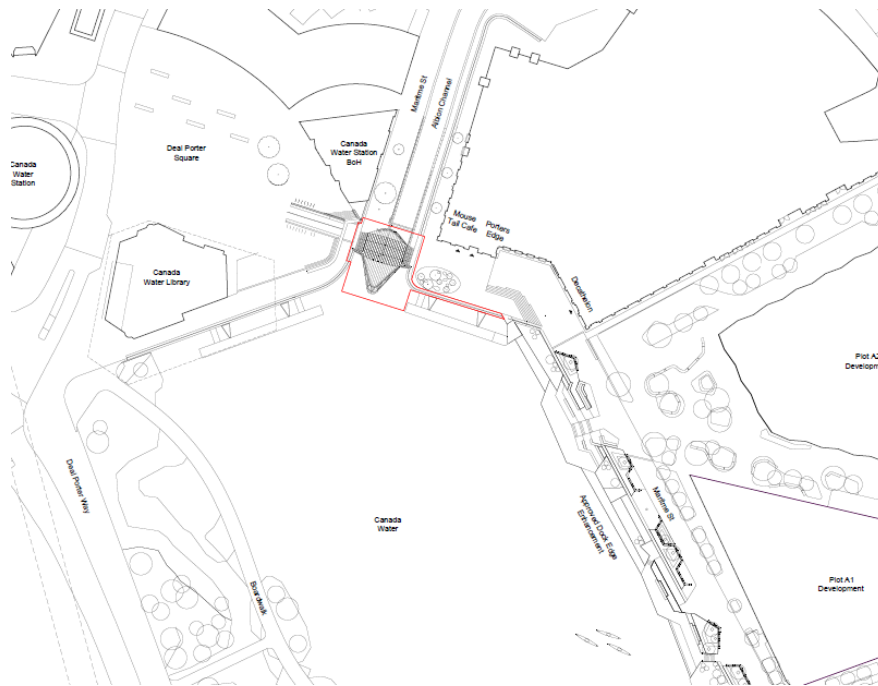
Wider Context – Canada Water Dockside Eastern Dock Edge Application

- 2.11 As mentioned above, as part of the wider regeneration of Canada Water Dockside a requirement was made for the delivery of public realm works to the Eastern Dock Edge, the area set out below:



Figure 1 Red line location plan for the Eastern Dock Edge application

- 2.12 Part of the red line boundary in this application overlaps with the red line of planning permission ref. 23/AP/0798 for the Eastern Dock Edge (see overlap illustrated on Figure 2 above). This overlap occurs at the nose of the bridge and along the balustrades on the eastern side of the Dock. The Eastern Dock Edge does not propose any physical works in these areas of overlap, and as such there is no incompatibility that arises between the two applications. The application does include works to the existing balustrade to upgrade them (forming part of the Eastern Dock Edge Redline) to provide a cohesive design between the Eastern Dock Edge and the new footbridge.



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3. Planning History

3.1 The site has no planning history on the London Borough of Southwark's planning portal. The Site has been included within other applications red line boundaries.

3.2 As stated above this application is a result of a s106 requirements relating to the approved Masterplan at Canada Water Dockside. This is a requirement which has been carried forward from the original outline planning permission from the site. Permission was granted in January 2023 for the following development:

"Outline planning permission (all matters reserved) for a commercial masterplan containing offices and other complementary town centre uses with no housing. The proposals involve the demolition of all buildings and structures and the comprehensive redevelopment of the site to provide three Development Plots (A1, A2 and B) which will contain three Buildings (A1, A2 and B) above ground with basements. The proposed land uses are: offices (Class E), retail/professional services/food and drink (E), learning and non-residential institutions/local community (F1/F2), medical or health (E) and indoor sport, recreation or fitness (E). - Works of hard and soft landscaping are proposed to create a series of new and improved public realm spaces within the site. This will include the replacement of some trees and the planting of additional new trees. - New vehicular access points are proposed to be created from Surrey Quays Road and Canada Street, along with other incidental works."

3.3 Following this a series of reserved matters applications were submitted and approved by LBS under the following references:

- 23/AP/0565
- 23/AP/0562
- 23/AP/0564

3.4 Subsequent to this and as previously set out, an application was submitted to supersede the outline permission granted under ref. 21/AP/2655 under reference 24/AP/3718 this was approved on 8 August 2025 for the following:

"Full planning permission for the demolition of all buildings and structures and the comprehensive redevelopment of the site to provide the following new development: On Plot A, two new buildings (A1 and A2) to provide offices (Class E(g)) with retail/food and drink/professional services (E(a/b/c) with a shared basement, servicing, parking and other ancillary accommodation; On Plot B, two new buildings to provide; in Building B1, purpose-built student accommodation (sui generis) with community use (F2), in Building B2, residential (C3) with retail/food and drink (E(a/b)); with



basements, servicing, parking and other ancillary accommodation; Works of hard and soft landscaping, replacement of trees and planting of new trees; new vehicular access points from Surrey Quays Road and Canada Street, along with other incidental works.”

- 3.5 At the application stage of the Canada Water Dockside Masterplan (21/AP/2655) a Pedestrian Comfort Analysis was undertaken which reviewed the maximum parameters and maximum employment scenario. The outcome of this assessment was that a new footbridge would be required at a minimum width of 5.5m to achieve a PCL of C+ to B. Following the grant of the permission of the previous application an updated assessment was undertaken as part of the revised masterplan (24/AP/3718) this confirmed that a widened footbridge would be required to achieve the necessary requirements to achieve acceptable pedestrian comfort.
- 3.6 The section 106 agreement relating to the revised masterplan (24/AP/3718) requires the delivery of an enhanced footbridge in place of the existing Albion Footbridge. The replacement footbridge works must be complete prior to Occupation of Development Plots A1 and A2 of the revised masterplan. This application and the replacement footbridge works are intended to discharge the planning obligations relevant to the Albion Footbridge connected to the revised masterplan.



4. Pre-Application Discussions and Consultation

- 4.1 Full details of the public and stakeholder consultation undertaken, the outputs and feedback and extent to which it informed the proposed development, is provided in the Statement of Community Involvement, prepared by Kanda, which has been submitted to support the application.
- 4.2 In summary, a series of targeted public engagement activities have taken place to understand what local residents and community stakeholders would like to see delivered by the proposals, including a series of public exhibition events and a public forum, alongside meetings with key stakeholders to discuss the proposals.
- 4.3 A programme of consultation events with the community began in July 2024. This was part of the wider CWDM submission in relation to Plot B followed by standalone events. There were 3 tranches of public consultation events which focused on the development of the bridge and its design as well as earlier consultations focusing on the redevelopment of Plot B. These were held on the following dates:
- Tuesday 9 July 2024
 - Wednesday 10 July 2024
 - Saturday 14 September 2024
 - Tuesday 17 September 2024
 - Wednesday 26 February 2025
 - Saturday 1 March 2025
- 4.4 Several meetings were also held with key local stakeholders throughout the pre-application process including:
- British Land
 - Surrey Docks Anglers
 - Canada Water Consultative Forum
 - Our Rotherhithe
 - Rotherhithe Area Housing Forum
 - Cllr Helen Dennis
 - Cllr Kath Whittam
 - Cllr Stephanie Cryan
 - Cllr Bethan Roberts
 - Harbour Master (Phil Cotman)
 - National Highways (Anthony Davis)



- 4.5 The residents provided positive comments back at each stage of the development of the bridge the main themes relate to support of the proposal for the replacement crossing and the conflict between pedestrians and cyclists on the bridge currently. Where additional design suggestions have been raised the client and design team reviewed these and the potential to incorporate them into the scheme. A full explanation and analysis of consultation feedback is set out in the Statement of Community Involvement.

Pre-application discussions

- 4.6 Four pre-application meetings have been held with planning officers at the London Borough of Southwark (LBS) between July 2024 and July 2025 and pre-application advice have continued up until submission.
- 4.7 The pre-application meetings covered the following topics:
- Design;
 - Public Realm;
 - Lighting and public safety; and
 - Ecology (Trees).
- 4.8 Meetings have also been held with LBS CCTV team.
- 4.9 Please refer to the Design and Access Statement accompanying this submission for further details of the pre-application feedback received and subsequent design evolution of the proposed development.



5. Application Proposals

Description of Development

- 5.1 The Description of Development for this application relating to the Albion Footbridge is as follows:

*'The removal of the existing Albion Channel Footbridge and installation of a new pedestrian footbridge with associated works' (the "**Proposed Development**")*

- 5.2 The Design and Access Statement submitted alongside this application fully illustrates and describes the proposed development, but a summary is provided below.

Summary of proposed development

- 5.3 The Proposed Development relates to the Albion Footbridge which provides a replacement footbridge as required by the s106 agreement in relation to the Canada Water Dockside Masterplan approved under reference 24/AP/3718. Whilst the obligation only required that the developer re-provide a 5m bridge, the appointed design team and the Applicant identified that the bridge presented a greater opportunity. The Applicant saw the opportunity to provide an enhanced bridge which goes beyond the scope of the obligation to deliver a wider footbridge. The Proposed Development now provides an enhancement to the area and provides a gateway into The Canada Water Masterplan and Canada Water Dockside Masterplan as well as Deal Porter Square.
- 5.4 The proposed bridge provides a much wider footbridge than currently exists, spanning 5.5m compared to the 2.5m existing provision. As part of this suite of works the Applicant also proposes unifying the existing railings by replacing them, creating a consistent design language between the bridge and the Eastern Dock Edge.
- 5.5 The design has been carefully considered to ensure that the new footbridge ties in with both the Canada Water Masterplan, and the Canada Water Dockside Masterplan ensuring that there is a future proofing at Canada Water. The Proposed Development has been designed in conjunction with a wide consultant team to ensure that the new development will not impact on the existing ecology as to ensure it is of the highest quality.



6. Planning Policy Framework and Overview

- 6.1 This section provides a summary of the key planning policies relevant to the Site and its redevelopment.

Development Plan

- 6.2 The Development Plan comprises the following:

- The London Plan (2021)
- Southwark Local Plan (2022)
- Canada Water Area Action Plan (2015)

National Policy and Guidance

- 6.3 The following national planning policy and guidance documents are material considerations in the determination of the Application:

- National Planning Policy Framework (NPPF); and
- Planning Practice Guidance (PPG)

- 6.4 The NPPF was last updated in December 2024 and sets out the government's planning policies for England and how these are expected to be applied by local authorities.

Site Designations

- 6.5 The site is subject to the following designations, as defined by the adopted LBS Proposal Map:

- Hot food takeaway primary school exclusion zone
- Canada Water Action Area Core
- Site of Importance for Nature Conservation – Albion Channel
- Site of Importance for Nature Conservation – Canada Water
- Borough Open Land – Albion Channel
- Open Water Space – Canada Water
- Strategic District Heating Areas – Canada Water
- Air Quality Management Area
- Strategic Cultural Area – Canada Water Action Area Core
- Tall Buildings - Canada Water Action Area Core
- Area Vision Boundaries – Rotherhithe



- Major Town Centre – Canada Water
- Archaeological Priority Area



7. Planning Policy Assessment

- 7.1 This section of the Planning Statement assesses the Proposed Development against planning policy at national, regional and local level and sets out any other material considerations which are relevant to the determination of the Application.

Principle of Development

- 7.2 The development proposes a new pedestrian footbridge and the replacement of railings.
- 7.3 London Plan Policy GG1 '*Building Strong and Inclusive*' states that development should look to build strong and inclusive community, with paragraph E setting out that public spaces should be consistently planned for people to move around in comfort and safety in addition to creating community buy-in and enabling communities to develop and thrive.
- 7.4 Likewise, policy GG3 '*Creating a healthy city*' sets out that the Greater London Authority (GLA) will be supportive of new developments which improve public realm in London. Paragraph B sets out that there is support for the promotion for more active and healthy lives for all Londoners ensuring that they make healthy choices.
- 7.5 Policy G8 '*Public Realm*' sets out with part D that development should create a sense of place during the day, days of the week and times of the year.
- 7.6 Local Plan Policy SP5 '*Thriving neighbourhoods and tackling health inequalities*' outlines that Southwark will encourage healthy lives through delivering a safer walking and cycling network to address the climate emergency as well as increasing, protecting and improving green spaces.
- 7.7 Policy P13 '*Design of Places*' of the Local Plan sets out that development should ensure that open spaces and routes are positioned according to their function, importance and use.
- 7.8 Policy 18 '*Open spaces and biodiversity*' of the Canada Water AAP sets out that development should provide '*safe, direct and attractive pedestrian and cycling routes*' as well as improving the overall greenness of Canada Water.
- 7.9 The Proposed Development satisfies all the relevant policies from the London Plan and Southwark Plan as well as the Canada Water AAP. The Proposed Development provides an improved thoroughfare as well as amenity space for people to dwell at



the edge of the bridge without causing conflict to others traversing the bridge (either by foot or bicycle). Due to the bridge being a designed cycle route enhanced safety mechanisms have been included to deter cyclists moving at speed across the bridge to ensure safety of pedestrians.

- 7.10 As part of the submission a safety audit has been prepared by ROSPA. Within the audit it concludes that the overall facility to be provided by the Proposed Development presents a low level of risk under typical conditions.

Landscaping

- 7.11 The Proposed Development will not provide any landscaping as part of the proposals. The proposals also include the removal of the existing willow tree.
- 7.12 Local plan P13 'Design of Place' sets out that development should provide landscaping which is appropriate to the context, including the provision and retention of street trees.
- 7.13 The Proposed Development will not provide any physical landscaping as part of the proposals due to the tight red line of the Site which is for the provision of a bridge. The applicant team have reviewed options and discussed with LBS but it was not possible to provide a meaningful intervention of a landscaping scheme. Advice from the London Borough of Southwark to date has also suggested that area is not the most suitable for planting and has often failed to struggle to be maintained. The bridge which is being provided compliments the enhanced landscaping scheme which can be found on the Eastern Dock Edge as well as providing a unifying new balustrade between the two developments sites.

Ecology and biodiversity

- 7.14 London plan G6 'Biodiversity and Access to Nature' sets out the GLA'S view on biodiversity and access to nature. Part D of the policy sets out that development proposals should manage the impacts on biodiversity and aim to secure net biodiversity gain. This should be informed by the best available ecological information and addressed from the start of the development proposal.
- 7.15 Local Plan P 60 'Biodiversity' outlines that development must contribute to net gains in biodiversity. This is through enhancements of nature conservation values of Sites of Importance for Nature Conservation.



- 7.16 Given the sites proximity to Canada Water and the Albion Channel there is increased possibility for users of the bridge to engage with its rich ecology and biodiversity. The Proposed Development due to its shape and sizes allows users to get a new angle on the water and improves on the existing provision which is already there.
- 7.17 A Biodiversity Net Gain ('BNG') Assessment has been prepared by Assystem and submitted in support of this application. The report concludes that the development will not deliver a net gain for area-based habitats when comparing the Site against the pre-construction baseline with a reduction of 24.36%. This is due to the need to remove the existing tree to accommodate the provision of the widened footbridge this is because it encroaches within the RPA of the existing tree to such an extent that it would be required to remove it. The net loss in biodiversity is the result of a shortfall of Tier A1 habitats in the forms of urban trees. To satisfy the BNG requirements, the developer aims to purchase the maximum offsetting requirement for the loss of habitat equivalent to 0.21 units of Tier A1 habitat. This figure may be reduced depending on the location of the offsetting.
- 7.18 The Applicant will ensure that the legislative requirements relating to the delivery of biodiversity gain will be satisfied through offsite delivery. This will be secured either by planning condition of planning obligation. In the first instance, the Applicant understands that LBS' preference is to first assess whether this can be secured at Deal Porters Square. If this is not possible, the Applicants will secure offsite gain through the allocation of offsite units against the Proposed Development and failing this, the purchase of offsite credits will be considered.
- 7.19 An Ecology Impact Report (EIR) has been undertaken by Assystem as part of this application. The EIR assesses the current ecological state of the site and provides an assessment of the Site and surrounding water body. Specifically, the following receptors were considered:
- Dock Wall benthic specifics;
 - Dock bed benthic habitats and species; and
 - Fish.
- 7.20 The results conclude that the only potential impact considered to have a significant effect of moderate (or greater) is the underwater noise and vibration on fishes on ecology from the piling during construction. The Proposed Development once constructed would not have a significant effect (of moderate or greater) on the local ecology.



Lighting

- 7.21 As part of the proposals lighting has been included to ensure safety for users of the bridge, whilst also not impacting on the biodiversity.
- 7.22 Local Plan Policy P16 'Designing out crime' sets out that development should deliver effective street lighting that illuminates the public realm, allowing for natural surveillance and avoiding the creation of dark and shadowed areas.
- 7.23 As part of the proposals a new lighting pole (measuring 9m) is to be provided to ensure that the bridge remains illuminated during the hours of darkness. As part of the proposals a lighting statement has been submitted (part within the ecology report prepared by Assystem and within the Design and Access Statement prepared by Carter Gregson Gray) which outlines that the mast will be provided as part of the proposals and will integrate both CCTV and lighting. The lighting is proposed to illuminate the solid paved thoroughfare, to avoid any significant impact on the marine ecology. Architectural lighting is also proposed to illuminate the balustrade. This will give the bridge greater presence at night, whilst also defining the location of the perimeter balustrade when approached in the dark. This also aligns with the LBS Southwark Street Scape Manual.

Flood risk and drainage

- 7.24 The majority of the Site is located within Flood Zone 2, at a low risk of tidal flooding and benefiting from the Thames Tidal defences.
- 7.25 Surface water drainage from proposed new developments is required to comply with London plan Policies SI 13 'Sustainable Drainage', which sets out the scope of surface water management issues and how these need to be addressed. Part B of the policy sets out that development proposals should aim to achieve greenfield run-off and ensure that surface water run-off is managed as close to its source as possible. Furthermore, there should be a preference for green over grey features in line with drainage hierarchy. Part D states that drainage should be designed and implemented in ways that promote multiple benefits including increased water use efficiency, improved water quality, and enhanced biodiversity, urban greening, amenity and recreation.
- 7.26 Drainage has been considered throughout the design intent for the bridge, and as part of this application a Drainage Strategy has been prepared by Ramboll. Within this report it sets out how this application will address the drainage strategy for the Albion Footbridge.



- 7.27 The report confirms that the proposed drainage strategy for the Albion Footbridge (and the adjacent dock edge) allows some water to percolate through the bridge deck and collect runoff from impermeable surfaces into slot drains which will discharge into Canada Water Dock and the Albion Channel. It is assumed that the discharge rate will be as existing due to no change in catchment area and minimal changes to the proposed ground level.

Wind

- 7.28 A qualitative analysis has been undertaken by RWDI to consider wind levels across the Proposed Development. The accompanying report outlines the overall methodology and use of the Lawsons Comfort Criteria to describe the expected on-site wind conditions. RWDI have reviewed two scenarios which are:
- Existing Site (baseline scenario)
 - Proposed Development
- 7.29 RWDI report confirms that a qualitative desk-based assessment approach applies a level of conservatism into expected wind conditions. RWDI found that the baseline scenario for the wind microclimate at ground level is generally expected to be acceptable for the current use throughout the year with no safety exceedances.
- 7.30 The Proposed Development results show it would be expected that conditions would remain the same as those of the baseline scenario. This is due to the scheme remaining at a similar height to the existing bridge and therefore not likely to alter the local wind-building interactions. RWDI note that strong wind exceedances posing safety concerns would not be expected to occur, and as the development does not introduce any new significant wind effects, mitigation measures would not be required.

Waste

- 7.31 Designing to eliminate waste and re-use existing materials on site has been considered during the design stages.
- 7.32 London Plan Policy SI 7 'Reducing Waste and Supporting a circular economy' that the development should look to encourage waste minimisation.
- 7.33 Designing to eliminate waste and re-use existing materials on site has been considered during the design stages.



- 7.34 A CEMP has been prepared by G&T as part of this application and details how the construction will be undertaken including details of materials being removed to enable the delivery of the bridge further details of this can be found in the supporting documentation.

8. Planning Obligations and Section 106

- 8.1 Section 106 of the Town and Country Planning Act 1990 (as amended), allows Local Planning Authorities the power to enter into planning obligations with any person interested in the land in their area for the purpose of restricting or regulating the development or use of the land.
- 8.1 Paragraphs 55-57 of the NPPF states that Local Planning Authorities should consider whether otherwise unacceptable development could be made acceptable through the use of planning conditions or obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through planning conditions.
- 8.2 Planning obligations must only be sought where they meet all of the following tests:-
- Necessary to make the development acceptable in planning terms;
 - Directly related to the development; and
 - Fairly and reasonably related in scale and kind to the development.
- 8.3 Following the pre-application advice given by the London Borough of Southwark (LBS) it is understood that a Section 106 would be required in relation to mitigating the loss of the willow tree.
- 8.4 With the above in mind, we anticipate that the following heads of terms would be secured by a Section 106 Legal Agreement: -
- Tree Replacement Contribution (CAVAT).



9. Conclusions

- 9.1 This Planning Statement is submitted in support of the Full Planning Application (“the Application”) relating to re-provision of the Albion Footbridge and associated works as part of the Canada Water Dockside Masterplan (CWDM) s106 obligation.
- 9.2 The Proposed Development consists of a high quality new pedestrian footbridge which provides dwell space for users of the bridge to enjoy Canada Water. Moreover, the bridge provides an enhanced provision than already exists and now ensures that there is a safer relationship between pedestrians and cyclists when compared to the current condition.
- 9.3 This Planning Statement has considered the key aspects of the scheme, including landscaping, ecological and design. The proposals are considered to be in accordance with the Development Plan, and to comprise sustainable development. This Application submission includes deliverables covering these topics in further details.
- 9.4 The Proposed Development has been subject to pre-application engagement with the Local Planning Authority and local stakeholders, resulting in a scheme of exceptional design quality and provides a high-quality bridge befitting of a new town centre at Canada Water.



Produced by : Charlotte Allen

Approved by: Jonathan Smith

Date: 7 October 2025

