



Surrey Quays Station Upgrade - Outline Planning Application
Planning, Design and Access Statement

December 2020

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Contents

1	Background Information	3			
2	Site Location and Description	5			
	2.1 Introduction	5			
	2.2 The Existing Station	5			
	2.3 The Surrounding Area	6			
	2.4 Canada Water Opportunity Area and Masterplan	6			
	2.5 Environmental Constraints	7			
3	The Proposed Development	8			
	3.1 Introduction	8			
	3.2 Proposed canopy at the Northern Entrance	8			
	3.3 Area of land adjacent 181 Lower Road	9			
	3.4 Reserved Matters	9			
4	Approach to Engagement	10			
	4.1 TfL's Approach to Engagement	10			
	4.2 Consultation and Engagement Undertaken to Date	10			
	4.3 Proposed Community Engagement Road Map	10			
	4.4 Equalities Considerations	12			
5	Design and Access	13			
	5.1 Existing Station Design	13			
	5.2 Existing Accessibility	13			
	5.3 Challenges and Opportunities	14			
	5.4 Design Guidance	14			
	5.5 Design Principles and Concept	14			
	5.6 Canopy and Northern Entrance	15			
	Design of the Canopy	15			
	Access to the Northern Station Entrance	16			
	5.7 Additional Back of House Facilities, Lift Shaft and Stairs	17			
	Design of the Building	17			
	Access	18			
	5.8 Materials and Finishes	18			
	5.9 Environmental and Sustainable Design Implications	20			
	5.10 Sustainable Design as part of the Construction Stage	20			
6	Planning History	22			
7	Planning Policy	23			
	7.1 Introduction	23			
	7.2 National Planning Policy Framework 2019	23			
	7.3 The London Plan 2016	23			
	7.4 The Canada Water Opportunity Area	24			
	7.5 Local Planning Policy	24			
	The Core Strategy 2011	24			
	The Southwark Plan 2007 – Saved Policies (April 2013)	24			
	7.6 Supplementary Planning Documents and Guidance	24			
	Canada Water Area Action Plan	24			
	7.7 Emerging Planning Policy	25			
	7.8 Draft New London Plan	25			
	7.9 New Southwark Plan (2020)	25			
	7.10 Other Relevant Guidance and Strategies	25			
	The Mayor's Transport Strategy 2018	25			
	London Environment Strategy 2018 – Mayor of London	26			
	London Borough of Southwark Sustainable Modes of Travel Strategy 2009-2019	26			
	Southwark Movement Plan 2019	26			
8	Assessment	27			
	8.1 Key Planning Issues for Consideration	27			
	8.2 Principle of the Development in terms of the Change of Use of the Land and the Outline Proposals	27			
	8.3 Promotion of Public Transport and Other Sustainable Forms of Transport	27			
	8.4 Achieving High Quality Design	28			
	8.5 The Impact of the Outline Proposals on the Surrounding Area in terms of Scale, Height and Layout	28			
	8.6 Integration with the Existing Communities and the Future Canada Water Master Plan	29			
	8.7 Environmental and Sustainability Implications of the Proposals	29			
9	Conclusion	30			
	Appendix 1 – Development Charter Engagement Approach				
	Appendix 2 - Equality Impact Assessment				
	Appendix 3 – Preliminary Flood Risk Assessment				
	Appendix 4 – Relevant Allocations from the Adopted Southwark Policies Map				

List of Figures

- Figure 2-1 – Existing Station and Entrances on Lower Road and Rotherhithe Old Road Entrances
- Figure 2-2 - Existing Platforms
- Figure 2-3 - The Canada Water Area Action plan
- Figure 2-4 - Canada Water Masterplan - Planning Reference 18/AP/1604
- Figure 3-1 - Extract from drawing no. CWM-AAM-MP-ZZ-DR-A-07003 (Planning Reference 18/AP/1604)
- Figure 4-1 - Proposed Community Engagement Roadmap
- Figure 5-1 - Existing Station Building
- Figure 5-2 - Existing Ticket Hall
- Figure 5-3 - Cycleway 4
- Figure 5-4 - Sketch Options for Canopy (Illustrative Only)
- Figure 5-5 - Example of Active Walls
- Figure 5-6 - Proposed Location of Northern Entrance
- Figure 5-7 - Proposed Surrey Quays Place and Park Walk - Canada Water Masterplan
- Figure 5-8 - Proposed Location of Building Adjacent 181 Lower Road
- Figure 5-9 - London Overground Design Idiom - Station Design Flashcard - 2016 Palette
- Figure 6-1 - Surrey Quays station - 1934, 1986, 2007 and Present
- Figure 7-1 - CWAAP Key Diagram

1 Background Information

- 1.1.1 Transport for London (TfL) is upgrading Surrey Quays station, which is located in the London Borough of Southwark. The upgrade will: provide step-free access and make services at the station accessible for more people; address existing congestion at the station and accommodate forecast increased demand related to the Canada Water Masterplan development (Planning Reference: 18/AP/1604).
- 1.1.2 Congestion experienced within the station is caused by a number of constraints, including sub-standard staircase and passageway widths. The existing station does not currently have step-free access to the platforms, with provision within the footprint of the existing station not being feasible.
- 1.1.3 As a result of the Station's proximity to the Canada Water Masterplan area, including the proposed Surrey Quays Place and its main arterial route (referred to as Park Walk), it is anticipated that it will be a major focal point for those accessing the future masterplan area. An assessment by TfL to determine the impact of the proposed development of the Canada Water Masterplan and wider designated Opportunity Area (alongside background growth) has been undertaken. The main conclusions of this assessment are that Surrey Quays station, in its existing configuration, will become increasingly congested as passenger numbers increase due to background growth, development in the area and the attraction of the Elizabeth Line to which the London Overground East London Line provides a direct link. Without the proposed upgrade works, the station will also continue not to be able to meet the demands of disabled people and others with reduced mobility such as those with buggies or carrying heavy/bulky items.
- 1.1.4 As part of an overall programme of upgrade works TfL is addressing both the existing accessibility and congestion issues, as well as anticipated future capacity needs.
- 1.1.5 The station upgrade works comprise:
1. A new northern station entrance and canopy;
 2. A change of use of land to enable the development of step-free access; stairs to provide access to Platform 1 (northbound line) and additional back of house facilities;
 3. New stepped access to Platform 1 from the new northern station entrance building;
 4. New step free access to Platform 2 (southbound line);
 5. New passenger footbridge connecting Platform 1 and 2; and
 6. Provision of a wider gate line within the existing ticket hall.

- 1.1.6 TfL proposes to deliver the upgrade works using a combination of permitted development (subject to Prior Approval) and authorisation through outline planning permission with reserved matters approval. This outline planning application relates to the new canopy for the station's northern entrance and the change of use of land to enable the development of step free access and stairs to Platform 1, together with back of house facilities, all of which are largely located outside of TfL's operational boundary.
- 1.1.7 TfL's Permitted Development rights under Part 8 and Part 18 of Town and Country Planning (General Permitted Development) (England) Order (GPDO) 2015 relate to works that are located within its operational and current landownership boundary. The rights under Part 18 are subject to the requirement to seek to Prior Approval where the works involve the erection, construction, alteration or extension of any building or bridge.
- 1.1.8 Following determination of this outline planning application and further design work, TfL intends to submit an application to the London Borough of Southwark for Prior Approval for the works that benefit from permitted development rights. This will be submitted in tandem with an application for approval of the Reserved Matters related to the outline planning application. This will allow the design of the upgrade works to respond to feedback from the London Borough of Southwark as well as from community engagement which will be undertaken in 2021.
- 1.1.9 This outline planning application with all matters reserved for works on two areas of land largely outside of TfL's current operational and landownership boundary comprises the following proposals:
- A canopy at the new northern entrance to the station on an area of land abutting the East London Line, to the north of the existing station. This area of land is bounded to the east by Deal Porters Way, with the existing Surrey Quays shopping centre and the future site of the Canada Water Masterplan further to the north and east; and
 - A change of use of land to enable the development of step-free access and stairs to Platform 1 together with additional back-of-house facilities. The land is currently used as a private car park adjacent to 181 Lower Road. This area of land is bounded by Lower Road to the South and the East London Line to the north.
- 1.1.10 The outline programme for the overall upgrade works is as follows:
- Outline planning application submitted Q4 2020;
 - Community Engagement Q1 2021;
 - Approval of Reserved Matters and Prior Approval application Q2/3 2021;
 - Detailed Design Q1 2022;
 - Enabling Works Q2/3 2022;
 - Main works Q2 2023;
 - Project Completion Q2 2025;

- 1.1.11 The upgrade works will be delivered in line with Housing Infrastructure Fund and wider Canada Water Masterplan timeframe requirements.
- 1.1.12 This Planning, Design and Access Statement has been prepared by WSP and Scott Brownrigg's on behalf of TfL and is submitted in support of its application for outline planning permission.
- 1.1.13 Section 9 of the Town and Country Planning (Development Management Procedure (England) Order 2015 has been referred to in relation to the requirement for the design and access of the outline proposals. Noting the proposals are outline only with all matters reserved, the level of detail in relation to the design and access is proportionate to the outline nature of the application, with further details to be provided as part of the applications for approval of the reserved matters, following the proposed public engagement in 2021
- 1.1.14 The remainder of this statement is structured as follows:
- Section 2: Site Location and Description
 - Section 3: Proposed Development
 - Section 4: Approach to Engagement
 - Section 5: Design and Access
 - Section 6: Planning History
 - Section 7: Planning Policy
 - Section 8: Assessment
 - Section 9: Conclusion

2 Site Location and Description

2.1 Introduction

2.1.1 Surrey Quays is a station on the East London Line branch of the London Overground network. It is owned and maintained by TfL and operated by Arriva Rail London under a franchise. It provides services to Clapham Junction via Peckham Rye, Crystal Palace and West Croydon to the south and to Dalston Junction and Highbury & Islington to the north. It is in Travel card zone 2.

2.1.2 The existing station is located at the intersection of Lower Road, Hawkstone Road and Rotherhithe Old Road. The existing station and the two areas of land that make up the application site are located within the administrative area of the London Borough of Southwark.

2.1.3 The existing main station building is bounded by:

- Lower Road directly to the north of the existing main entrance, with the existing Surrey Quays shopping centre further to the north;
- Commercial and retail uses along Lower Road to the east and south-east;
- Rotherhithe Old Road along with commercial and residential uses to the south and west with the Red Lion Boys Club building located on the corner of Hawkstone Road and Rotherhithe Old Road further to the west, and
- Hawkstone Road, the Yellow House bar and restaurant to the west, with Southwark Park further to the west.

2.1.4 Lower Road (which bisects the overall station area), Salter Road, Redriff Road and Surrey Quays Road are the main vehicular arteries of the Rotherhithe peninsula. The Lower Road gyratory between Surrey Quays Station and Bestwood Street is one-way southbound along Lower Road; northbound traffic uses Bestwood Street and Rotherhithe Old Road.

2.2 The Existing Station

2.2.1 The station, which was built by the East London Railway Company, opened on 7 December 1869. It was completely re-constructed to designs of London Underground's own architects' department between 1979 and 1983 as part of a programme to upgrade all stations on the East London Line.

2.2.2 The station was then altered and updated as part of the works for the London Overground's inception and it re-opened in 2010. In 2012, Phase 2 of East London Line extension to Clapham Junction via Peckham Rye opened to the public.

2.2.3 The current station consists of three levels: Platform, Ticket Hall and first floor. Ticket Hall level coincides with the street level along Lower Road and Rotherhithe Old Road. The first floor of the existing station building is for staff access only and is accessed via a staircase from Ticket Hall level. It consists of two offices, toilets and services rooms (fan

room, switch room and water tank room). It also provides access to the station building roof above the Ticket hall area and the overbridge to Platform 2 roof.

2.2.4 There are two entrances to the station; one from Lower Road and the other from Rotherhithe Old Road (see Figure 2-1). The northern part of the existing station building consists of a retail unit and station services rooms (i.e. switch rooms, bin store, etc.). There are three ticket vending machines (TVM) on the unpaid side and a ticket office, which is combined with the Station Control Room. The ticket office oversees the gate line and the concourse (paid and unpaid). Other back-of-house rooms occupy the west side of the building (mess room, accessible toilet).



Figure 2-1 – Existing Station and Entrances on Lower Road and Rotherhithe Old Road Entrances

2.2.5 The station platforms are located below street level and are accessed from the main station building via stairs. The level difference between the platforms and the station building is approximately 4.35m. The platforms are located beneath a skewed highway bridge (EL31), which carries Lower Road over the railway. Platform 1 (northbound line) is located to the south of Lower Road with Platform 2 (southbound) located to the north of Lower Road. There are currently street level fire exits via stairs from Platform 1 via the private car park site adjacent 181 Lower Road and from Platform 2 exiting onto an area beside the existing ramp to the Tesco Shopping Centre. The existing railway corridor is located in a Victorian cutting formed of masonry brick sidewalls.



Figure 2-2 - Existing Platforms

2.3 The Surrounding Area

- 2.3.1 The communities that surround and use the existing station consist of low-rise residential areas and a number of large housing estates.
- 2.3.2 The Hawkstone Estate is a multi-storey housing estate with three tower blocks (16 storey) and three low rise blocks (4 storey), located just south-west of the site, running along the western side of the Rotherhithe Old Road. It is located on a triangular area of land bounded by Rotherhithe New Road, Rotherhithe Old Road and Hawkstone Road.
- 2.3.3 Further to the south of Rotherhithe New Road are Balman House, Tissington Court and the Silverlock Estate.
- 2.3.4 The Osprey Estate is located south-east of the existing station and consists of eight blocks (5 storeys).
- 2.3.5 There are a number of small and medium businesses located to the south of the station along Lower Road. The existing Surrey Quays shopping centre is located to the north-east.



Figure 2-3 - The Canada Water Area Action plan

2.4 Canada Water Opportunity Area and Masterplan

- 2.4.1 The station is located within the Canada Water Opportunity Area designated in the London Plan 2016 and Southwark's Area Action Plan (November 2015) (see Figure 2-3).
- 2.4.2 There are number of development sites within the Opportunity Area that are at different stages of maturity. The Canada Water Masterplan (Planning Reference 18/AP/1604) development represents the largest development and accounts for 93% of the forecast new jobs and 59% of the forecast new homes in the area.
- 2.4.3 As part of the Canada Water Masterplan a hybrid planning application (outline and full planning permission) for the redevelopment of the existing Surrey Quays shopping centre, located to the north of the site, was submitted by British Land to the London Borough of Southwark in May 2018 (Planning reference 18/AP/1604). Planning permission was sought for the comprehensive redevelopment of the site for a wide range of uses.
- 2.4.4 The hybrid application sought full planning permission for the first phase of the development – Plots A1, A2 and K1 – and outline planning permission (with all matters reserved) for the remaining areas of the site. Planning permission was also sought for an Interim Petrol Filling Station (see Figure 2-4).

- 2.4.5 The retail element of the Canada Water Masterplan is focused on the delivery of a new Tesco Store, a new High Street connecting Canada Water Station and Canada Dock to Surrey Quays Station and Greenland Dock, and a network of more intimate, open-air retail streets.
- 2.4.6 The hybrid application for the Masterplan (Planning reference 18/AP/1604) identifies a zone dedicated to a new station entrance to Surrey Quays Station within British Land's demise on the south-west side of the proposed Surrey Quays Place within Zone N.
- 2.4.7 The Canada Water Masterplan planning permission was granted by the London Borough of Southwark on 29th May 2020. This permission is subject to conditions, a Section 106 Agreement and control documents – which include – a Development Specification, Design Guidelines and Parameter Plans.
- 2.4.8 Schedule 10 of the Canada Water Masterplan Section 106 Agreement, containing the heads of terms for the Surrey Quays Station Agreement, includes matters relevant to the rights to be granted in relation to how the Site may be utilised by TfL to assist with the delivery of the Surrey Quays Station Upgrade.



Figure 2-4 - Canada Water Masterplan - Planning Reference 18/AP/1604

2.5 Environmental Constraints

- 2.5.1 A review of the Development Plan and desktop sources such as the Department for Environment, Food & Rural Affairs MAGIC online mapping tool was undertaken in relation to the existing station and the surrounding areas with a summary of the existing environmental constraints set out below.

Designated Sites – No Ramsar sites, Special Areas of Conservation, Special Protection Areas and Sites of Specific Scientific Interest have been identified within 2km of the existing station.

Non-Designated Sites - Southwark Park Site of Importance for Nature Conservation (SINC) is located on the western side of Lower Road, approximately 50m from the existing station.

Habitats - There are no records of protected species or trees located on the land related to the application. Low grade hedgerow planting and scrub are noted to be located on the area of land where the proposed new northern entrance will be located. This planting/scrub form part of the planted boundary between the East London Line and Deal Porters Way/the existing Tesco car park.

Cultural Heritage - The existing station is not located within an Archaeological Priority Zone or Conservation Area. The nearest listed building is a Grade II Listed Building (the Swedish Seamans Mission, Ref. 1420139) located approximately 150m west of the existing station. Southwark Park approximately 50m to the west is a Grade II listed Park and Garden. There is a Scheduled Monument: Medieval moated manor house located approximately 930m to the north-west (Ref. 1001983).

Air Quality - The existing station is located within an Air Quality Management Area.

Water - The existing station is located within Flood Zone 3, which is land identified as having a 1 in 100 or greater annual probability of river flooding (>1%), or a 1 in 200 or greater annual probability of flooding from the sea (>0.5%) in any year, and is an area benefitting from flood defences. At its closest point, the main channel of the River Thames is located approximately 500m from the existing station.

Noise - The A200 Lower Road and Rotherhithe Old Road, located adjacent to the existing station, are designated as Noise Important Areas.

3 The Proposed Development

3.1 Introduction

3.1.1 The proposals included in this outline planning application comprise:

- A canopy over a new northern entrance to the station on an area of land abutting the East London Line. This area of land is bounded to the east by Deal Porters Way, with the existing Surrey Quays shopping centre and future site of the Canada Water Masterplan further to the north; and
- A change of use of land to enable development of a building to accommodate step-free access, stairs to Platform 1 and associated back-of-house facilities. The land, which is currently used as a private car park adjacent 181 Lower Road, is bounded by Lower Road to the south-west and the East London Line to the east.

3.1.2 The application seeks approval of the parameters for these proposals, which are detailed within the following Plans that accompany this application:

- LR23-WSP-PRM-E029_XX-DR-TP-0001 – Site Location Plan;
- LR23-WSP-PRM-E029_XX-DR-TP-0002 – Existing Site Plan;
- LR23-WSP-PRM-E029_XX-DR-TP-0003 – Proposed Site Plan; and
- LR23-WSP-PRM-E029_XX-DR-TP-0004 – Maximum Heights

3.1.3 This application for outline planning permission seeks to reserve all matters related to the outline proposals (see Section 3.4.1 below). However, a sufficient level of detail has been provided in accordance with the Town and Country Planning (Development Management Procedure) Order 2015 and Planning Practice Guidance (PPG) Paragraph 006 Reference 14-006-20140306.

3.1.4 A description of the outline proposals is provided below.

3.2 Proposed canopy at the Northern Entrance

3.2.1 A new station entrance will be created where the station adjoins Deal Porters Way and the existing Tesco car park to the north and east. This new entrance will facilitate access to Surrey Quays Station from the future Canada Water Masterplan development area. The new entrance will front onto the main arterial route through the Canada Water Masterplan (Park Walk), providing access to the future Town Square and The Park, as shown in the approved parameter plans of Planning Permission 18/AP/1604. Planning Permission 18/AP/1604 denotes an area for the new station entrance in zone N (see Figure 3-1).

3.2.2 The outline proposals for this area (see LR23-WSP-PRM-E029_XX-DR-TP-0003 – Proposed Site Plan) illustrate the maximum extent for the entrance canopy.

3.2.3 Drawing number LR23-WSP-PRM-E029_XX-DR-TP-0004 – Maximum Heights shows a maximum height for the canopy of 12.1m AoD.

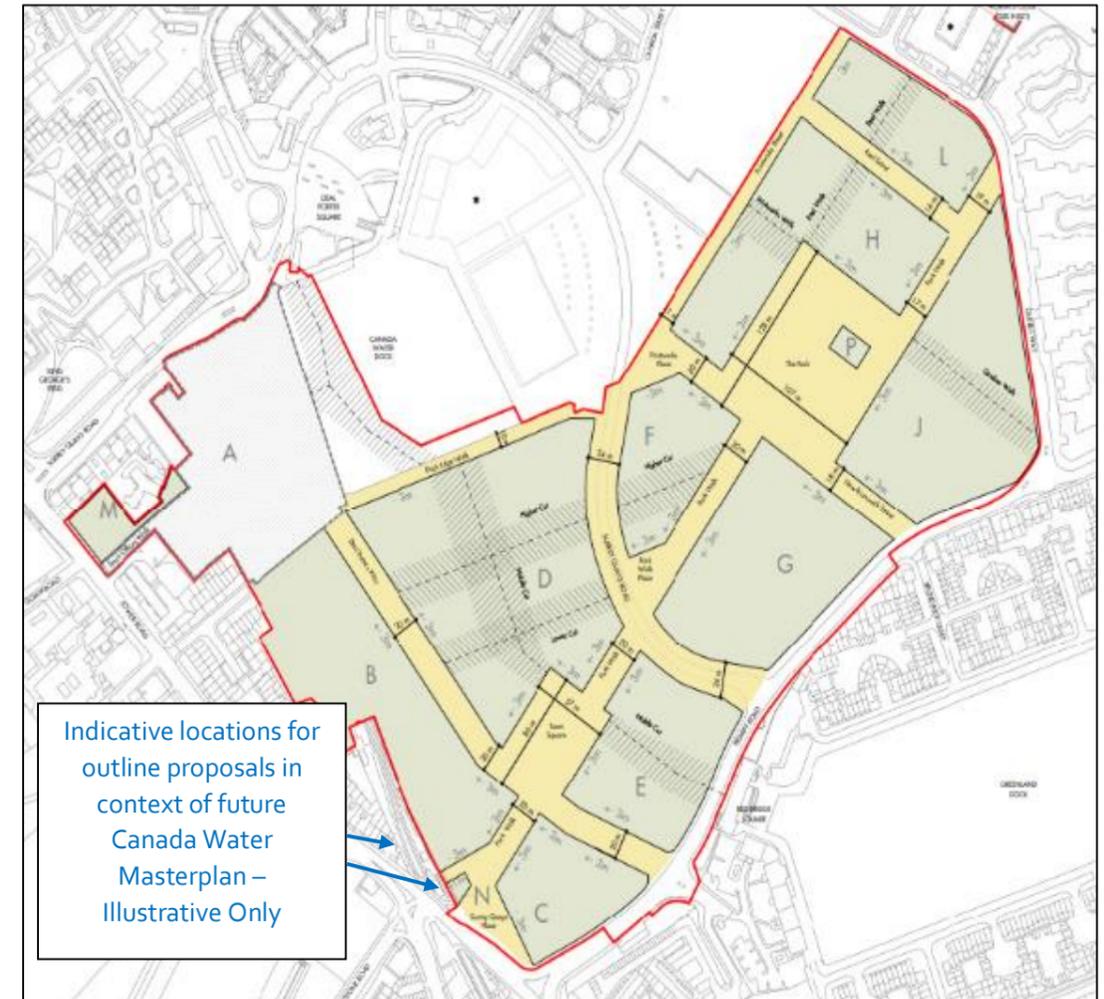


Figure 3-1 - Extract from drawing no. CWM-AAM-MP-ZZ-DR-A-07003 (Planning Reference 18/AP/1604)

3.2.4 It should be noted that all works related to the entrance, apart from the new canopy, will be located within TfL’s operational land and will be the subject of the future application for Prior Approval under Class A of Part 18 of the GPDO 2015.

3.2.5 The area for the canopy overhang is currently located within the existing Tesco car park (Use Class E). This area is the subject of Planning Permission 18/AP/1604, which authorises a mix of uses.

3.3 Area of land adjacent 181 Lower Road

- 3.3.1 An area of land located beside 181 Lower Road, which is currently used as a private car park, is required to facilitate the development of a building to house step-free access and stairs to Platform 1, along with additional back-of-house facilities to support operation of the upgraded station.
- 3.3.2 The existing private car park is considered to be ancillary to the main residential use at 181 Lower road (Use Class C3). Outline permission is sought for a change of use of this land to become operational railway land.
- 3.3.3 The outline proposals for this area (see LR23-WSP-PRM-E029_XX-DR-TP-0003 – Proposed Site Plan) illustrate the maximum extent of this building.
- 3.3.4 Drawing number LR23-WSP-PRM-E029_XX-DR-TP-0004 – Maximum Heights shows a maximum height for the roof of this building of 12.1m AoD, this is to accommodate the proposed lift shaft structure.

3.4 Reserved Matters

- 3.4.1 The matters reserved for future determination are:
- Access – the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.
 - Appearance – the aspects of a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture.
 - Landscaping – the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes: (a) screening by fences, walls or other means; (b) the planting of trees, hedges, shrubs or grass; (c) the formation of banks, terraces or other earthworks; (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and (e) the provision of other amenity features.
 - Layout – the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development.
 - Scale – the height, width and length of each building proposed within the development in relation to its surroundings.

4 Approach to Engagement

4.1 TfL's Approach to Engagement

- 4.1.1 TfL recognises the important role that the community plays in shaping their local built environment and supporting infrastructure. TfL believes it is vital that the community and other stakeholders are closely involved in the upgrade works at Surrey Quays station. This will help TfL identify key issues of concern, enabling them to be addressed and the proposals to be improved as they are developed into detailed designs. The proposed engagement will facilitate the existing and future communities of the London Borough of Southwark being part of the planning decision process in accordance with their Development Charter Engagement process.
- 4.1.2 The proposals, which are the subject of this application, seek to agree the principle of the development. Following determination of this outline planning application, TfL intends to submit an application to the London Borough of Southwark for Prior Approval for the works that benefit from permitted development rights under Part 18 of the GPDO 2015, in tandem with an application for approval of the Reserved Matters related to the outline planning application. This will allow the design of the upgrade works to respond to feedback from the London Borough of Southwark as well as a community engagement that will be undertaken in 2021.
- 4.1.3 As part of design development and the preparation of the draft Prior Approval and Reserved Matters applications TfL intend to engage the local community and wider borough in line with the London Borough of Southwark's Development Consultation Charter.

4.2 Consultation and Engagement Undertaken to Date

- 4.2.1 As part of the Canada Water Masterplan (Planning Permission 18/AP/1604), British Land's pre-application consultation (undertaken 2014 to 2018) included the development of a new second entrance to Surrey Quays station, in line with the proposals that are the subject of this application. This included the development of improved links, to the new entrance taking account of level changes required to create a seamless link to Lower Road/Redriff Road and the masterplan area. The outcomes of this substantial consultation process are reported in the Canada Water Masterplan Statement of Community Involvement, which accompanied Planning Reference 18/AP/1604.
- 4.2.2 Throughout the pre-application consultation process for the Canada Water Masterplan, TfL has been an active stakeholder, engaged through regular stakeholder meetings with British Land, feeding into the proposals to:
- Facilitate integration of the upgrade works with the Canada Water Masterplan, notably links to Lower Road through to the proposed Surrey Quays Place and Park Walk elements of the masterplan;

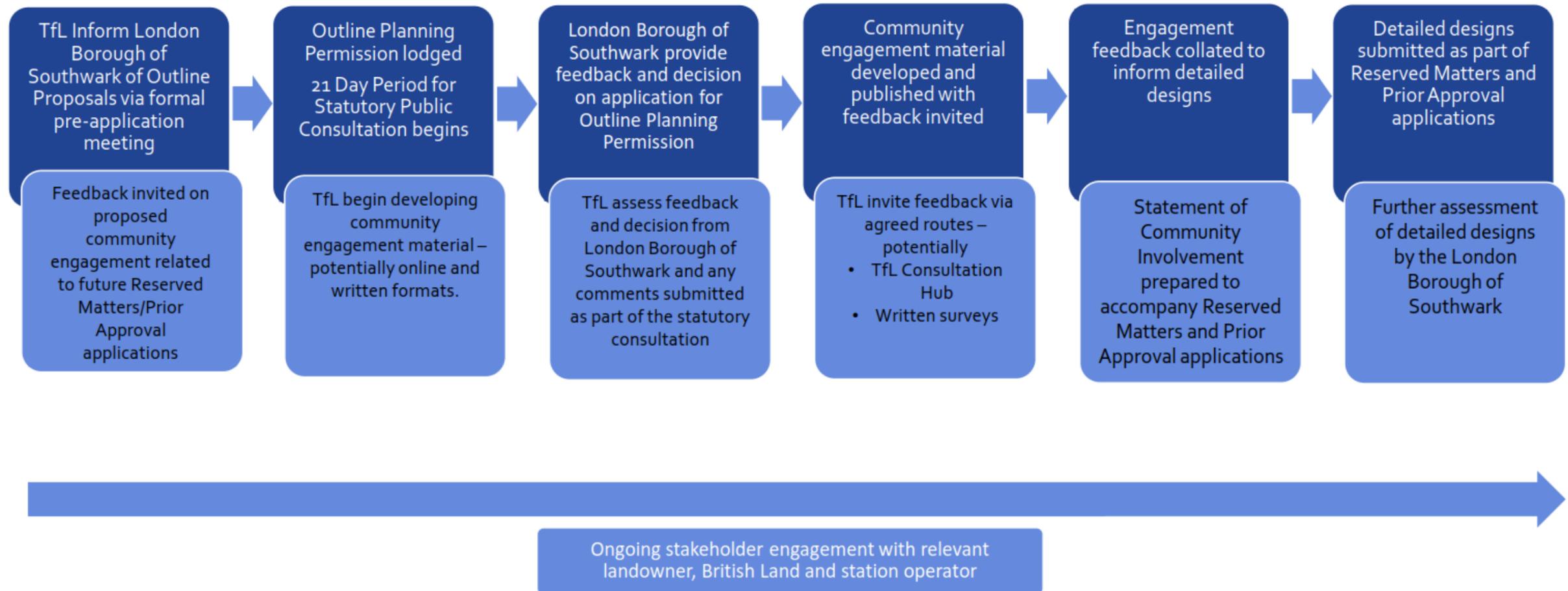
- Agree the approach to land requirements, ensuring efficient use of land, the approach to interim uses of land around the station upgrade works and passive provision for future works; and
- The development of a high quality design for the new northern entrance and associated access.

- 4.2.3 TfL has engaged the station operator, Arriva Rail London, through workshops and regular project update meetings/presentations about their operational requirements for the upgrade works and to keep them informed of the programme for these works.
- 4.2.4 TfL has also undertaken engagement with the London Borough of Southwark in relation the Lower Road Two-Way Streets and Cycleway 4 consultation in 2020, with respect to the surrounding road layout.
- 4.2.5 The proposals for the upgrade works were presented to the Independent Disability Assessment Group meeting on September 18th 2019 to seek views from representative of the key disability groups.
- 4.2.6 TfL have also presented to overall upgrade works to the London Borough of Southwark Cabinet in December 2020.
- 4.2.7 Engagement with the affected landowner at the site adjacent to 181 Lower Road to secure the land required is currently ongoing. The current Compulsory Purchase Order process is available at <http://tfl.gov.uk/surrey-quays-upgrade>.

4.3 Proposed Community Engagement Road Map

- 4.3.1 TfL propose to undertake community engagement to inform the development of the detailed design, which will be the subject of its subsequent applications for approval of the Reserved Matters and Prior Approval under Part 18 of the GPDO 2015.
- 4.3.2 The approach to community engagement relating to the Prior Approval and Reserved Matters applications has been discussed as part of the formal pre-application meeting with the assigned Case officer (Michael Glasgow), from the London Borough of Southwark (15 December 2020).
- 4.3.3 A programme for the future community engagement was discussed taking into account the decision timelines for the outline planning application.
- 4.3.4 In summary the below road map for community engagement is proposed:
1. Agree approach and programme for future community engagement as part of pre-application meeting with the London Borough of Southwark – pre-application meeting 15 December 2020;
 2. Letter drop –informing community of outline planning application and proposed future community engagement and how this will influence the Reserved Matters and Prior Approval applications – December 2020;

3. Following submission of the outline planning application, the London Borough of Southwark will undertake a 21 day statutory public consultation. Further feedback from this statutory consultation can be garnered and used to develop the approach to community engagement – timeline to be confirmed following submission of outline application.
4. Having reviewed the above feedback, TfL will develop suitable community engagement material with agreement sought from the London Borough of Southwark. Noting the ongoing Coronavirus Restrictions, it is proposed that all engagement materials will be made available online or undertaken via written methods. Local events may be organised subject to government restrictions - timeline to be confirmed following submission of outline application;
5. Engagement material will be made available to the community and feedback invited. The opening of the community engagement period will be advertised through further letter drops in the surrounding communities. To allow community members with limited access to online formats to take part in the engagement, hardcopies will be made available on request.
6. TfL will also engage with its existing stakeholders (community and local business groups, British Land, affected landowners and rail stakeholders) to raise awareness of the community engagement- timeline to be confirmed following submission of outline application;
7. TfL will continue engagement with the London Borough of Southwark through regular updates to its Cabinet members and relevant ward Councillors;
8. TfL will analyse all feedback received, which will be fed into the development of the detailed designs to be submitted as part of the Reserved Matters and Prior Approval applications - timeline to be confirmed following submission of outline application; and
9. A Statement of Community Involvement will be prepared to accompany the Reserved Matters and Prior Approval applications. This approach is provided as Appendix 1 – Development Charter Engagement process with Figure 4-1 outlining a Road Map for this approach.



4.4 Equalities Considerations

- 4.4.1 The Equality Act 2010 provides protection from discrimination for groups or individuals on the basis of the following protected characteristics: age, disability, gender reassignment, pregnancy and maternity, race, religion or beliefs, sex and sexual orientation.
- 4.4.2 Section 149 of the Act sets out a legal duty for Public Bodies to have due regard to the advancement of equality in exercising its powers. TfL must comply with this Public Sector Equality Duty under the Act.
- 4.4.3 TfL has developed equality objectives³ to demonstrate the improvements it would like to make:
- *Ensure our services will be accessible to more people, with consistent customer service that meets the needs of all customers*
 - *Ensure that more customers will have access to the information they need to make the most of travel in London*
 - *Improve the accessibility of London's transport infrastructure to enable more people to make the most of life in the Capital*
 - *Ensure that travel in London is safer and fewer young people, women and people from BAME communities are deterred from travelling because of safety concerns*
 - *Ensure we offer value for money for all Londoners with a fare structure which is clear and well communicated*
 - *Ensure that our transport system promotes and improves the health of all Londoners*
 - *Achieve a workforce which is reflective and representative of the diversity of London*
 - *Ensure all future and current employees are supported to make the most of their skills and talents*
 - *Create a more inclusive culture where all staff feel engaged*
 - *Encourage more of our partner organisations to have diversity as a core value*
 - *Engage with more of London's diverse communities to effectively inform, develop and deliver our strategies, services and programmes*
- 4.4.4 The London Mayor's Transport Strategy (MTS) covers various aspects of transport issues which will be addressed under his tenure. The MTS covers various key elements of policy such as improving rail services, (p83, Policy 16) and improving public transport accessibility and inclusivity (p72, Policy 14).
- 4.4.5 An Equality Impact Assessment (EqIA) (see Appendix 2) of the overall upgrade works and final station has been undertaken. This is a method to embed thinking about diversity and inclusion, and to demonstrate that TfL will meet their Public Sector Equality Duty. It anticipates the likely effects of the work on the characteristics protected by the Equality Act: age; disability; sex; gender reassignment; pregnancy and maternity; race; religion or belief; sexual orientation; and marriage and civil partnerships. Once any potential

negative impacts have been identified, the EqIA can be used to plan ways to remove or mitigate these, where possible.

- 4.4.6 The EqIA identifies the most likely barriers relevant to the upgrade works for the following groups as being:
- BAME (Black, Asian and minority ethnic) Londoners - The most likely mentioned barrier relevant to the proposed works of using public transport for BAME groups are cost (53%), slow journey times (50%) and unreliable services (43%);
 - Women - The most significant obstacles preventing women using public transport are the cost of tickets, journey times, unreliable service and risk of accidents;
 - Older People - The most frequently stated obstacles for older people were overcrowded services and antisocial behaviour from others on public transport. Due to the construction works, public transport at the station may be disrupted during the construction phase and this may trigger older people to take alternative public transport routes;
 - Younger People - Overcrowding, slow journeys and cost are the three most common barriers to greater public transport use cited by younger Londoners.
 - Disabled People - According to TfL survey in 2014, the main barriers that affect the ability of disabled Londoners to make frequent public transport journeys can be summarised as: Accessibility related (44 per cent), Cost (21 per cent), Comfort (20 per cent);
 - Low income - The barrier relevant to these project proposed works is the cost of tickets (39 percent), slow journey times (35 percent) and fear about the risk of accidents (13 percent). Some of these barriers may be experienced by Londoners with low-income households during construction.
- 4.4.7 TfL has taken the above into account in the upgrade works for the station, in particular:
- The provision of step-free access and other internal upgrades will ensure services at the station will be accessible to more people;
 - Improving the accessibility of the station will enable more people to access opportunities for jobs, housing and leisure make the most of life in London; and
 - Enhanced public transport will promote and improve the health of all Londoners.

³ Action on Equality: TfL's commitments to 2020 - <http://content.tfl.gov.uk/action-on-equality-tfls-commitments-to-2020.pdf>

5 Design and Access

5.1 Existing Station Design

5.1.1 The existing station design is mainly the result of re-construction works during 1979 and 1983. It comprises a series of bays of beige brickwork with curved ends creating a ripple effect along the western frontage on Rotherhithe Old Road up to the corner of Lower Road. On the western frontage there is an entrance to the ticket hall via a flight of steps. The Lower Road entrance has level access. The sheer expanses of unrelieved brickwork on the western frontage resemble a barbican but on the eastern side a glazed frontage illuminates the Ticket Hall. The current frontage was re-constructed during 2009-2010 (see Figure 5-1 and 5-2).



Figure 5-1 - Existing Station Building



Figure 5-2 - Existing Ticket Hall

5.2 Existing Accessibility

- 5.2.1 In terms of public transport accessibility, the area around Surrey Quays station has a Public Transport Accessibility Level (PTAL) value of 6a, reflecting the proximity of rail and bus services.
- 5.2.2 The wider Surrey Quays area is well served by public transport with Canada Water Underground (Jubilee)/Overground Station located approximately 600m to the north-west of Surrey Quays station and Rotherhithe Overground Station further to the north. South Bermondsey railway station is located approximately 1km to the south-west, providing access to the South London Line.
- 5.2.3 The station is served by a number of London Buses routes (1, 47, 188, 199, 225 and 381 and night routes N199 and N381) with bus stops located on Redriff Road to the east, further south along Lower Road and to the west on Rotherhithe Old Road.
- 5.2.4 Several pedestrian routes connect the station to the local area along Lower Road and Redriff Road with access to the Surrey Quays shopping centre and future Canada Water Masterplan area accessed via a pedestrian crossing across Deal Porters Way to the north-west. A signal controlled pedestrian crossing allows access to the station across Lower Road. Pedestrian access to the station for the communities to the south and west are

also provided from Rotherhithe Old Road with a signal controlled pedestrian crossing in operation.

5.2.5 The station currently has dedicated parking for 5 cycles. There are currently no designated cycle routes in close proximity to the station. However, Cycleway 4 (Figure 5-3) is proposed to run to the north of the station on Lower Road. This will create a continuous segregated cycle route between Tower Bridge and Greenwich with improved pedestrian facilities and public spaces. Construction on the route began in late 2019. A 3.6km section between Tower Bridge Road and Rotherhithe, along the Jamaica Road, opened in September 2020.



Figure 5-3 - Cycleway 4

5.3 Challenges and Opportunities

5.3.1 The overall design challenge is to upgrade the existing Surrey Quays station to address issues of accessibility; existing congestion and to meet future increases in demand related to the Canada Water Masterplan by increasing capacity. In so doing TfL aims to deliver a station that can better serve the existing and future communities and those who work and visit the area, as well as opportunities to enhance the existing urban realm.

5.3.2 The site constraints in terms of the surrounding dense urban context and infrastructure context that includes highways, bridges and customer facilities such as cycle parking, present challenges.

5.4 Design Guidance

5.4.1 The design guidance, which has and continues to inform TfL’s design proposals for the station includes:

- National and local planning policies set out in Section 7 of this statement;
- National Design Guidance including:
 1. The Ministry of Housing, Communities and Local Government National Design Guide (2019)²
 2. Office of the Deputy Prime Minister Safer Places – The Planning System and Crime Prevention (2004)³
 3. Design standards for accessible railway stations: a code of practice by the Department for Transport and Transport Scotland⁴
- London Overground Station Design Idiom, TfL’s Streets Toolkit⁵ and TfL Streetscape Guidance (4th edition)⁶.

5.5 Design Principles and Concept

5.5.1 The overarching conceptual design principles, which will inform the architectural design of the station, are proposed to be:

- The development of a high-quality station entrance, which helps to create a sense of place for the existing and future communities and passengers. This requires the development of street presence onto the future Park Walk, the main arterial route proposed as part of the Canada Water Masterplan. TfL will respect and work with the approved Canada Water Masterplan development zones and public realm vision for Surrey Quays Place;
- An overall building form and station layout that unifies and integrates different transport modes (walking, cycling, bus, rail) to provide a single and clear customer experience;
- A design that enhances and enables permeability from the existing and future communities to and through the upgraded station;
- Improved passenger experience and environment through the upgraded station;
- A design and layout that enhances accessibility for all;
- A design and layout that improves emergency evacuation;

² <https://www.gov.uk/government/publications/national-design-guide>
³ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/7784/147627.pdf
⁴ <https://www.gov.uk/government/publications/accessible-railway-stations-design-standards>

⁵ <https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit>
⁶ <http://content.tfl.gov.uk/streetscape-guidance-.pdf>

- Easy and intuitive movement both around and within the upgraded station, that is not wholly reliant on the use of signage;
- A high quality palette of materials, furniture, typography and graphic language guided by the relevant design guidance set out in Section 5.4.

5.5.2 The above design guidance, principles and concept has informed the design and access of the proposals with a description of this set out below.

5.5.3 These principles will also inform the detailed design that will form the basis for the future Reserved Matters and Prior Approval applications.

5.6 Canopy and Northern Entrance

5.6.1 The new northern station building and entrance will be located within TfL’s operational and current land ownership boundary (Prior Approval will be sought for this element of the upgrade works at a later date). It is envisaged that a simple rectilinear building form will be developed for the new entrance, with a recessed main entrance that is accentuated by a new canopy set over, so as to guide passengers arriving by any mode of transport. The proposed canopy forms part of this outline planning application.

5.6.2 The proposed canopy will clearly demark the station entrance as a destination. Attached to the station building, it will overhang land outside of TfL’s current land ownership, which is owned by British Land and forms part of the Canada Water Masterplan (Planning Reference 18/AP/1604). TfL is engaging with British Land in relation to the canopy structure, station entrance and surrounding public realm (interim and final).

Design of the Canopy

5.6.3 The new northern entrance’s location and design will be guided by the functional requirements of the upgraded station. These relate to enabling the safe and efficient of flow of passengers from the future public realm associated with the Canada Water Masterplan through the unpaid concourse, on through the ticket gates area and on to or away from platform areas at below ground level via stairs and step-free access.

5.6.4 There are currently no existing uses in the area (residential or commercial) that would be impacted by the development of this area noting it is currently located along the boundary between the East London Line and Deal Porters Way.

5.6.5 The new canopy will provide a clear visual statement and sign-post to attract passengers from a distance (thus aiding their journey) (see Figure 5-4 for sketch options). This is a key design principle for the aesthetic consideration of the upgraded station. It will be a landmark structure with height that is clearly visible and will be aligned with the future Park Walk. The final design, finish and palette of materials are Reserved Matters but will be guided by the above design guidance and principles. Feedback from the proposed community engagement (see Section 4) will also influence the final designs to be submitted for approval of the Reserved Matters and Prior Approval.

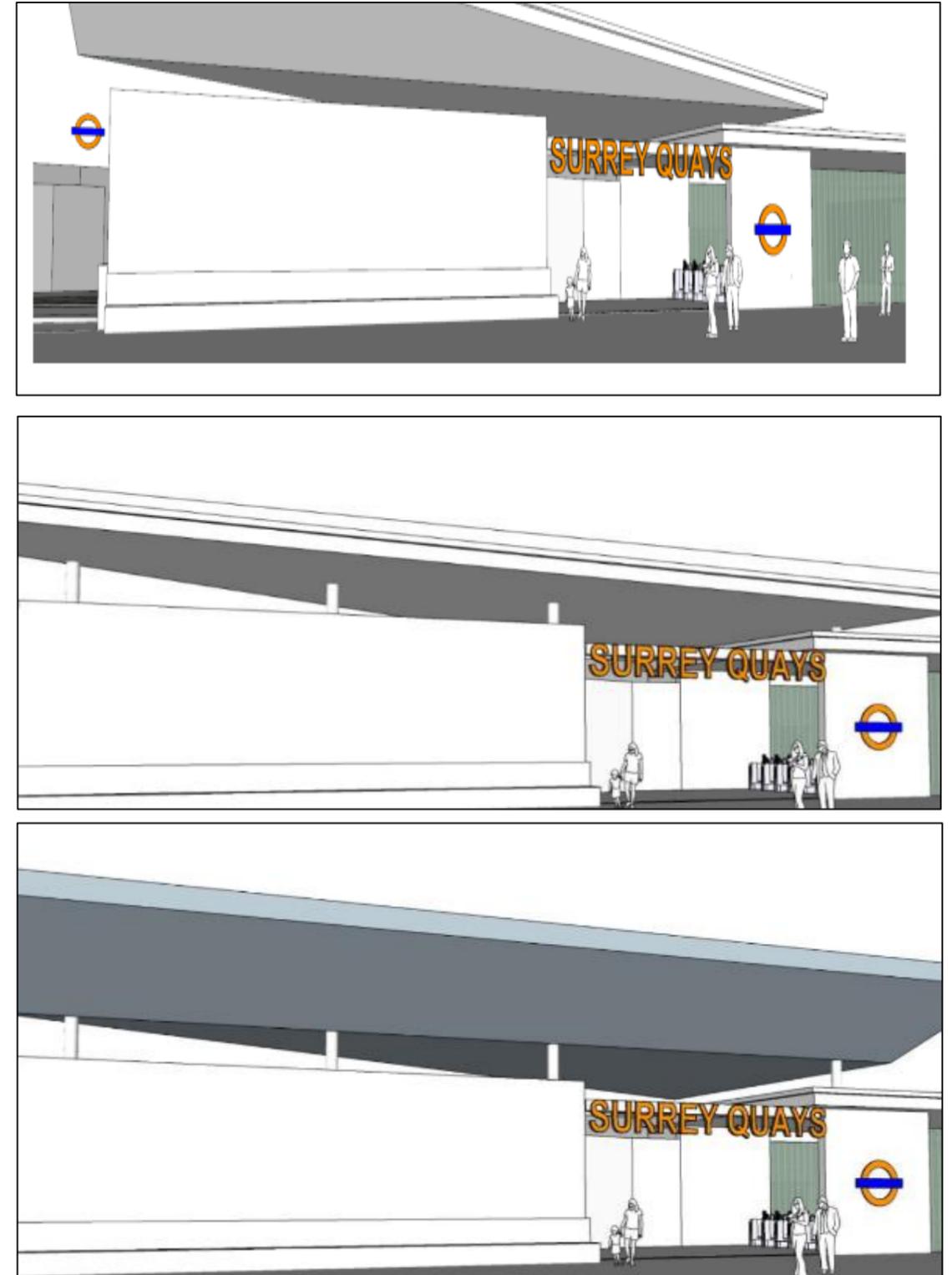


Figure 5-4 - Sketch Options for Canopy (Illustrative Only)

5.6.6 There is potential for the provision of an 'active wall' to be located on the southern end of the new northern station building. This wall could incorporate planting or art installations (see Figure 5-5 for example), referencing the local and historic context of the area. The use and final design of any wall would be subject to feedback from the community as part of the future community engagement (see Section 4) and approval as part of the Prior Approval application.



Figure 5-5 - Example of Active Wall

5.6.7 The outline proposals for this area (see LR23-WSP-PRM-E029_XX-DR-TP-0003 – Proposed Site Plan) illustrates the area for development of the entrance canopy.

5.6.8 Drawing number LR23-WSP-PRM-E029_XX-DR-TP-0004 – Maximum Heights shows a maximum height for the canopy of 12.1m AoD.

Access to the Northern Station Entrance

5.6.9 The new northern station entrance will be accessed via an interim public realm. This will be developed as part of the Canada Water Masterplan (the proposed Surrey Quays Place and Park Walk - Planning Permission: 18/AP/1604).



Figure 5-6 - Proposed Location of Northern Entrance

5.6.10 It will be a major focal point for those needing to access the future masterplan area. The proposed layout of the Surrey Quays Place seeks to guide pedestrian flows from Surrey Quays Station, Lower Road and Hawkstone Road towards Park Walk.

5.6.11 Pedestrians approaching the new northern station entrance from Lower Road will also be able to access the new northern station entrance via a dedicated access route off the existing bridge which carries the highway over the East London Line. Access to the two existing station entrances will remain the same. TfL modelling assumes that 60% of the passenger demand will use the new Northern entrance and 40% will use the existing Southern entrance.

5.6.12 The interim and future public realm to the new northern station entrance will be developed to take account of the level change via a ramped approach (see Figures 5-6 and 5-7 for existing context and proposed future Canada water Masterplan illustrative layout). This area of public realm does not form part of the outline proposals and will be consented via a separate application for planning permission by TfL or by British Land as part of the approval of the Reserved Matters attached to Planning Permission 18/AP/1604.

5.6.13 Ongoing engagement between TfL and British Land is taking place to develop an access and service strategy for this area's development.



Figure 5-7 - Proposed Surrey Quays Place and Park Walk - Canada Water Masterplan

5.7 Additional Back of House Facilities, Lift Shaft and Stairs

5.7.1 Land adjacent to 181 Lower Road, which is currently used as a private car park, is required to enable the development of a structure that will accommodate step-free access, stairs to Platform 1 (northbound line) and additional back-of-house facilities. TfL is negotiating with the landowner to acquire this site.

Design of the Building

5.7.2 The proposed building will form part of the upgraded station, connecting to the proposed new northern element of the station building via a footbridge over the East London Line (the new northern element and footbridge will form part of the Prior Approval Application).

5.7.3 The outline proposals for this area (see LR23-WSP-PRM-E029_XX-DR-TP-0003 – Proposed Site Plan) illustrate the maximum extent of area for the development of this building.

5.7.4 Drawing number LR23-WSP-PRM-E029_XX-DR-TP-0004 – Maximum Heights shows a maximum height for the roof of this building of 12.1m AOD.



Figure 5-8 - Proposed Location of Building Adjacent 181 Lower Road

5.7.5 The proposed building massing and layout at this location will seek to maintain the levels of privacy enjoyed by the residents at 181 Lower Road, with the proposed north-west facing wall being void of windows/entrances.

5.7.6 The maximum extent of the building line and the overall height on its north western side will be guided by a Daylight/Sunlight assessment and engagement feedback, with a suitable separation distance developed.

5.7.7 The maximum building extent along the southern façade, which fronts onto Lower Road, will respect the existing building line along Lower Road to present a singular building form and street rhythm when viewed from the surrounding area.

5.7.8 The design will respect the existing rooflines and ridge heights of the adjacent residential developments to the west along Lower Road. The maximum height of the building shown on drawing number LR23-WSP-PRM-E029_XX-DR-TP-0004 is to allow flexibility for the highest structure proposed as part of the outline proposals (step-free access – lift shafts).

5.7.9 Building setbacks will be incorporated to reduce impacts in terms height and scale for the remainder of the proposed building, reducing any overbearing effects.

5.7.10 There is potential for the provision of an 'active wall' to be located on east facing façade of the new structure fronting onto Lower Road. This wall could incorporate planting or art installations. The use and final design of any wall would be subject to feedback from the community as part of the future community engagement (see Section 4) with further approval as part of the Reserved Matters applications.

- 5.7.11 Potential environmental impacts on the adjacent residential properties at 181 Lower Road will guide the design of this building, including careful consideration of noise, daylight and sunlight, lighting. Ongoing environmental appraisal being embedded in TfL's optioneering and design process.
- 5.7.12 Once the design of the proposed building is finalised, assessments will be submitted to accompany the approval of the Reserved Matters and prior Approval applications (see Section 5.10 for suite of assessments to accompany the future applications).

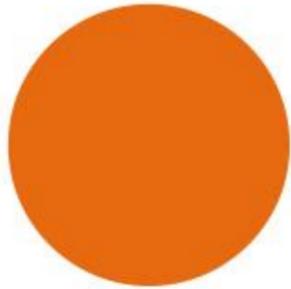
Access

- 5.7.13 The step-free access and stairs to Platform 1 (northbound line) will be accessed from the new northern station element and entrance via a new footbridge. Step free access to Platform 2 (southbound line) will also be provided from the new station building. Consent for the relevant elements of these works will be sought through the application for Prior Approval.

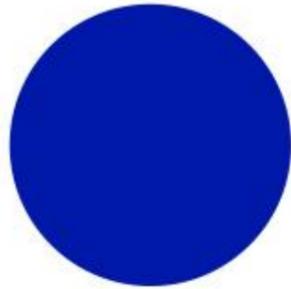
5.8 Materials and Finishes

- 5.8.1 The palette of materials and final finishes will be approved through the Reserved Matters and Prior Approval application and will developed in line with TfL Design Guidance as set out in Section 5.4 of this statement.
- 5.8.2 The design including the materials and finishes of London Overground stations are guided by the London Overground Station Design Idiom. This document divides the London-wide network into a number of smaller categories that reflect the station's geographic location and history. Surrey Quays is identified on the Station Design Type Map as being designed in line with the '2016 Palette'.
- 5.8.3 The Design Idiom includes flashcards that give a brief introduction to the stations belonging to each design type. As well as giving an overview of the existing stations' architecture, each card identifies some of the special features that should either be kept or referenced in a considered, contemporary manner.
- 5.8.4 The flashcards also give recommendations on the colour scheme and materials to use when working at each station belonging to that type. This is to ensure that whenever designers make new interventions, repairs and refurbishments to existing stations, there are consistent threads throughout different parts of the line.
- 5.8.5 The final materials and finishes will be developed in line with the Design Idiom with the example flashcard for the 2016 Palette provided in Figure 5-9.

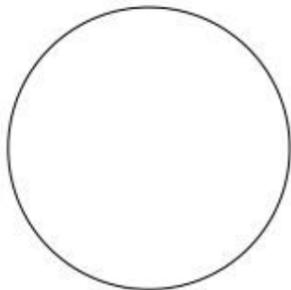
COLOUR



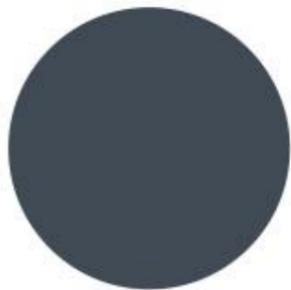
London Overground Orange
NCS-S-0585-Y50R



TfL Blue
NCS-S-3560-R80B



Corporate White
NCS-S 0500-N OR RAL 9003



Graphite Grey
NCS-S-7010-R90B OR RAL 7024

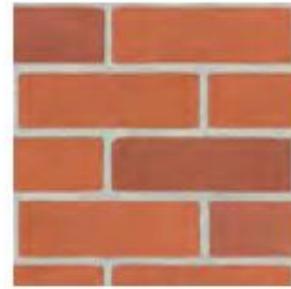


Contrast Colour 1
NCS-S-I 502Y OR RAL 7035

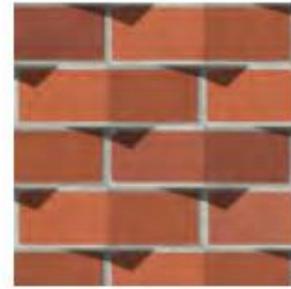


Contrast Colour 2
NCS-S-0505-Y10R

PROPOSED MATERIALITY



Brickwork
To match local architecture



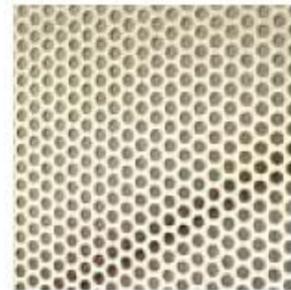
Special brickwork
To match local architecture



Glazed brick / ceramic tile



Back painted glass



Aluminium cladding



Natural stone paving to
compliment local architec-
ture



Natural materials and finishes at street level
(West Hampstead)



Combine paving types and
regular / irregular bonds



Continue external light fit-
tings and furniture through
to interior



Linear aluminium ceiling
maintains visual interest



Ceiling mounted lighting to
be elegant and considered



Roof design referencing art-deco architectural context
Finchley Road and Frognal



Exposed steelwork referencing industrial heritage
Hackney Central

Figure 5-9 - London Overground Design Idiom - Station Design Flashcard - 2016 Palette

5.9 Environmental and Sustainable Design Implications

5.9.1 The assessment of the outline proposals in terms of their compliance with relevant environmental and sustainability policy and guidance is ongoing as part of TfL's required Governance for Railway Investment Projects (GRIP) process.

5.9.2 It is proposed to submit the following information with the future applications for approval of the Reserved Matters and the Prior Approval application (Class A of Part 18 of the GPDO 2015):

- Air Quality – noting the existing stations location on a classified road and within an Air Quality Management Area the requirement for the provision of an Air Quality Assessment will be assessed and agreed with the London Borough of Southwark. This assessment will consider the upgrade works as a whole.
- Biodiversity Survey and Report - the outline proposals are considered unlikely to impact biodiversity noting that no designated or non-designated sites will be impacted. There are no records of protected species or designated Tree Protection Orders in the vicinity of the proposals. A Phase 1 Habitat Survey will be undertaken covering the entire extent of the upgrade works with a Preliminary Ecological Appraisal prepared in line with the Chartered Institute of Ecology and Environmental Management (CIEEM) guidelines⁷. A Tree Survey / Arboricultural Impact Assessment will also be prepared.
- Water and Flood Risk – noting the existing station's location within Flood Zone 3(a) in an area benefiting from flood defences, an assessment of the requirement for a site specific Flood Risk Assessment (FRA) will be agreed with the London Borough of Southwark. It is proposed that a site specific FRA, assessing the entire upgrade works as a single scheme will be prepared to accompany the Prior Approval and Reserved Matters applications. A preliminary FRA has been prepared to accompany this application, setting out the planning policy context related to FRA, potential sources of flooding and the requirement to undertake a site specific FRA (see Appendix 3). This will allow the design of the overall upgrade works to respond to feedback from the London Borough of Southwark and engagement with the Environment Agency and Thames Water on the flood impacts for the upgrade works as a whole. The drainage design for the upgrade works will follow the drainage hierarchy within the London Plan; preferencing design solutions highest up the hierarchy; incorporating Sustainable Urban Drainage Systems (SuDS) into the project where practicable. A SuDS proforma document will consider the upgrade works as a whole.
- Contaminated Land - TfL will undertake a Preliminary Risk Assessment which will develop a 'Conceptual Site Model' for the site identifying potential sources of contamination and potential pathways to sensitive receptors. The findings of this assessment will consider the upgrade works as a whole.

- Sunlight and Daylight – noting the outline proposal for the development of a new building adjacent the properties at 181 Lower Road may potentially impact daylight and/or sunlight at these properties, a Daylight/Sunlight Assessment will be prepared. This will guide the final mass, scale and height of the building to be submitted as part of the Reserved Matters. Potential impacts on the future Canada Water Masterplan will also be considered.
- An assessment of obtrusive light will be undertaken.
- Noise and Vibration - The design of all upgrade works notably any plant or equipment will meet the noise and / or vibration criteria in TfL's Asset Design Guidance (G1323) and the requirements of British Standard 4142 (Methods for rating and assessing industrial and commercial sound). The undertaking of all construction works related to the upgrade works will adhere to Parts 1 and 2 of British Standard 5228 (Noise and vibration control on construction and open sites). Noting that the A200 Lower Road and Rotherhithe Old Road, located adjacent to the Site, are designated as Noise Important Areas and the requirement for the installation of plant and equipment as part of the upgrade works, a Noise Impact Assessment will be prepared.
- Sustainability – The upgrade works are considered to be below the thresholds for applying BREEAM or CEEQUAL. However, TfL is actively seeking the incorporation of sustainable forms of design through the development of a Sustainability Assessment including the production of the following documents:
 1. Carbon and Energy Efficiency Plan that seeks to minimise the project's energy use and therefore, the carbon emissions of buildings and assets. TfL will actively seek to embed energy-efficient and low-carbon principles, contributing towards the creation of a zero-carbon city, consistent with Policy 7 of the Mayor of London's Transport Strategy; and
 2. A Waste Management Plan, which will consider the upgrade works as a whole.

5.10 Sustainable Design as part of the Construction Stage

5.10.1 The implementation of control and management measures to mitigate impacts on the above environmental and sustainability issues as part of the related construction stage of the project will be secured through the development of a draft Code of Construction Practice (CoCP), which TfL's contractor will be required to adhere to. This document will be developed to:

- Agree standard working hours for the construction duration and highlight additional consents requirements, including Section 61 processes;
- Identify any relevant biodiversity receptors and develop measures to mitigate any impacts as far as reasonably practicable;
- Include appropriate screening of works areas through the use of suitable hoardings to reduce noise and visual impacts;

⁷ <https://cieem.net/wp-content/uploads/2019/02/Guidelines-for-Preliminary-Ecological-Appraisal-Jan2018-1.pdf>

- Set out controls in terms of pollution and any remediation of contaminated materials;
- Reduce potential noise disturbance to occupants of existing and future properties. Such measures would include using low-noise machinery and equipment, enclosing and screening machinery, using low-vibratory foundation methods and the use of appropriate hoarding to the required height and density;
- Lighting mitigation during the construction stage; and
- Reduce waste in line with the waste hierarchy.

5.10.2 Demolition and construction traffic is not predicted to result in significant noise increases on local roads and would be managed through the CoCP.

6 Planning History

- 6.1.1 The station, which was built by the East London Railway Company, opened on 7 December 1869.
- 6.1.2 It was completely re-constructed, to designs of London Underground's own architects' department between 1979 and 1983, as part of the programme to upgrade all stations on the East London Line. The overbridge leading to Platform 2 (southbound line) was re-constructed in 1983 in a similar form to the earlier structure.
- 6.1.3 A review of the London Borough of Southwark's online planning register highlighted the following more recent planning history:
- Planning Permission 06/AP/1075 for the installation of emergency doors to provide secondary means of escape from the station (Approved August 2006).
- Planning Reference 08/PA/0027 Prior Approval under Class A Part 18 of the General Permitted Development Order 1995 (as amended) for upgrade to the station frontage on Lower Road (Approved in January 2009).
- 6.1.4 The station was altered and updated as part of the works for the London Overground's inception and it re-opened in 2010. In 2012, Phase 2 of East London line extension to Clapham Junction via Peckham Rye opened to the public.
- 6.1.5 Of particular relevance to the outline proposals is the Canada Water Masterplan area for which a hybrid planning application (outline and full planning permission) for the redevelopment of the existing Surrey Quays shopping centre, located to the north of the site was submitted to the London Borough of Southwark in May 2018 (Planning Reference 18/AP/1604). More details of this application are included in Section 2.6 above.
- 6.1.6 The review of the online portal revealed no relevant planning history for the area of land adjacent 181 Lower Road (the subject of the outline planning application). This area of land is currently a private car park. In relation to the area of land adjacent 181 Lower Road, the neighbouring 3 storey residential development (177 to 181 Lower Road) was granted full planning permission in 1999 (Planning Permission 99/AP/0163).



Figure 6-1 - Surrey Quays station - 1934, 1986, 2007 and Present

7 Planning Policy

7.1 Introduction

7.1.1 This section provides an overview of the national, regional and local planning policies relevant to the determination of this outline planning application. The statutory development plan for the London Borough of Southwark comprises:

- The London Plan 2016,
- The Core Strategy (2011) and
- Saved policies from the Southwark Plan (2007).

7.1.2 The Core Strategy and the saved policies of Southwark Plan will be superseded by New Southwark Plan (2020) once it is finalised and adopted. An analysis of the key policies and the outline proposals compliance with these is provided below.

7.2 National Planning Policy Framework 2019

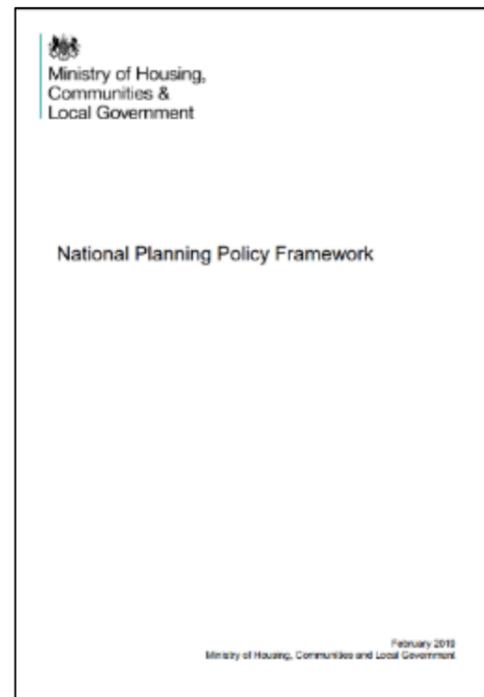
7.2.1 The National Planning Policy Framework (NPPF) published in February 2019 sets out the Government's planning policies for England.

7.2.2 The NPPF seeks to 'build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure' (Paragraph 8).

7.2.3 The NPPF sets out the Government's strategic objective to building a strong, competitive economy. The NPPF states, 'Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development' (Paragraph 80).

7.2.4 The NPPF provides a strong positive framework for major planned infrastructure investments which facilitate growth in designated regeneration areas like the Canada Water Opportunity Area. It promotes schemes that:

- 'enable and support healthy lifestyles' (Paragraph 91);
- enhance 'opportunities to promote walking, cycling and public transport' (Paragraph 102);
- 'give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use', (Paragraph 110); and
- 'optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport



networks; and create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users' (Paragraph 127).

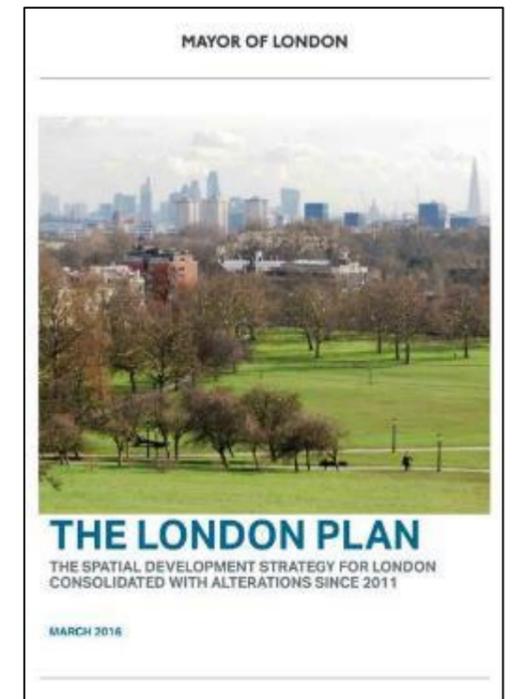
7.2.5 Paragraph 124 of the NPPF states, 'The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities'.

7.3 The London Plan 2016

7.3.1 The London Plan 2016 provides the overall spatial development strategy for London. The Plan recognises the capital's very distinctive strategic needs and seeks to promote sustainable development which can meet the challenges of economic and population growth.

7.3.2 The London Plan policies of relevance to determination of this outline planning application are:

- Policy 2.13 Opportunity areas and intensification areas
- Policy 3.1 Ensuring equal life chances for all
- Policy 3.2 Improving health and addressing health inequalities
- Policy 4.1 Developing London's economy
- Policy 5.1 Climate change mitigation
- Policy 5.3 Sustainable design and construction
- Policy 5.12 Flood risk management
- Policy 5.13 Sustainable drainage
- Policy 5.16 Waste net self-sufficiency
- Policy 5.18 Construction, excavation and demolition waste
- Policy 5.21 Contaminated land
- Policy 6.1 Strategic approach
- Policy 6.2 Providing public transport capacity and safeguarding land for transport
- Policy 6.4 Enhancing London's transport connectivity
- Policy 6.9 Cycling
- Policy 6.10 Walking
- Policy 7.1 Lifetime neighbourhoods
- Policy 7.2 An inclusive environment
- Policy 7.3 Designing out crime
- Policy 7.4 Local character
- Policy 7.5 Public realm
- Policy 7.6 Architecture
- Policy 7.14 Improving air quality
- Policy 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes



7.4 The Canada Water Opportunity Area

7.4.1 The London Plan identifies the Canada Water area as an Opportunity Area. Development proposals within Opportunity Areas should:

- support the strategic policy directions for the relevant Opportunity Area(s) and Intensification Area(s);
- seek to optimise residential and non-residential densities and provide infrastructure to sustain growth;
- contribute towards meeting the minimum guidelines for housing and/or employment capacity;
- realise scope for intensification associated with improvements in public transport accessibility and promote inclusive access including cycling and walking;
- support wider regeneration and integrate development proposals to the surrounding areas especially Areas for Regeneration.

7.5 Local Planning Policy

7.5.1 A review of the Southwark Adopted Policies Map has been undertaken. An extract from that map in relation to the site specific allocations is attached in Appendix 4. In summary the Site is located within:

- Canada Water Action Area (CWAAP)
- Canada Water Major Town Centre Boundary
- Canada Water Strategic Heating Area
- Urban Density Zone
- Flood Zone 3

The Core Strategy 2011

7.5.2 The Core Strategy, adopted in 2011, provides the spatial planning strategy for the borough. The strategic policies in the Core Strategy considered relevant to determination of this outline planning application include:

- Strategic Policy 1 - Sustainable development
- Strategic Policy 2 - Sustainable transport
- Strategic Policy 12 - Design and conservation
- Strategic Policy 13 - High environmental standards
- Strategic Policy 14 - Implementation and delivery

The Southwark Plan 2007 – Saved Policies (April 2013)

7.5.3 In 2013, the council resolved to 'save' all of the policies in the Southwark Plan 2007 unless they had been updated by the Core Strategy 2011. The policies considered relevant to determination of this application are as follows:

- Policy 3.1 - Environmental Effects
- Policy 3.2 - Protection of amenity
- Policy 3.3 - Sustainability assessment
- Policy 3.4 - Energy efficiency
- Policy 3.6 - Air quality
- Policy 3.7 - Waste reduction

- Policy 3.9 - Water
- Policy 3.11 - Efficient use of land
- Policy 3.12 - Quality in design
- Policy 3.13 - Urban design
- Policy 3.14 - Designing out crime
- Policy 3.28 - Biodiversity
- Policy 5.2 - Transport impacts
- Policy 5.3 - Walking and cycling
- Policy 5.4 - Public Transport Improvements

7.6 Supplementary Planning Documents and Guidance

Canada Water Area Action Plan

7.6.1 Canada Water is identified as a growth area and an action area in the Core Strategy. Surrey Quays Station is located within the Canada Water Area Action Plan (AAP) area. The AAP, which was adopted in November 2015, represents the primary policy document for determining planning applications within the Canada Water area.

7.6.2 The Canada Water AAP key diagram (see Figure 7-1) identifies the development of a new town centre and new town centre links, all within the Core Area.

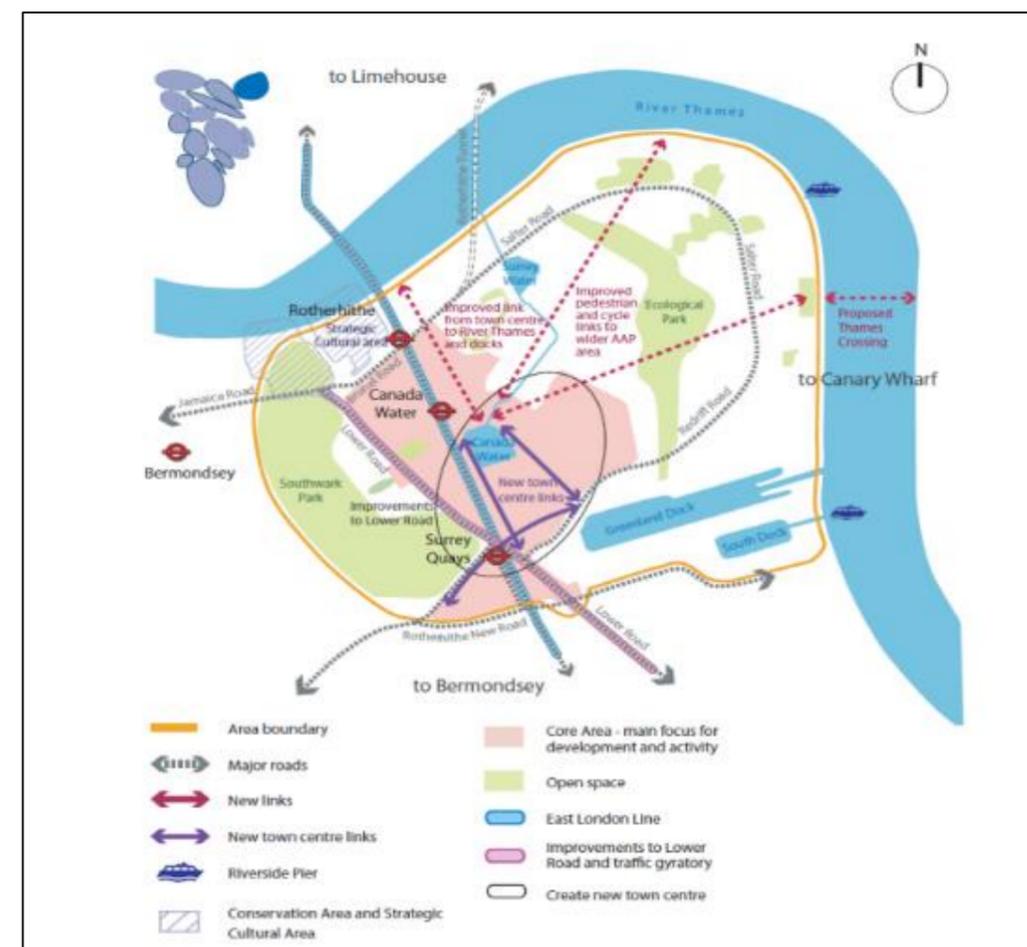


Figure 7-1 - CWAAP Key Diagram

7.6.3 Surrey Quays station is located within the AAP Core Area. The AAP the policies of relevance to determination of this application are:

- Policy 6: Walking and Cycling
- Policy 7: Public Transport
- Policy 14: Streets and public spaces
- Policy 15: Building blocks
- Policy 16: Town centre development
- Policy 17: Building heights in the core area
- Policy 32: Lower Road

7.7 Emerging Planning Policy

7.7.1 In addition to the adopted planning policy and guidance, regard has been given to emerging policy. The most significant emerging policy documents are the draft New London Plan and the draft New Southwark Plan. The council submitted the New Southwark Plan to the Secretary of State on 16 January 2020.

7.7.2 Paragraph 48 of the NPPF states that decision makers may give weight to relevant policies in emerging plans according to:

- the stage of preparation of the emerging plan,
- the extent to which there are unresolved objections to the policy and the degree of consistency with the NPPF.

7.8 Draft New London Plan

7.8.1 The draft new London Plan is at an advanced stage. Policies contained in the intend to publish London Plan published in December 2019, which are not subject to a direction by the Secretary of State, carry significant weight. Paragraph 48 of the NPPF states that decision makers may give weight to relevant policies in emerging plans according to the stage of preparation of the emerging plan, the extent to which there are unresolved objections to the policy and the degree of consistency with the framework.

7.9 New Southwark Plan (2020)

7.9.1 Implementation Policy 2 is considered of relevance stating, *'We will work in partnership with key bodies that include TfL, the GLA and neighbouring boroughs to secure funding and ensure that transport infrastructure supports the needs of residents by prioritising active travel'*.

7.9.2 Policy 48 – Public Transport is of particular relevance. It states development must:

- Demonstrate that the public transport network has sufficient capacity to support any increase in the number of journeys by the users of the development, taking into account the cumulative impact of local existing and permitted development; and
- Improve accessibility to public transport by creating and improving walking and cycling connections to public transport stops or stations; and
- Improve, maintain and enhance public transport services.

7.10 Other Relevant Guidance and Strategies

The Mayor's Transport Strategy 2018

7.10.1 The Mayor's Transport Strategy (MTS) focuses on the need to increase transport accessibility in order to help deliver regeneration priorities. From the MTS the following are of particular relevance:

- Policy 9 Natural and Built Environment and Climate Change Resilience
- Policy 14 Improving public transport accessibility and inclusivity
- Policy 16 Improving rail services and tackling crowding
- Policy 21 Transport and good growth
- Proposal 79 Creating high-density, mixed-use places
- Proposal 82 Opportunity Areas



7.10.2 Policy 9 seeks to ensure that London's transport is resilient to the impacts of severe weather and climate change, so that services can respond effectively to extreme weather events while continuing to operate safely, reliably and with a good level of passenger comfort.

7.10.3 Policy 14 seeks to 'enhance London's streets and public transport network to enable disabled and older people to more easily travel spontaneously and independently, making the transport system navigable and accessible to all and reducing the additional journey time that disabled and older users can experience'.

7.10.4 Policy 16 seeks to 'transform London's rail-based services to provide safer, modern, reliable, integrated, accessible and user friendly services, with improved journey times and an increase in capacity of at least 80 per cent by 2041 to tackle crowding and facilitate mode shift to rail'.

7.10.5 Policy 21 seeks to 'ensure that new homes and jobs in London are delivered in line with the transport principles of Good Growth for current and future Londoners by using transport to:

- Create high-density, mixed-use places, and
- Unlock growth potential in underdeveloped parts of the city'.

7.10.6 Proposal 79 seeks opportunities for densification of development supported by the public transport network, in particular around public transport stations and stops. Investment in improving station environments, interchanges and local walking and cycling networks, including third-party investment in the redevelopment of surrounding lower-density sites, will act as a catalyst to create wider growth'.

7.10.7 Proposal 82 supports growth through transport investment and planning in the Central Activities Zone, in and around town centres, in close proximity to stations and in Opportunity Areas. 'The Mayor expects planning frameworks in these areas to set mode share targets that are significantly more ambitious than elsewhere in London and will require boroughs and other stakeholders to demonstrate how development plans will contribute to mode shift away from car use towards walking, cycling and public transport'.

London Environment Strategy 2018 – Mayor of London

7.10.8 This strategy sets out an ambitious vision for improving London’s environment for the benefit of all Londoners. The strategy sets out objectives in relation to air quality, green infrastructure, climate change mitigation and energy, waste, climate change, noise and the transition to a low carbon circular economy. Of particular relevance to the upgrade works are:

- Policy 4.1.1 Make sure that London and its communities, particularly the most disadvantaged and those in priority locations, are empowered to reduce their exposure to poor air quality;
- Policy 5.1.1 seeks to provide green infrastructure services and benefits that London needs now and in the future;
- Policy 6.14 seeks to ensure that new developments are zero carbon;
- Policy 8.12 seeks to increase the amount of sustainable drainage, prioritising greener systems across London in new development, and also retrofit solutions; and
- Policy 9.1.2 Minimise the adverse impacts of noise from non-road transport.

London Borough of Southwark Sustainable Modes of Travel Strategy 2009-2019

7.10.9 This strategy seeks to encourage and promote sustainable travel to help improve the lives of children and young people in Southwark and make the borough a better place. It states that *‘More sustainable travel patterns will reduce congestion at peak times, improve local air quality, reduce levels of road danger and help make our children and young people healthier and more independent’*.

7.10.10 Of particular note is Objective two, which seeks to *‘Facilitate parents, carers and guardians to establish a safe and appropriate journey to, from and between schools, settings and extended services using sustainable modes of transport’*.

Southwark Movement Plan 2019

7.10.11 The Movement Plan (2019) sets out the council’s approach to improve peoples’ experience of travel to, within and around the borough. It includes missions and actions to ensure that they meet this vision.

7.10.12 Of particular note is Action 19: Make the most of new infrastructure, in which the council state it will use its strategic influence to improve connectivity including building capacity.

8 Assessment

8.1 Key Planning Issues for Consideration

8.1.1 The key planning issues relevant to the determination of this application for outline planning permission are the:

- Principle of the development in terms of the change of use of the land and the outline proposals;
- Promotion of public transport and other sustainable forms of transport;
- Achieving high quality design;
- Impact of the outline proposals on the surrounding area in terms of scale, height and layout;
- Integration of the outline proposals and the overall upgrade works with existing communities and the future Canada Water Masterplan; and
- Environmental and sustainability implications of the proposals.

8.1.2 Each of the above issues is addressed in turn in the context of the key planning policies and guidance relevant to the determination of the application.

8.2 Principle of the Development in terms of the Change of Use of the Land and the Outline Proposals

8.2.1 The outline proposals will facilitate the much-needed upgrade of Surrey Quays station. This long-established station is ideally located to support the existing communities of the London Borough of Southwark and the future development of the Canada Water Masterplan.

8.2.2 This important public transport hub, which serves Southwark and provides connections to the wider London area, currently suffers from congestion and demand is set to increase with development of the Canada Water Masterplan. The need to increase capacity and improve accessibility of the station is compelling.

8.2.3 The proposals will improve access to sustainable public transport infrastructure, allowing greater access to economic and social opportunities such as jobs, retail, leisure and housing in the existing communities surrounding Surrey Quays station. This accords with Strategic Policy 1 (Sustainable Development) of the Core Strategy, which seeks to create employment and link local people to jobs (Strategic Objective 1A), create a vibrant economy (Strategic Objective 2D) and the promotion of development in growth areas such as the designated Opportunity Area (London Plan 2016) at Canada Water (Strategic Objective 5A).

8.2.4 In accordance with Strategic Targets Policy 2 (Improving Places), Strategic Objectives 5A and Strategic Policy 3 (Shopping, Leisure and Entertainment) of the Core Strategy, the upgrade proposals will enable the economic and social potential of the Canada Water Masterplan to be optimised. The station will play a key role in sustaining an appropriate amount and mix of development in the Masterplan, which it is anticipated will generate some 20,000 new jobs, as well as supporting local facilities and transport networks consistent with Paragraph 127 of the NPPF.

8.2.5 By contributing to the successful redevelopment of this designated Opportunity Area (London Plan 2016) and providing enhanced access to public transport, the station upgrade will contribute to delivery of Core Strategy Strategic Objective 5A to 'improve places, prioritising development' in growth areas. This strongly reflects the NPPF's strategic objective to build a strong, competitive

economy. NPPF emphasises that 'Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development'.

8.2.6 The outline proposals, which will address the existing congestion at the station and increase capacity, are entirely consistent with London Plan Policy 6.2 (Providing Public Transport Capacity), which seeks to 'increase the capacity of public transport in London over the Plan period' and 'improve the integration, reliability, quality, accessibility, frequency, attractiveness and environmental performance of the public transport system'.

8.2.7 Increasing the capacity of the station supports the London Borough of Southwark's strategic objectives to 'improve our places' by maximising the use of public transport and minimising car use. This is consistent with Core Strategy Policy 2 - Sustainable Transport, Saved Policy 5.4 of the Southwark Plan (Public Transport Improvements) and Policy 7 (Public Transport) of the Canada Water Area Action Plan.

8.2.8 The existing station is tightly constrained by surrounding land uses and infrastructure. It is therefore necessary for TfL to acquire a small area of land adjacent to 181 Lower Road, to enable a modest extension of the station, which will accommodate step-free access, stairs and essential back-of-house facilities. The proposed change of use of this small site, which is currently used as a private car park, is critical to creating safe step-free access to station platforms. The loss of a small number of private parking spaces does not present a significant risk to the local road network and is considered to be outweighed by the wider public benefits of increasing the capacity and accessibility of the station. Those benefits accord with planning policies that support sustainable development and the promotion of public transport.

8.2.9 The installation of a canopy at the new northern entrance of the station will contribute to the public transport capacity at and successful development of the Canada Water Masterplan.

8.2.10 The principle of the outline proposals is considered to fully accord with relevant adopted and emerging planning policy.

8.3 Promotion of Public Transport and Other Sustainable Forms of Transport

8.3.1 The upgrade scheme will address the existing congestion at the station and increase its capacity to meet future needs associated with the development of the Canada Water Masterplan. TfL's proposals are consistent with the NPPF, which seek to promote the use of and facilitate access to high quality public transport (Paragraph 110).

8.3.2 The proposed northern entrance will facilitate enhanced access for existing communities and the future Canada Water Masterplan area, in terms of pedestrians, cyclists and users of other modes of public transport. The provision of step-free access as part of the upgrade works will significantly enhance access for all users. The final designs, to be submitted as part of the approval of the Reserved Matters, will be guided by the Design standards for accessible railway stations: a code of practice by the Department for Transport and the Diversity Impact Assessment. The outline proposals are therefore consistent with Policy 7.2 of the London Plan, which requires development to 'Provide an accessible and inclusive environment'.

8.3.3 The station upgrade works will offer opportunities for enhanced integration of sustainable transport modes such as walking and cycling. Additional cycling provision is proposed to be provided to the north of the existing station building to enhance cycle facilities at the station (detail and location will form part of future permissions). TfL's Cycleway 4 is proposed to run to

the north of the existing station building on Lower Road. This route will create a continuous segregated cycle route between Tower Bridge and Greenwich and improve pedestrian facilities and public spaces. The enhanced passenger capacity facilitated by the upgrade will allow opportunities for cyclists and pedestrians to access the wider London transport network from the upgraded station, enabling and supporting healthy lifestyles in accordance with Paragraph 91 of the NPPF, Policy 7.2 of the London Plan (Provide an accessible and inclusive environment), Strategic Objective 1C of the Core Strategy (Be healthy and active), Saved Policy 5.3 of the Southwark Plan 2007 (Walking and cycling) and Policy 6 (Walking and Cycling) of the Canada Water Area Action Plan.

8.3.4 The proposals will improve public transport in the borough in accordance Saved Policy 5.4 of the Southwark Plan, which seeks to increase the quantity of sustainable transport options and Public Transport) of the Canada Water Area Action Plan.

8.3.5 Therefore, it is considered that the proposals, which will promote the development of public transport and other forms of sustainable transport, fully accord with relevant adopted and emerging planning policy.

8.4 Achieving High Quality Design

8.4.1 TfL's proposed Design Principles, which are set out in Section 5.5 of this statement, seek to 'incorporate the highest quality design in its public realm and architecture'. The outline proposals will add to the overall quality of the existing area through enhanced sustainable transport provision and improved accessibility for all users from both the existing and future communities in the area, this is consistent with Paragraph 127 of the NPPF. The importance of place making and integration with the existing community as well as the future Canada Water Masterplan are key drivers of the Design Principles. These principles, which will guide the upgrade works at the station, accord with Policies 7.5 and 7.6 of the London Plan.

8.4.2 TfL is committed to working with its stakeholders and recognises the importance of engagement in helping achieve high quality design. The proposals, which are currently outline, will be subject to community engagement and further stakeholder engagement (British Land, Arriva Rail London and the London Borough of Southwark (see Section 4). Feedback from engagement will be used to guide the development of the final designs and inform the preparation of the subsequent applications for approval of Reserved Matters and the Prior Approval applications.

8.4.3 Inclusive access is a key aspect of high design. The outline proposals support the upgrade of the station by enhancing accessibility to more people through the provision of new step-free access to both platforms in accordance with TfL's Equality Objectives (see Section 4.4). A Diversity Impact Assessment will be prepared for the overall upgrade works. This will guide the design of the development in accordance with Policy 7.2 (An inclusive environment) of the London Plan 2016.

8.4.4 The designs submitted as part of the approval of the Reserved Matters will also be guided by the Office of the Deputy Prime Minister Safer Places – The Planning System and Crime Prevention (2004) guidance. This will ensure consistency with Policy 7.3 of the London Plan, which requires developments to 'Be safe and secure and will design out crime' and Saved Policy 3.14 (Designing Out Crime) of the Southwark Plan 2007. The overall upgrade works will seek to incorporate this guidance to ensure that travel through the station is safer and fewer young people, women and people from BAME communities are deterred from travelling because of safety concerns in accordance with TfL's Equality Objectives (see Section 4.4).

8.4.5 The provision of active walls as part of the wider upgrade works offers the potential to reference the historical and cultural heritage of both the station and the wider area, consistent with Policy 7.4 of the London Plan, which requires development to 'Have regard to the area's local character'. The use and final design of any active wall would be subject to feedback from the community as part of the planned community engagement (see Section 4) and further approval as part of the Reserved Matters and Prior Approval applications.

8.4.6 The final materials and finishes are Reserved Matters, these will be designed in line with the guidance set out in Section 5.4 of this statement.

8.5 The Impact of the Outline Proposals on the Surrounding Area in terms of Scale, Height and Layout

8.5.1 The proposed canopy will not result in adverse impacts on the surrounding area in terms of scale, height and layout as the site is currently a retail car park. Future interim uses related to the Canada Water Masterplan for the access to the northern station entrance are being consulted on with British Land and will form part of a separate planning application.

8.5.2 TfL will work with British Land to agree the design and final layout of the northern entrance building and canopy, notably in relation to development in close proximity to buildings within Zone B of the masterplan. Future details on maintaining routes, servicing and access needs, fire spread, cycle parking and wayfinding will be agreed with British Land and the London Borough of Southwark and secured through the Reserved Matters and Prior Approval applications.

8.5.3 The proposed building massing and layout of the proposed building adjacent 181 Lower Road will seek to maintain the levels of privacy enjoyed by the adjacent residents with the proposed west facing wall being void of windows/entrances.

8.5.4 The maximum extent of the building line and the overall height on its western side will be guided by a Daylight/Sunlight assessment and engagement feedback. A suitable separation distance between the existing and proposed building will be developed following engagement with the adjacent residents and the London Borough of Southwark and will be submitted as part of the Reserved Matters application.

8.5.5 The outline proposals will respect the existing roofline and ridge heights of the adjacent residential developments to the west along Lower Road, with building setbacks incorporated to reduce impacts in terms height and scale for the remainder of the proposed building reducing any overbearing effects in accordance with Policy 17 (Building Heights in the Core Area) of the Canada Water Masterplan.

8.5.6 The maximum building extent along the southern façade which fronts onto Lower Road will respect the existing building line along Lower Road to present a singular building form and street rhythm when viewed from the surrounding area.

8.5.7 Careful consideration of potential environmental impacts on adjacent residential properties at 181 Lower Road will guide the design of this structure including noise, daylight and sunlight, obtrusive lighting. In accordance with Policy 7.6 Architecture of the London Plan 2016 and Saved Policies 3.1 (Environmental Effects), 3.2 (Protection of Amenity) and 3.12 (Quality in design) of the Southwark Plan, ongoing environmental appraisal being embedded in the optioneering and design process.

8.6 Integration with the Existing Communities and the Future Canada Water Master Plan

- 8.6.1 Surrey Quays Station is located in the core area of the Canada Water Area Action Plan (AAP). The core area will include a range of town centre uses and excellent public transport accessibility.
- 8.6.2 There are number of development sites within the core area and wider AAP area which are at different stages of maturity. The proposed Canada Water Masterplan development represents the largest development and accounts for 93% of the forecast new jobs and 59% of the forecast new homes in the area.
- 8.6.3 The Canada Water Masterplan (Planning Permission 18/AP/1604) includes a dedicated zone for the new northern station entrance to Surrey Quays Station. This is within British Land's demise on the south-west side of the proposed Surrey Quays Place, in what is referred to as Zone N.
- 8.6.4 The proposed station entrance canopy is a key design feature, which will contribute to the station being a visible high-quality gateway and landmark facing onto the proposed Surrey Quays Place and Park Walk area of the Canada Water Masterplan. Its' visibility will also enhance access to and the capacity of sustainable transport in the area.
- 8.6.5 An important desire line of the Canada Water Masterplan and the AAP extends the axis of the existing communities along Hawkstone Road at the southern edge of Southwark Park (to the west of the existing station) through the Masterplan area to the Russia Dock Woodland. This route forms the main pedestrianised spine running across the southern half of the Canada Water Masterplan and will provide new permeable access for the existing communities to the future Town Square and Park. The desire lines between the existing areas along the southern and south-eastern areas of Lower Road and Redriff/Salter Road and Canada Water Station would be provided as part of the Canada Water Masterplan as a series of spaces and links extending across the S-shaped curve of Surrey Quays Road and links the Masterplan to the Canada Water Dock. These will form the main pedestrianised routes connecting the Canada Water Station to the existing residential neighbourhoods beyond the Printworks and Salter Road. The new northern station entrance will form a key feature along these desire lines and support the New Town Centre Links, as shown on the Key Diagram from the Canada Water AAP.
- 8.6.6 The provision of active walls as part of the upgrade works offers the potential to reference the historical and cultural heritage of both the station and the wider area, consistent with Policy 7.4 of the London Plan. This will make a positive contribution to the street scene on the road frontage on the south side of the station.
- 8.6.7 The application supports the policies of the Canada Water AAP in delivering a permeable site facilitating walking and cycling (Policy 6: Walking and Cycling); investment in the public transport system (Policy 7: Public Transport) and the provision of an additional entrance to Surrey Quays Station (Policy 14: Streets and public spaces, Policy 15: Building blocks and Policy 16: Town centre development).

8.7 Environmental and Sustainability Implications of the Proposals

- 8.7.1 Section 2.5 of this statement sets out the environmental constraints of the existing station and surrounding area. In summary:
- There are no designated/non-designated sites, protected species are located in close proximity;
 - The existing station is not located within an Archaeological Priority Zone or Conservation Area with the nearest listed building approximately 150m to the west. Southwark Park, a Grade II

listed Park and Garden is located approximately 50m to the west on the western side of Lower Road;

- The existing station is located within an Air Quality Management Area;
- It is located within Flood Zone 3;
- The A200 Lower Road and Rotherhithe Old Road, located adjacent to the existing station, are designated as Noise Important Areas.

8.7.2 Section 5.9 of this statement provide details of the environmental assessments to be undertaken and how they will inform the detailed proposals to be submitted as part of the Reserved Matters and the Prior Approval applications.

8.7.3 These assessments are being carried out in the context of the policies and objectives of national, London and local planning policy. The assessments will inform the detailed design and preparation of the Code of Construction Practice, enabling potential adverse impacts on the environment to be avoided and minimised, in accordance with London Plan Policies 5.3 (Sustainable design and construction), 7.14 (Improving air quality), 7.15 (Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes) and the saved policies of the Southwark Plan 2007 (Policy 3.1 - Environmental Effects, Policy 3.6 - Air quality, Policy 3.9 – Water Policy and Policy 3.28 – Biodiversity).

8.7.4 Section 5.10 of this statement also sets out the sustainable design implications of the proposals and wider upgrade works and how the proposals are being developed in accordance with Saved Policy 3.3 - Sustainability assessment of the Southwark Plan.

8.7.5 As part of the sustainable design of the upgrade works TfL is developing a Carbon and Energy Efficiency Plan. In accordance with Saved Policy 3.4 (Energy Efficiency) of the Southwark Plan, this will aim to minimise energy use and therefore, the carbon emissions of buildings and assets. TfL is actively seeking to embed energy-efficient and low-carbon principles as part of its design process. This will contribute towards the creation of a zero-carbon city, consistent with Policy 7 of the Mayor of London's Transport Strategy.

8.7.6 A Waste Management Plan, which will consider the upgrade works as a whole in accordance with Policy 5.16 (Waste net self-sufficiency) of the London Plan and Saved Policy 3.7 (Waste reduction) of the Southwark Plan

8.7.7 The implementation of control and management measures to mitigate potential environmental impacts will be secured through the development of a draft CoCP, to which TfL's contractor will be required to adhere. This documents will accompany the Reserved Matters and the Prior Approval applications.

9 Conclusion

- 9.1.1 The outline proposals form part of a scheme to upgrade Surrey Quays Station. The need to provide access for all to public transport, increase passenger capacity and improve the passenger experience at this station, is compelling. The principle of upgrading public transport facilities is supported by planning policy at all levels.
- 9.1.2 In accordance with Section 38 of the Planning and Compulsory Purchase Act 2004, this application should be determined in accordance with the Development Plan unless material considerations indicate otherwise. The proposals have been assessed against the requirements of national policy, the statutory and emerging development plan. The principle of the development is considered to be acceptable.
- 9.1.3 The proposals represent a well-considered development, which responds positively to the relevant planning policy context. The proposed change of use of a small area of land is essential to facilitate safe and step-free access to platforms
- 9.1.4 The upgraded station will support development of the Canada Water Masterplan and realisation of its potential economic and social benefits. The proposed canopy at the new northern entrance to the station will create a modern attractive addition to the new public realm in the Masterplan. Importantly it will also clearly signpost the station entrance.
- 9.1.5 The outline designs for the upgraded station, which include proposals for active walls, cycle parking provision and public realm enhancements are considered to respond positively to the existing community and the new Masterplan development area.
- 9.1.6 The proposals to prepare and implement a comprehensive Code of Construction Practice will minimise potential impacts on the community during construction.
- 9.1.7 TfL is committed to engaging with the local community and other key stakeholders to develop the detailed designs and construction management plans. These documents will form part of the subsequent applications to be submitted to the London Borough of Southwark for approval of Reserved Matters and Prior Approval.



APPENDIX 1

Development Charter Engagement Approach

MAYOR OF LONDON



Approach to Engagement

TfL's Approach to Engagement

TfL recognises the important role that the community plays in shaping their local built environment and supporting infrastructure. TfL believes it is vital that the community and other stakeholders are closely involved in the upgrade works at Surrey Quays station. This will help TfL identify key issues of concern, enabling them to be addressed and the proposals to be improved as they are developed into detailed designs. TfL's engagement proposals will facilitate the existing and future communities of the London Borough of Southwark being part of the planning decision process, in accordance with the Development Charter Engagement process.

The proposals, which are the subject of this application, seek to agree the principle of the development. Following determination of this outline planning application, TfL intends to submit an application to the London Borough of Southwark for Prior Approval for the works that benefit from permitted development rights under Part 18 of the GPDO 2015, in tandem with an application for approval of the Reserved Matters related to the outline planning application. This will allow the design of the upgrade works to respond to feedback from the London Borough of Southwark as well as a community engagement that will be undertaken in 2021.

As part of design development and the preparation of the draft Prior Approval and Reserved Matters applications TfL intends to engage the local community and wider borough in line with the London Borough of Southwark's Development Consultation Charter.

Consultation and Engagement Undertaken to Date

As part of the Canada Water Masterplan (Planning Permission 18/AP/1604), British Land's pre-application consultation (undertaken 2014 to 2018) included the development of a new second entrance to Surrey Quays station, in line with the proposals that are the subject of this application. This included the development of improved links, to the new entrance taking account of level changes required to create a seamless link to Lower Road/Redriff Road and the masterplan area. The outcomes of this substantial consultation process are reported in the Canada Water Masterplan Statement of Community Involvement, which accompanied Planning Application Reference 18/AP/1604.

Throughout the pre-application consultation process for the Canada Water Masterplan, TfL has been an active stakeholder, engaged through regular stakeholder meetings with British Land, feeding into the proposals to:

- Facilitate integration of the upgrade works with the Canada Water Masterplan, notably links to Lower Road through to the proposed Surrey Quays Place and Park Walk elements of the masterplan;
- Agree the approach to land requirements, ensuring efficient use of land, the approach to interim uses of land around the station upgrade works and passive provision for future works; and
- The development of a high quality design for the new northern entrance and associated access.

TfL has engaged the station operator, Arriva Rail London, through workshops and regular project update meetings/presentations about their operational requirements for the upgrade works and to keep them informed of the programme for these works.

TfL has also undertaken engagement with the London Borough of Southwark in relation the Lower Road Two-Way Streets and Cycleway 4 consultation in 2020, with respect to the surrounding road layout.

The proposals for the upgrade works were presented to the Independent Disability Assessment Group meeting on September 18th 2019 to seek views from representatives of the key disability groups.

TfL also presented the overall upgrade works to London Borough of Southwark Cabinet Member for Climate Emergency, Planning and Transport, Councillor Johnson Situ in December 2020.

Engagement is ongoing with the affected landowner at the site adjacent to 181 Lower Road. The current Compulsory Purchase Order process is available at <http://tfl.gov.uk/surrey-quays-upgrade>.

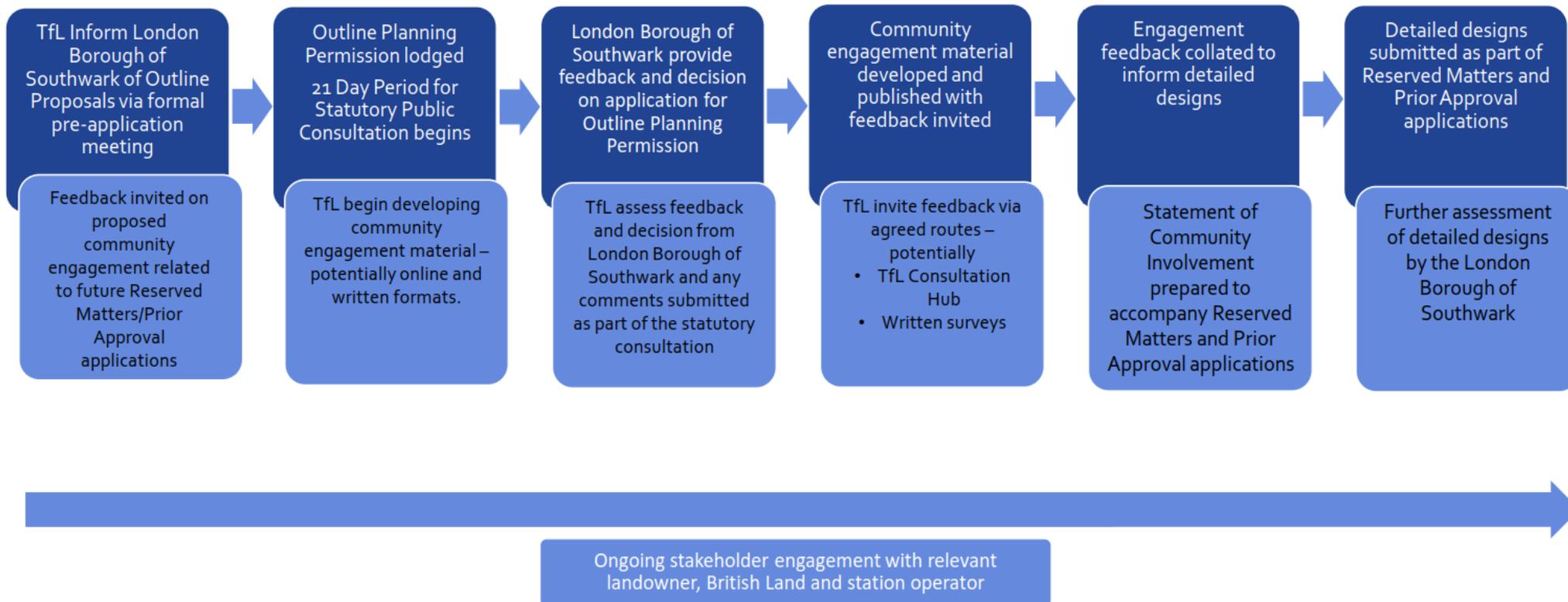
Proposed Community Engagement Road Map

TfL propose to undertake community engagement to inform the development of the detailed design, which will be the subject of its subsequent applications for approval of the Reserved Matters and Prior Approval under Part 18 of the GPDO 2015.

The approach to community engagement relating to the Prior Approval and Reserved Matters applications has been discussed as part of the formal pre-application meeting with the assigned Case officer (Michael Glasgow), from the London Borough of Southwark (15 December 2020). A programme for the future community engagement was discussed taking into account the decision timelines for the outline planning application. In summary the below road map for community engagement is proposed:

1. Agree approach and programme for future community engagement as part of pre-application meeting with the London Borough of Southwark – pre-application meeting 15 December 2020;
2. Letter drop – informing the community of the outline planning application and proposed future community engagement and how this will influence the Reserved Matters and Prior Approval applications – December 2020;
3. Following submission of the outline planning application, the London Borough of Southwark will undertake a 21 day statutory public consultation. Feedback from this statutory consultation will be considered and used to develop the approach to community engagement – timeline to be confirmed following submission of outline application;
4. Having reviewed the above feedback, TfL will develop suitable community engagement/ Consultation material with agreement sought from the London Borough of Southwark. Noting the ongoing Coronavirus Restrictions, it is proposed that all engagement materials will be made available online or undertaken via written methods. Local events may be organised subject to government restrictions - timeline to be confirmed following submission of outline application;
5. Engagement and/or Consultation material will be made available to the community and feedback invited. The opening of the community engagement period will be advertised through further letter drops in the surrounding communities. To allow community members with limited access to online formats to take part in the engagement, hardcopies will be made available on request.
6. TfL will also engage with its existing stakeholders (community and local business groups, British Land, affected landowners and rail stakeholders) to raise awareness of the community engagement- timeline to be confirmed following submission of outline application;
7. TfL will continue engagement with the London Borough of Southwark through regular updates to its Cabinet members and relevant Ward Councillors;

8. TfL will analyse all feedback received, which will be fed into the development of the detailed designs to be submitted as part of the Reserved Matters and Prior Approval applications - timeline to be confirmed following submission of outline application; and
9. A Statement of Community Involvement will be prepared to accompany the Reserved Matters and Prior Approval applications. The figure overleaf outlines a Road Map for this approach.





APPENDIX 2

Equality Impact Assessment

MAYOR OF LONDON



N.B: the completed form should be emailed to the [Diversity and Inclusion team](#)

Project	London Overground Station Capacity Improvement Programme (LOSCIP) – Surrey Quays Station Enhancement LR23-TFL-ZZZ-E029-ASM-ZZ-0001
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Document History	Version	Date	Summary of changes
	0.1	17/06/2019	First Draft
	0.2	28/08/2019	Second Draft following review by representative of the EQiA Superusers Group
	0.3	30/10/2020	Third draft following start of Approval In Principle Concept Design
	0.4	05/11/2020	Changes incorporated following review by TfL Diversity and Inclusion Team



Step 1: Clarifying Aims

Q1. Outline the aims/objectives/scope of this piece of work

Strategic Context:

The London Mayor's Transport Strategy (MTS) covers various aspects of transport issues which will be addressed under his tenure. The MTS covers various key elements of policy such as improving rail services, (p83, Policy 16), improving public transport accessibility and inclusivity (p72, Policy 14), and unlocking new homes across London (p102, Policy 21).

As the population of London grows, it is inevitable that commuters will become increasingly reliant on the rail network, more so than any other city in the UK. It is therefore essential that overcrowding issues are dealt with. The Mayor has developed a policy which seeks to "transform London's rail-based services to provide safer, modern, reliable, integrated, accessible and user friendly services, with improved journey times and an increase in capacity of at least 80 per cent by 2041 to tackle crowding and facilitate mode shift to rail".

As the demand and use of transport, especially on the rail network, grows, it is imperative that all users are considered to ensure that issues concerning accessibility and inclusivity are also tackled. The Mayor seeks to deliver a better whole journey experience for all Londoners, including those with disabilities and the growing number of older people. Policy 14 further addresses the need to provide "accessible to all" so everyone can travel independently. Currently 45% of disabled Londoners find planning and making trips by public transport stressful, one of the main reasons being having very few alternative options if the chosen service is delayed.

As London grows the demand for housing will also increase. It is estimated that 65,000 homes will be required to be built before 2041. The MTS seeks to "ensure that new homes and jobs in London are delivered in line with the transport principles of good growth for the current and future Londoner" of which two of these principles are inclusive, accessible design and good access to public transport.

Problem Statement:

Surrey Quays station sits within the Canada Water Opportunity Area (OA). The draft London Plan policy expects the OA to deliver over 20,000 new jobs, 5,000 new homes and a vibrant new high street, although on the basis of schemes approved or in the pipeline the actual amount of development is likely to exceed this capacity.

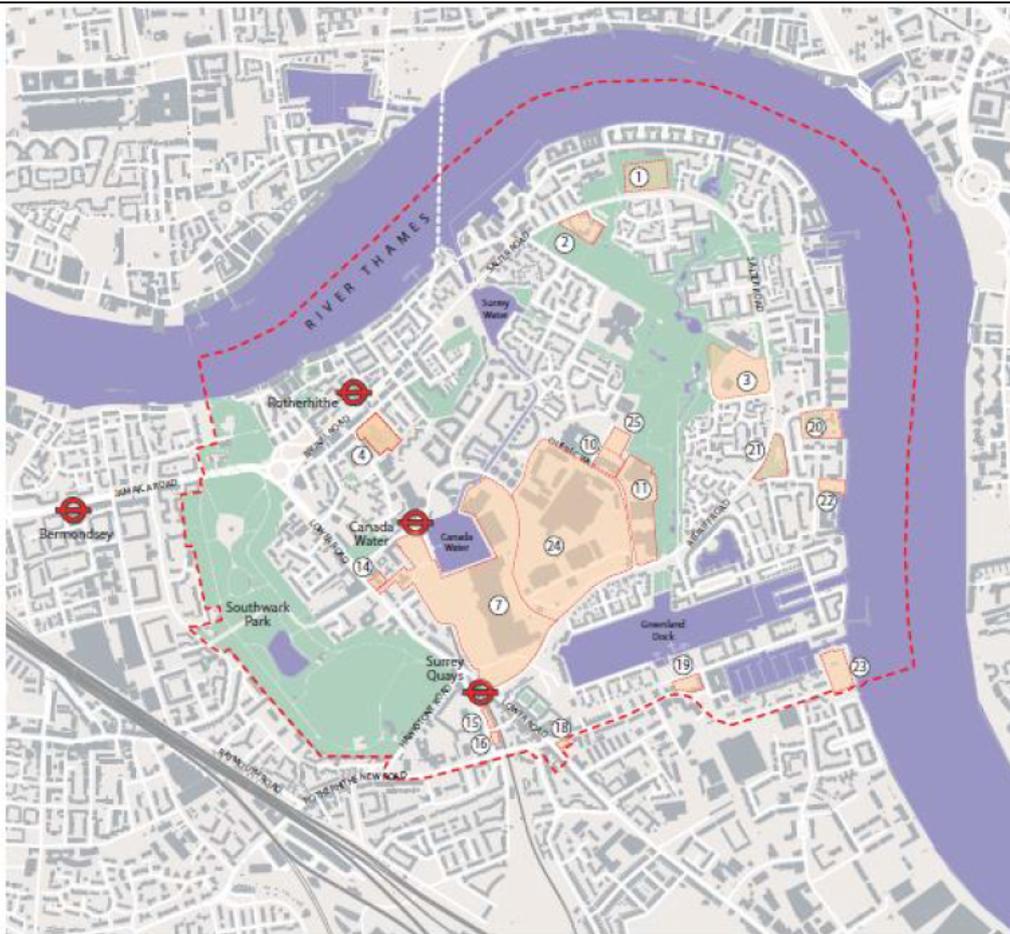


Figure 1: Location of Canada Water Opportunity Area

The OA is in a prime location for re-development. Served by Cycleway 4, Canada Water has the potential to be an exemplar for the Healthy Streets Approach. There are several development sites within the OA which are at different stages of maturity. However, the proposed British Land (BL) Masterplan development represents the largest development and accounts for almost all the new jobs and 60 % of new homes identified in the draft London Plan. Consequently, it is expected to have the biggest impact on existing transport infrastructure and services within the OA.

Canada Water and Surrey Quays stations are the main points of access to the London Underground and London Overground networks for the OA. Surrey Quays station already suffers from congestion caused by the sub-standard width of the north bound staircase in the morning peak. Similarly, on the south bound platform crowding is experienced particularly in the PM peak due to the narrow platform width. The station is not currently step free, and the delivery of passenger lifts is deemed too costly and complex within the footprint of the existing station layout.

Work by TfL City Planning to determine the impact the proposed developments (alongside background growth) within the OA has been undertaken. The main conclusion of the assessment was that Surrey Quays station, in its existing configuration, will become increasingly congested as passenger numbers increase due to background growth, development in the area and the attraction of the Elizabeth Line to which the London Overground East London Line provides a direct link. By the mid 2020's there is expected to be a significant risk of frequent station closures despite crowd management procedures being put in place by station staff to ensure that passengers using the station can remain safe. Without improvement, Surrey Quays station will not be able to meet the demands of disabled people and others with reduced mobility such as those with buggies or carrying heavy/bulky items.

At the time of writing with the onset of Covid-19 demand for public transport has declined significantly. On

the East London Line weekday demand is currently running at approximately 50% of the level prior to the Lockdown that started in March 2020. TfL have a planning assumption that by Spring 2022 travel demand for London Overground will return to circa. 75% of the level pre-Covid-19. In addition, TfL have developed a range of future planning scenarios for 2030 featuring different levels of passenger demand on our rail networks, depending upon changes to travel habits and the health of the wider economy. In comparison to 2016 these generate changes in demand from -23% to +55% (the assumption pre-Covid-19 was that demand would grow by an overall 23% by 2030). Whilst these scenario-based forecasts are generic for our rail modes, at Surrey Quays the high level of property development planned in the station catchment area results in forecast future growth in passenger demand of 240% by 2041. Nearly all of this would be achieved in the early 2030s as the property developments planned in the Canada Water area are completed. Given that the level of demand growth forecast at Surrey Quays is an order of magnitude higher than the worst-case travel demand effects of Covid-19, the requirement for Surrey Quays Station Upgrade remains unchanged given the constraints of the existing station layout. Surrey Quays Station Upgrade forms a constituent part of the East London line Upgrade additionally providing for a new station at Surrey Canal Road and an increase in train frequency from 16 trains per hour (tph) to 20tph in the core section of the route between Surrey Quays and Dalston Junction. The scheme is funded from the Ministry of Homes, Communities and Local Government (MHCLG) Housing Infrastructure Fund. The overall scheme is projected to unlock the delivery of over 14,000 homes in LB Southwark and LB Lewisham.

Business Objectives and Outcomes:

Business Objectives:

The Strategic Aims/ Key Business objectives for this project are as follows (also included in the Pathway Initial Proposition Document for the project.

Area	Strategic Aim/Key Business Objective	Link to Mayors Transport Strategy
Transport	Provide sufficient capacity to accommodate existing and future forecasted demand within the Canada Water Opportunity Area up to 2041.	Aligns to MTS Proposal 71 and 82
Transport	Provide step free Access to support a more accessible and inclusive transport network.	Aligns to MTS Proposal 55
Transport	Improve the accessibility of the Canada Water Masterplan development site by providing a new entrance on the north side of Lower Road.	Aligns to MTS Proposal 82
Transport	Promote Healthy Streets principles within the Canada Water Opportunity Area.	Aligns to MTS Proposal 50 and Policy 2
Transport	Promote use of the public transport network through providing a high-quality passenger experience of Surrey Quays station, the London Overground network and interchange with other public transport modes.	Aligns to MTS Policy 10 and 13
Constructability and Operability	Improves (or at least not degrades) London Overground's ability to operate and maintain its infrastructure and train service.	N/A
Development	Enhances the development and regeneration benefits that the Canada Water Masterplan will bring to the Canada Water Opportunity Area.	Aligns to MTS Policy 21
Development	Unlocks the delivery of new homes forecasted within Canada Water Opportunity Area.	Aligns to MTS Policy 21
Commercial	Deliver improvements at Surrey Quays Station which are value for money and meet funding requirements.	N/A



Objectives Area	Main benefits by stakeholder group
Transport	<ul style="list-style-type: none"> Passengers will benefit from increased station capacity providing a safe and pleasant user experience of the station. They may also benefit from reduced overall journey times due to more efficient time spent at the station. Persons with reduced mobility (PRM) will also benefit from an improved experience of the station, and in some cases will be able to use the station when they were unable to do so previously. TfL is expected to benefit from an increase in revenue with more people choosing to use the station due to sufficient capacity and facilities. TfL is also expected to benefit from improved customer satisfaction from customers using the enhanced station.
Constructability and Operability	<ul style="list-style-type: none"> Potential improvements to London Overground's ability to operate and maintain its infrastructure and train service.
Development	<ul style="list-style-type: none"> The British Land development will benefit from a brand-new station entrance which provides direct access to their development. The scheme will also provide additional capacity needed to mitigate the impact of the many more passengers going to/from the new homes and jobs and the planned town centre. Passengers will benefit from using the station to access their homes and places for work and other shops and leisure facilities in the OA.
Commercial	<ul style="list-style-type: none"> TfL expected to benefit reputationally and financially from delivering improvements at Surrey Quays Station which are value for money and meet funding requirements (in particular external funding).

Outcomes:

Measures of Success	Measure / Baseline / Expected Value
Capacity	Increased station capacity at Surrey Quays station which meets future forecasted demand within the Canada Water Opportunity Area up to 2041.
Passenger Experience	Increased customer satisfaction for those using Surrey Quays station both in terms of station capacity and accessibility.
Demand and Revenue	Increased demand at Surrey Quays station and for the East London Line service creating additional TfL revenue as a result.

Scope of Works:

The key scope of the project covers both providing a new station entrance in the north east side of Lower Road and works within the existing station building.

New Station Entrance:

- Provision of a new station entrance and unpaid concourse area to enable direct access to the station from the British Land Canada Water Masterplan site.
- New compliant staircases to both Platforms with landings parallel to platform edge (from new entrance).



- New passenger footbridge (connecting Platform 1 and 2) that complies with the Static Analysis Standards and LEGION Modelling.
- New 16-person lifts to serve each platform (2 no. in total).
- A new gateline, consisting of 6 automatic ticket gates and 2 wide access gates.
- Provision of a customer support zone - the customer support area is split into two zones; the Information Zone, and Ticket Zone, and is where passengers will be able to locate information to assist them with their journey and purchase tickets to allow them to make that journey.
- Opportunity for new staff welfare facilities at Concourse level on Lower Road.
- A place of safety adjacent to the main entrance for staff working in the Customer Support Zone. This is based on the existing project assumption that a ticket office will not be provided at the new station entrance.
- Platforms 1 and 2 will require extensions towards the north to accommodate the new lifts and staircases arrangement.
- Land acquisition will be required of a brownfield site on Lower Road currently (although only partially) used as a resident's car park for adjoining properties.

Works Within Existing Station Building:

- Two new additional automatic ticket gates and one additional wide access gate (5 + 2 in total).
- Potential opportunity to open the public space at the southern frontage of the station by removing the existing retail unit which will improve aesthetics and passenger experience.
- Potential opportunity to improve the passenger flow at Platform 2 by relocating the staff WC & Lockers Room behind the eastern intermediate bridge pier.
- Repairs to the existing finishes will be required to accommodate the new gateline. Existing furniture at both Concourse and Platform levels may require relocation.

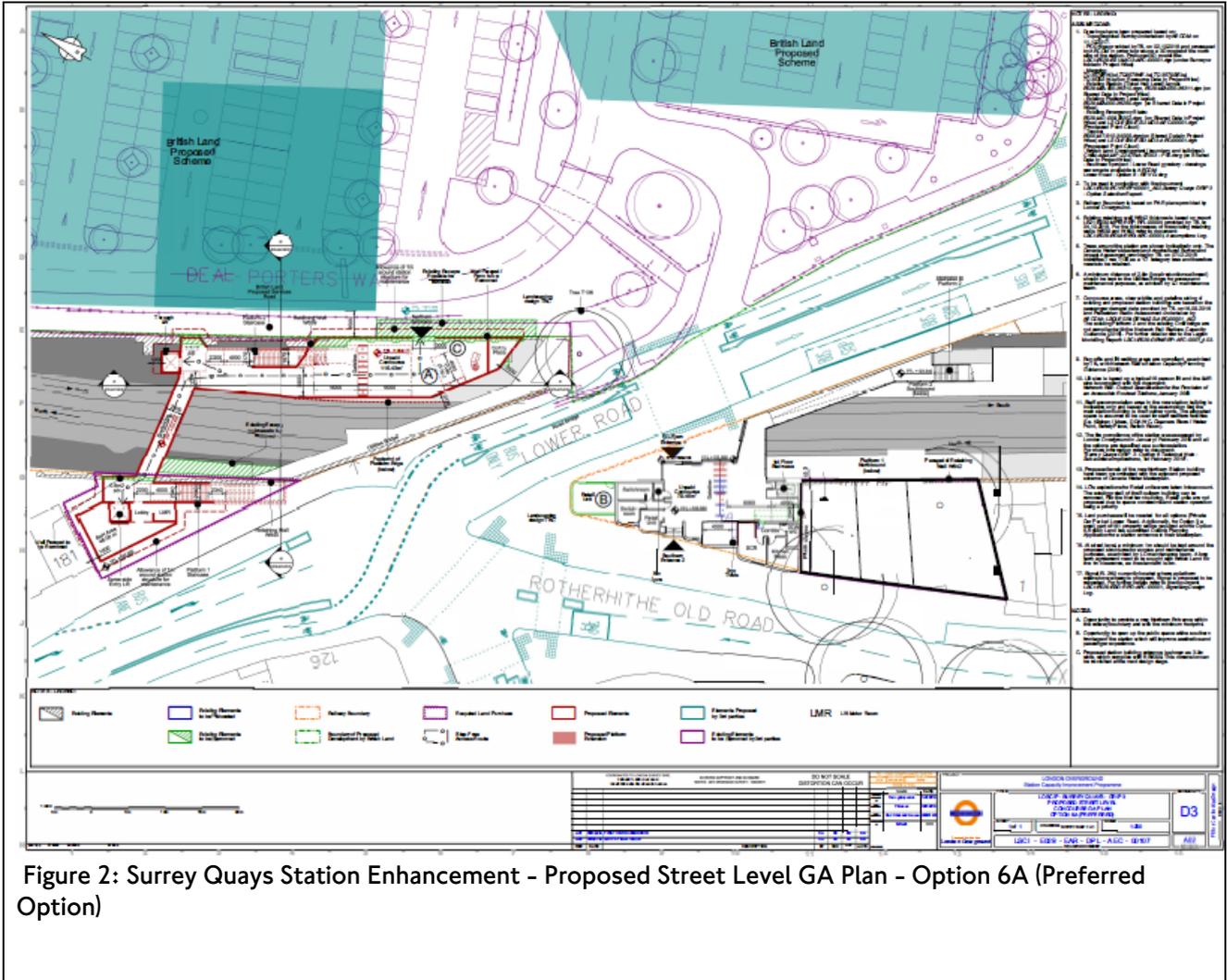


Figure 2: Surrey Quays Station Enhancement - Proposed Street Level GA Plan - Option 6A (Preferred Option)



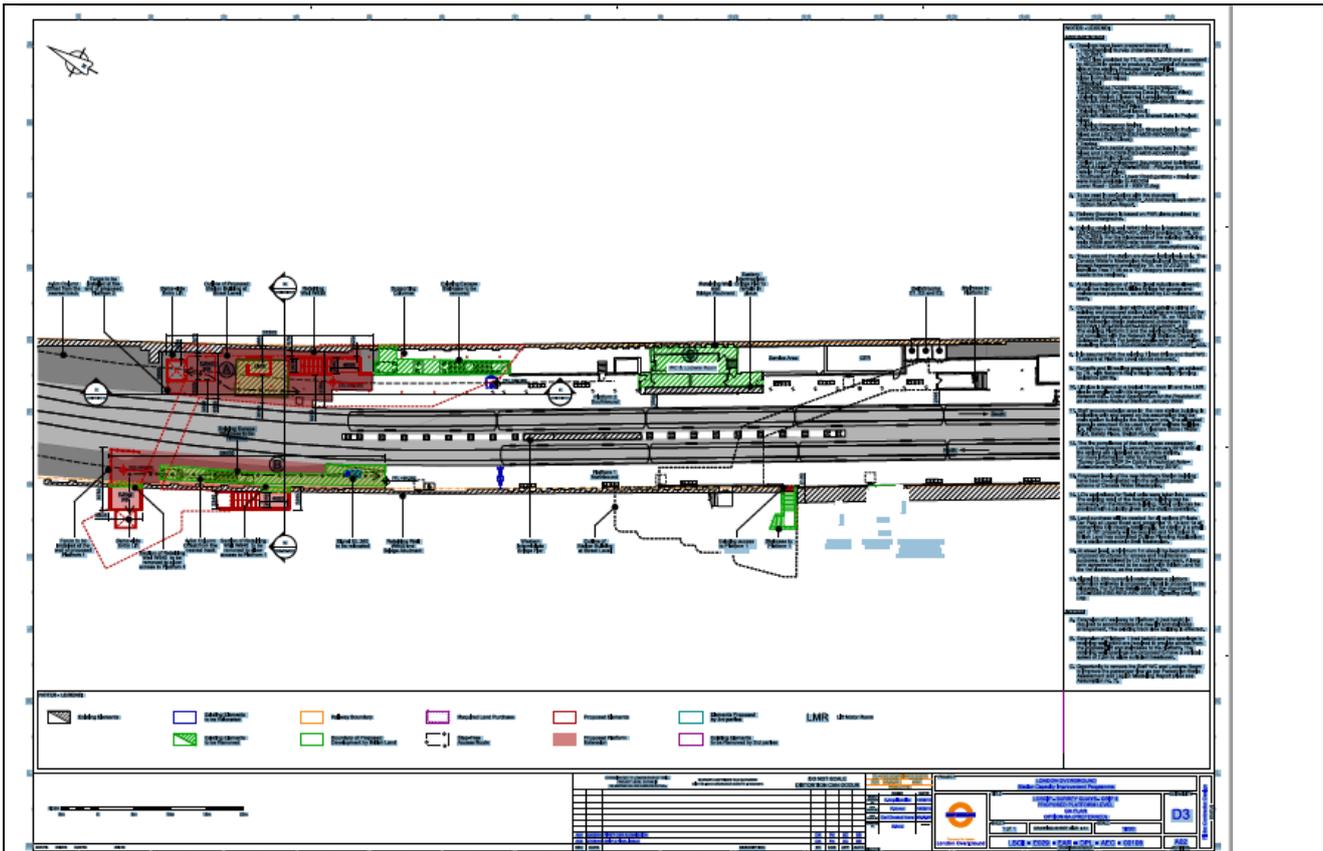


Figure 3: Surrey Quays Station Enhancement - Proposed Platform Level Concourse GA Plan - Option 6A (Preferred Option)

Design Development to Date and Current Scheme Status:

The project has completed the Option Selection stage of design, in which three options were assessed against a set of predetermined assessment criteria. A single preferred option was selected, (Option 6A), following a stakeholder workshop in March 2019. The scheme is currently being developed to an Approval in Principle Concept Design, which is scheduled for completion by Autumn 2021. Following this, a Design and Build contract will be tendered in early 2022.

The project is entirely third party funded through contributions from:

- British Land, as part of a proposed commitment in their planning conditions (set out in a section 106 agreement).
- A successful TfL bid to the MHCLG’s Housing Infrastructure Fund (HIF) for the East London Line Upgrade which will fund infrastructure that unlocks new housing.

At the time of writing, the scheme is fully funded to the end of Approval In Principle (AIP) Concept Design (GRIP 4/Pathway Stage 3) with the remaining HIF monies to be confirmed once the affordability exercises for the overall the East London Line Upgrade are confirmed (planned Autumn 2021).



Q2. Does this work impact on staff or customers? Please provide details of how.

As per the stated objectives of the project set out in Section 1, it is anticipated that upon delivery of these objectives the project will have the following impacts:

Station Staff

The new entrance will include an additional gateline and it is therefore expected additional staff will be required to operate the station, although the final number cannot yet be confirmed by the Station Facility Operator Arriva Rail London (ARL). Additional staff welfare facilities will to be provided by the project and provision for these facilities within the proposed part of the station are included in the design.

TfL Customers – London Overground

London Overground customers will benefit from a greatly improved passenger experience both through the additional station capacity the project will bring and the passenger lifts at Surrey Quays station for which there are currently none. Through the provision of the new entrance, the project will also provide a direct access to/from the Canada Water Masterplan site which will benefit those customers who are travelling to/from that site.

TfL Customers - Bus

Additional bus service provision is proposed to ensure that the public transport offering can cater for additional demand generated from the development site. British Land will also be contributing to this as part of their planning conditions which is set out in a section 106 agreement with the local authority and TfL. The additional bus provision is not part of the scope of this project.

During the construction stage of the project there could be negative impacts on bus services such as diversions, cancellations or additional journey times. At the time of writing, this cannot be confirmed until a main works contractor has been appointed and detailed construction plans/impacts are known and available.

Step 2: The Evidence Base

Q3. Record here the data you have gathered about the diversity of the people potentially impacted by this work. You should also include any research on the issues affecting inclusion in relation to your work

Consider evidence in relation to all relevant protected characteristics;

- Age
- Disability including carers¹
- Gender
- Gender reassignment
- Marriage/civil partnership
- Other – refugees, low income, homeless people
- Pregnancy/maternity
- Race
- Religion or belief
- Sexual orientation

This section of the assessment will cover the demographical evidence available on various portals provided by the EqIA guidance document.

The chart below provides information on various groups of people with the listed London boroughs. The proposed project scheme is located within the London Borough of Southwark.



BAME (Black, Asian and minority ethnic) Londoners:

BAME in London account for 40% of the population out of which around 75% use London Overground on weekly basis. Among the BAME group: 60% percent of BAME Londoners use National Rail whereas, around 60% use DLR.

The most likely mentioned barrier relevant to the proposed works of using public transport for BAME groups are cost (53%), slow journey times (50%) and unreliable services (43%).

¹ Including those with physical, mental and hidden impairments as well as carers who provide unpaid care for a friend or family member who due to illness, disability, or a mental health issue cannot cope without their support



Women:

According to the 2011 Census data, 51 per cent of Londoners are women. Women tend to complete more weekday trips on average than men (2.8 for women compared to 2.6 for men).

The most significant obstacles preventing women using public transport are the cost of tickets, journey times, unreliable service and risk of accidents.

Older People:

The most frequently stated obstacles for older people were overcrowded services and antisocial behaviour from others on public transport. Due to the construction works, public transport within the proposed scheme may be disrupted during the construction phase and this may trigger older people to take alternative public transport routes.

Younger People:

Overcrowding, slow journeys and cost are the three most common barriers to greater public transport use cited by younger Londoners.

Disabled People:

14 percent of Londoners consider themselves to have a disability and 90 percent of disabled Londoners report that their disability limits their ability to travel.

According to TfL survey in 2014, the main barriers that affect the ability of disabled Londoners to make frequent public transport journeys can be summarised as:

- Accessibility related (44 per cent)
- Cost (21 per cent)
- Comfort (20 per cent)

The land acquisition required for the works includes an area currently used as a car park by adjoining residents. Enquiries of the landowner and adjoining residents have been made to try to establish which residents are parking there, what rights they have to park there and to understand any issues that may occur if the parking were removed or relocated elsewhere. Those enquiries have revealed:

- no evidence that the adjoining residents have a formal right to park in the area;
- only one resident has specifically responded to the enquiries made to date and that resident has indicated there may be issues associated with relocating the car parking to another location further away from their residence due to disability.

Further engagement is being made with the landowners and this resident to better understand the impact and how this could be mitigated. In addition, further engagement will continue to take place with other residents to establish whether there are any other impacts caused by the removal or relocation of this parking. The EqlA will be updated on this when further information is available.

Low income

Thirty-six percent of Londoners live in a lower income household where the earning is less than £20,000 per year.

The barrier relevant to these project proposed works is the cost of tickets (39 percent), slow journey times (35 percent) and fear about the risk of accidents (13 percent). Some of these barriers may be experienced by Londoners with low-income households during construction.

A wide range of studies and research has been undertaken in support of the proposals. These range from public realm studies, research into issues affecting those with specific impairments and extensive data collection.

Accessibility and Inclusiveness was considered at the option selection design stage.



Step 3: Impact

Q4. Given the evidence listed in step 2, consider and describe what potential short, medium and longer term negative impacts this work could have on people related to their protected characteristics?

Protected Characteristic		Explain the potential negative impact
Age	Y	<p>Short Term:</p> <p>During the construction stage of the project there may be a risk of negative impacts on various age groups being able to access the station when there may be a need to close/divert access routes to and from the station during the works. This may lead to a longer travel time as a result which could impact some ages more than others. This cannot be confirmed until the construction methodology is clearer.</p> <p>Adequate lighting and signage will have to be in place at all times during the construction stage of the project to ensure that the station can continue to operate safely and efficiently. The works contractor will need to provide sufficient temporary lighting/signage for all groups if necessary, during their works.</p> <p>Long Term:</p> <p>Lack of information and communication about the changes before, during and after could also have a negative impact on customers.</p> <p>There is a risk that the new station design could create barriers for older customers with poor wayfinding and signage, lack of seating, inaccessible ticket machines, poor lighting, insufficient blue badge parking, inaccessible drop off points and routes into the station. Customers also tell us that without more accessible toilets on the network, improvements to step-free access on the network are much less useful.</p> <p>There is a risk that the station will not provide a fire evacuation lift which would greatly assist older people and prevent them from walking up stairs in the event of a station evacuation. The flow of people during an evacuation also poses a threat to older people. The use of a fire lift in isolation by vulnerable groups is thought to be of great benefit with the ensured isolation of power to those lifts to avoid inaccessibility.</p> <p>There is a risk the new station entrance and proposed adjacent development do not possess a changing places toilet, which would greatly benefit older people.</p> <p>There is a risk the station will not provide platform humps which could mean older people are reliant on the help of station staff and/or others for assistance on/off the train.</p>



<p>Disability including carers</p>	<p>Y</p>	<p>Short Term:</p> <p>During the construction stage of the project there may be a risk of negative impact on those with a disability including their carer(s) being able to access the station when there may be a need to close/divert access routes to and from the station during the works. This may lead to a longer travel time as a result which could impact those with some disabilities and their carer(s) more than others. This cannot be confirmed until the construction methodology is clearer.</p> <p>Adequate lighting and signage will have to be in place at all times during the construction stage of the project to ensure that the station can continue to operate safely and efficiently. The works contractor will need to provide sufficient temporary lighting/signage lighting/signage for all groups if necessary, during their works.</p> <p>During works, those who are visually and mobility impaired need to have adequate aids that will ensure safe navigation around the station. Raised platform humps and associated ramps both during and after construction to help those who have these issues.</p> <p>Lack of information and communication about the changes before, during and after could also have a negative impact on customers.</p> <p>Long Term:</p> <p>The removal or relocation of adjoining residents' car parking spaces from the land required for the project to a location further from their existing car park may have an impact on disability. Further information is being sought to fully understand the potential impact and possible mitigation that could be put in place. These will be added to this EqlA.</p> <p>There is a risk that the new station design could create barriers for disabled customers with poor wayfinding and signage, lack of seating, inaccessible ticket machines, poor lighting, insufficient blue badge parking, inaccessible drop off points and routes into the station.</p> <p>There is a risk that the station will not provide a fire evacuation lift which would greatly assist those with a disability and their carer(s) and prevent them from walking up stairs in the event of a station evacuation. The flow of people during an evacuation also poses a threat to those with a disability and their carer(s). The use of a fire lift in isolation by vulnerable groups is thought to be of great benefit with the ensured isolation of power to those lifts to avoid inaccessibility.</p> <p>Evacuation modelling needs to be completed to consider those who are visually impaired, blind or have mobility issues – both during the construction stage of the project and once works are complete. IDAG are keen to receive this information to be satisfied that this</p>
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		<p>group have been carefully considered.</p> <p>There is a risk the new station entrance and proposed adjacent development do not possess a changing places toilet, which would greatly benefit those with a disability and their carer(s). Customers also tell us that without more and accessible toilets on the network, improvements to step-free access on the network are much less useful.</p> <p>There is a risk the station will not provide platform humps which could mean those with a disability and their carer(s) are reliant on the help of station staff and/or others for assistance on/off the train.</p>
Gender	Y	<p>Short Term:</p> <p>During the construction stage of the project there may be an increased risk of negative impacts for women should the construction reduce sight lines or lighting levels which increase fears in relation to personal security.</p> <p>Adequate lighting and signage will have to be in place at all times during the construction stage and after of the project to ensure that the station can continue to operate safely and efficiently. The works contractor will need to provide sufficient temporary lighting/signage lighting/signage for all groups if necessary, during their works. Personal security will be considered.</p> <p>Lack of information and communication about the changes before, during and after could also have a negative impact on customers.</p> <p>Long Term:</p> <p>There is no negative impact anticipated on gender in the long term due to this project.</p>
Gender reassignment	Y	<p>Short Term:</p> <p>During the construction stage of the project there may be an increased risk of negative impacts for women should the construction reduce sight lines or lighting levels which increase fears in relation to personal security.</p> <p>Adequate lighting and signage will have to be in place at all times during the construction stage of the project to ensure that the station can continue to operate safely and efficiently. The works contractor will need to provide sufficient temporary lighting/signage lighting/signage for all groups if necessary, during their works. Personal security will be considered.</p> <p>Lack of information and communication about the changes before, during and after could also have a negative impact on customers.</p>



		<p>Long Term:</p> <p>There is no negative impact anticipated on gender reassignment in the long term due to this project.</p>
Marriage/civil partnership	N	<p>There is no negative impact anticipated on marriage/civil partnership in the short, medium or long term due to this project.</p>
Pregnancy/maternity	Y	<p>Short Term:</p> <p>During the construction stage of the project there may be a risk of negative impacts on pregnant customers and/or those with small children if there is a need to close/divert access routes to and from the station during the works. This may lead to a longer travel time. This cannot be confirmed until later in the project when full construction staging/diversions and relative impacts are clearer.</p> <p>Adequate lighting and signage will have to be in place at all times during the construction stage of the project to ensure that the station can continue to operate safely and efficiently. The works contractor will need to provide sufficient temporary lighting/signage lighting/signage for all groups if necessary, during their works.</p> <p>Lack of information and communication about the changes before, during and after could also have a negative impact on customers.</p> <p>Long Term:</p> <p>There is a risk that the station will not provide a fire lift which will greatly help pregnant customers and those with small children and prevent them from walking up stairs in the event of an evacuation. The flow of traffic during an evacuation also poses a threat to pregnant women and/or those with small children. The use of a fire lift in isolation by vulnerable groups is thought to be of great benefit with the ensured isolation of power to those lifts to avoid inaccessibility.</p> <p>There is a risk the new station entrance and proposed adjacent development do not possess a changing places toilet, which would greatly benefit those with infants and/or young children.</p> <p>There is a risk the station will not provide platform humps which could mean pregnant women and/or those with children are reliant on the help of station staff and/or others for assistance on/off the train.</p>



<p>Race</p>	<p>Y</p>	<p>Short Term:</p> <p>During the construction stage of the project there may be an increased risk of negative impacts for women should the construction reduce sight lines or lighting levels which increase fears in relation to personal security.</p> <p>Adequate lighting and signage will have to be in place at all times during the construction stage of the project to ensure that the station can continue to operate safely and efficiently. The works contractor will need to provide sufficient temporary lighting/signage for all groups if necessary, during their works. Personal security will be considered.</p> <p>Lack of information and communication about the changes before, during and after could also have a negative impact on customers.</p> <p>Long Term:</p> <p>There is no negative impact anticipated on race in the long term due to this project.</p>
<p>Religion or belief</p>	<p>Y</p>	<p>Short Term:</p> <p>During the construction stage of the project there may be an increased risk of negative impacts for women should the construction reduce sight lines or lighting levels which increase fears in relation to personal security.</p> <p>Adequate lighting and signage will have to be in place at all times during the construction stage of the project to ensure that the station can continue to operate safely and efficiently. The works contractor will need to provide sufficient temporary lighting/signage for all groups if necessary, during their works. Personal security will be considered.</p> <p>Lack of information and communication about the changes before, during and after could also have a negative impact on customers.</p> <p>Long Term:</p> <p>There is no negative impact anticipated on religion or belief in the long term due to this project.</p>



Sexual orientation	Y	<p>Short Term:</p> <p>During the construction stage of the project there may be an increased risk of negative impacts for women should the construction reduce sight lines or lighting levels which increase fears in relation to personal security.</p> <p>Adequate lighting and signage will have to be in place at all times during the construction stage of the project to ensure that the station can continue to operate safely and efficiently. The works contractor will need to provide sufficient temporary lighting/signage for all groups if necessary, during their works. Personal security will be considered.</p> <p>Lack of information and communication about the changes before, during and after could also have a negative impact on customers.</p> <p>Long Term:</p> <p>There is no negative impact anticipated on sexual orientation in the long term due to this project.</p>
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Q5. Given the evidence listed in step 2, consider and describe what potential positive impacts this work could have on people related to their protected characteristics?

Protected Characteristic		Explain the potential positive impact
Age	Y	<p>The proposed works at the station will have the following potential positive impacts for older people in the long term by:</p> <ul style="list-style-type: none"> - Providing step free access from the street down to the platforms and visa versa. - Providing the capacity required at the station to cope with long term demand forecasted at the station and remove issues of congestion at the station which could impact certain ages more than others. - Providing sufficient lighting and wayfinding to/from the new concourse and entrance to the proposed Canada Water development site. - Providing accessible urban realm improvements to integrate the new station entrance with the proposed Canada Water development site for seamless and safe travel between the two. - Providing raised platform humps to provide unhindered access to/from the train.
Disability including carers	Y	<p>The proposed lifts at the station will have the following potential positive impacts for those with a disability and their carer(s) in the long term by:</p> <ul style="list-style-type: none"> - Providing step free access from the station concourse/gateline down to the platforms and visa versa. - Providing the capacity required at the station to cope with long term demand forecasted at the station and remove issues of congestion at the station which could impact certain ages more than others. - Providing sufficient lighting and wayfinding to/from the new concourse and entrance to the proposed Canada Water development site. - Providing accessible urban realm improvements to integrate the new station entrance with the proposed Canada Water development site for seamless and safe travel between the two. - Providing raised platform humps to aid those with a disability



		and their carer(s) unhindered access to/from the train.
Gender	N	There is no positive impact anticipated on gender in the short, medium or long term due to this project.
Gender reassignment	N	There is no positive impact anticipated on gender reassignment in the short, medium or long term due to this project.
Marriage/civil partnership	N	There is no positive impact anticipated on marriage/civil partnership in the short, medium or long term due to this project.
Other – e.g. refugees, low income, homeless people	N	This project does not impact the existing fare structure on the London Overground network. London Overground Concessionaire Arriva Rail London (ARL) is currently undertaking an initiative to promote LO customers making direct donations to the Whitechapel Mission to help homeless rather than providing them with change on LO services.
Pregnancy/maternity	Y	<p>The proposed lifts at the station will have the following potential positive impacts for those who are pregnant and/or have children in the long term by:</p> <ul style="list-style-type: none"> - Providing step free access from the station concourse/gateline down to the platforms and visa versa. - Providing the capacity required at the station to cope with long term demand forecasted at the station and remove issues of congestion at the station which could impact certain ages more than others. - Providing sufficient lighting and wayfinding to/from the new concourse and entrance to the proposed Canada Water development site. - Providing urban realm to integrate the new station entrance with the proposed Canada Water development site for seamless and safe travel between the two. - Providing raised platform humps to aid those who need assistance accessing to/from the train.
Race	N	There is no positive impact anticipated on race in the short, medium or long term due to this project.



Religion or belief	N	There is no positive impact anticipated on religion or belief in the short, medium or long term due to this project.
Sexual orientation	N	There is no positive impact anticipated on sexual orientation in the short, medium or long term due to this project.



Step 4: Consultation

Q6. How has consultation with those who share a protected characteristic informed your work?

List the groups you intend to consult with or have consulted and reference any previous relevant consultation? ²	If consultation has taken place what issues were raised in relation to one or more of the protected characteristics?
Station Facility Operator (SFO) (Arriva Rail London – ARL)	The SFO has been consulted throughout the design process and has indicated its support for the scheme. Impact on staff and high-level requirements for welfare facilities have been discussed and adopted as the design progress. An operational concept will be finalised and signed off during the next design stage (GRIP 4).
Independent Disability Assessment Group	<p>Surrey Quays Station Upgrade was presented to the Independent Disability Assessment Group (IDAG) meeting on September 18th 2019 to seek views from representative of the key disability groups.</p> <p>A series of recommendations were made that included key advice to the project team of ensuring inclusivity within designs for disabled people. The project team has taken these recommendations on board and will seek to investigate all requirements and incorporate them as much as possible within designs, which is taking place at this current stage of the project. The list of actions arising are set out in Step 6 below. The outcomes will be discussed with IDAG following the completion of further design work.</p>
Landowners and occupiers affected by acquisition of land	Consultation and discussion with affected landowners and occupiers have highlighted a potential issue with the relocation of adjoining resident’s car parking space(s) from the required land to another location. An adjoining resident has highlighted a disability which may impact the relocation of their car parking space to a location further away from the current location. Work continues to explore the impact of this and possible mitigation that can be put in place to minimise potential impact.
Faith groups	Consultation with all places of worship within the vicinity of the proposed new station will take place within the concept design stage to ensure their views are captured.
Older people groups	Consultation with all older people groups within the vicinity of the proposed new station will take place within the concept design stage to ensure their views are captured.

² This could include our staff networks, the Independent Disability Advisory Group, the Valuing People Group, local minority groups etc.



Q7. Where relevant, record any consultation you have had with other projects / teams who you are working with to deliver this piece of work. This is really important where the mitigations for any potential negative impacts rely on the delivery of work by other teams.

Extensive engagement has been undertaken with British Land, the property developer for the Canada Water Masterplan, to ensure the Surrey Quay Station Upgrade is fully integrated into the overall scheme. The new station entrance is planned to open onto a pedestrianised square and the development process shall ensure changes in level are avoided.

The Station Facility Operator and Asset Owner and Maintainer continue to be engaged as design work develops.

In addition there has been engagement with TfL Streets with respect to the surrounding road layout and in particular 'Cycleway 4' which is being introduced along Lower Road and goes past Surrey Quays Station.

There has also been significant engagement with other teams engaged in other upgrade work to support East London Line improvements.

Step 5: Informed Decision-Making

Q8. In light of the assessment now made, what do you propose to do next?

Please select one of the options below and provide a rationale (for most EqlAs this will be box 1). Please remember to review this as and when the piece of work changes

1. Change the work to mitigate against potential negative impacts found	As a number of risks of negative impacts have been identified we will continue to work with IDAG and the D&I team to ensure that our action plan mitigates these.
2. Continue the work as is because no potential negative impacts found	
3. Justify and continue the work despite negative impacts (please provide justification)	
4. Stop the work because discrimination is unjustifiable and no obvious ways to mitigate	



Step 6: Action Planning

Q9. You must address any negative impacts identified in step 3 and 4. Please demonstrate how you will do this or record any actions already taken to do this. Please remember to add any positive actions you can take that further any positive impacts identified in step 3 and 4.

Action	Due	Owner
Project presented at IDAG and the previous version of this EqlA reviewed.	18 September 2019 - complete	David Buttigieg (Project Manager)
Project team to review the usage of the term 'acceptable accessibility' so that the documentation better reflects the project team's desire to maximise accessibility, as recommended by IDAG.	November 2020	Max Cooper (Project Manager)
Project team to review congestion / flow modelling for visually impaired and mobility impaired passengers, as recommended by IDAG.	February 2021	Max Cooper (Project Manager)
Project team to encourage the developer and/or the shopping centre to install a changing places toilet close to the station, as recommended by IDAG.	February 2021	Max Cooper (Project Manager)
Project team to ensure electronic signage is consistent throughout station, as recommended by IDAG.	February 2021	Max Cooper (Project Manager)
Project team to review the provision of fire lifts and the isolation of power to the lifts, as recommended by IDAG	March 2021	Max Cooper (Project Manager)
Project team to review the provision of raised platform humps to aid visually impaired passengers and associated ramps, as recommended by IDAG.	March 2021	Max Cooper (Project Manager)
Further information to be gathered and assessed concerning the relocation of car parking spaces from the land to be acquired to mitigate impacts.	June 2021	Max Cooper (Project Manager)

Step 7: Sign off

Signed Off By	EQIA Author	Name: Lorraine Hinds Job Title: Assistant Project Manager
	<i>Lorraine Hinds</i>	
	Signature:	Date: 06/11/2020
	EQIA Superuser	Name: Hazel Jessett Job Title: Senior Engineer Built Environment
	<i>Hazel Jessett</i>	
	Signature	Date: 06/11/2020
	Senior accountable person	Name: Lee Blakeman Job Title: Lead Sponsor Rail & Sponsored Services
	<i>Lee Blakeman</i>	
Signature	Date: 06/11/2020	
Diversity & Inclusion Team Representative	Name: Staynton Brown Job Title: Diversity & Inclusion Lead	
<i>Staynton Brown</i>		
Signature	Date: 06/11/2020	





APPENDIX 3

Preliminary Flood Risk Assessment

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1. Introduction

- 1.1 This preliminary Flood Risk Assessment (FRA) has been prepared to support the application for outline planning permission with all matters reserved for:
1. the new canopy related to a future northern entrance to Surrey Quays Station fronting on Deal Porters Way; and
 2. the change of use of land adjacent to 181 Lower Road to operational railway land to enable the development of step free access and stairs together with back of house facilities related to the station.
- 1.2 A preliminary assessment of the upgrade works as a single scheme, including permitted development works subject to Prior Approval, is provided, including:
- background to the upgrade works;
 - the works that will be assessed as part of the future FRA - outline proposals and wider upgrade works;
 - the planning policy context relevant to an FRA;
 - the requirement for the Sequential Test and Exception Test;
 - potential sources of flooding;
 - existing flood risk measures;
 - Consultation to date; and
 - Recommendations and Next Steps
- 1.3 A detailed site-specific Flood Risk Assessment will be prepared to support the applications for reserved matters of the outline planning permission and prior approval.

2. Background

- 2.1 TfL proposes to upgrade the station to provide step-free access; make services at the station accessible for more people; address existing congestion at the station and accommodate forecast increased demand related to the Canada Water Masterplan development.
- 2.2 The overall station upgrade works comprise:
- A new northern station entrance and canopy;
 - A change of use of land to enable the development of step-free access; stairs to provide access to Platform 1 (northbound line) and additional back of house facilities;
 - New stepped access to Platform 1 from the new northern station entrance building;
 - New step free access to Platform 2 (southbound line);
 - New passenger footbridge connecting Platform 1 and 2; and
 - Provision of a wider gate line within the existing ticket hall.
- 2.3 These upgrade works are located within Flood Zone 3a. A Flood Risk Assessment (FRA) is required to accompany planning applications that are located within this Flood Zone.

- 2.4 TfL proposes to deliver the upgrade works using a combination of:
- Outline planning permission with all matters reserved for land outside of its current operational boundary; and
 - Permitted development (subject to Prior Approval) for works on land within its current operational boundary.
- 2.5 Following determination of the outline planning application and further design work, TfL intends to submit an application to the London Borough of Southwark for Prior Approval for the works that benefit from permitted development rights. This will be submitted in tandem with an application for approval of the Reserved Matters related to the outline planning application.
- 2.6 A site specific FRA, assessing the entire upgrade works as a single scheme, will be prepared to accompany the Prior Approval and Reserved Matters applications. This will enable the design of the overall upgrade works to respond to feedback from the London Borough of Southwark and engagement with the Environment Agency and Thames Water on the flood impacts of the upgrade.
- 2.7 The proposals which form part of the outline planning permission are at an early stage of design. Although the maximum building extent and heights are defined in the outline planning application, all other matters are reserved. The detailed design for the works which will require Prior Approval are not currently finalised. The site-specific FRA will incorporate the detailed proposed floor and flood levels, the proposed surface water drainage systems including Sustainable Urban Drainage Systems and any further measures to mitigate potential flood risk. This will allow an holistic assessment of the upgrade works as a single scheme.
- 2.8 It is proposed that the preparation of a site-specific FRA for the upgrade works as a single scheme be secured through condition attached to the outline planning permission, with submission required prior to or in tandem with the approval of Reserved Matters and the Prior Approval applications.

3. The Outline Proposals and Wider Upgrade works

- 3.1 Drawing no. LR23-WSP-PRM-E029-XX-DR-TP-0003 shows the maximum building extents submitted as part of the outline planning application.
- 3.2 The site area of the outline proposals is as follows:
- Area related to the new canopy– 213.6m²
 - Area of land adjacent 181 Lower Road – 213.9m²
- 3.3 The area of land related to the new canopy is not considered to increase flood risk as it will be an elevated overhanging structure. Therefore, the area of land adjacent to 181 Lower Road only is considered as part of this preliminary FRA.

3.4 Planning Application Drawing no. LR23-WSP-PRM-E029-XX-DR-TP-0003 illustrates a preliminary footprint for the upgrade works within TfL's current operational land, which will be subject to Prior Approval. The site area of these works is not currently finalised and will be subject to further design as part of TfL's Governance for Railway Investment Project (GRIP) process.

4. Planning Policy Context

4.1 Paragraph 163 of the National Planning Policy Framework (NPPF) provides the planning framework for FRAs. It states that:

'When determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that:

a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;

b) the development is appropriately flood resistant and resilient;

c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;

d) any residual risk can be safely managed; and

e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan'.

4.2 It is considered that the outline proposals would be classified as minor (non-domestic) extension of the existing Surrey Quays station, being less than 250m².

4.3 Section 2.2 of the London Borough of Southwark's 'Developers' Guide for Surface Water Management', states that:

"The Environment Agency's standing advice should be followed if the FRA is being undertaken for:

A minor extension (household extensions or non-domestic extensions less than 250m² in area) in flood zone 2 or 3".

4.4 It is important to note the outline proposals will form part of the wider upgrade works. It is therefore proposed that site specific FRA assessing the upgrade works as a single scheme is developed. The steps in the development of this are outline below.

5. The Sequential Test

5.1 The first step is the undertaking of a Sequential Test if required (which aims to steer vulnerable development to areas of lowest flood risk) and where necessary, the Exception Test.

5.2 The NPPF Sequential Test classifies proposed development into one of four Flood Zones:

- Zone 1 – Low probability of flooding;
- Zone 2 – medium probability of flooding
- Zone 3a – high probability of flooding; and
- Zone 3b – The functional Floodplain

5.3 A review of the Environment Agency's Flood Map for Planning (see Figure 1) shows that the outline proposals and wider upgrade works are located within Flood Zone 3 – an area with a high probability of flooding that benefits from flood defences.

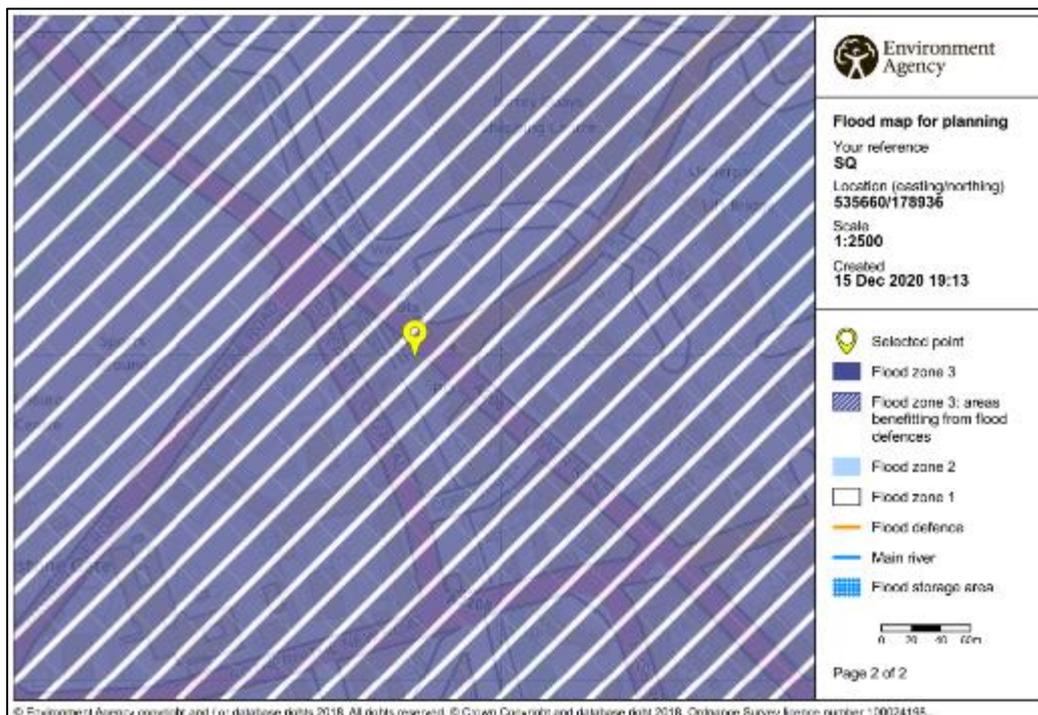


Figure 1 - Environment Agencies Flood Map for Planning

5.4 A review of the London Borough of Southwark Strategic Flood Risk Assessment (2017) Map A3 (see Figure 2) shows that the outline proposals and wider upgrade works are located within Flood Zone 3a.

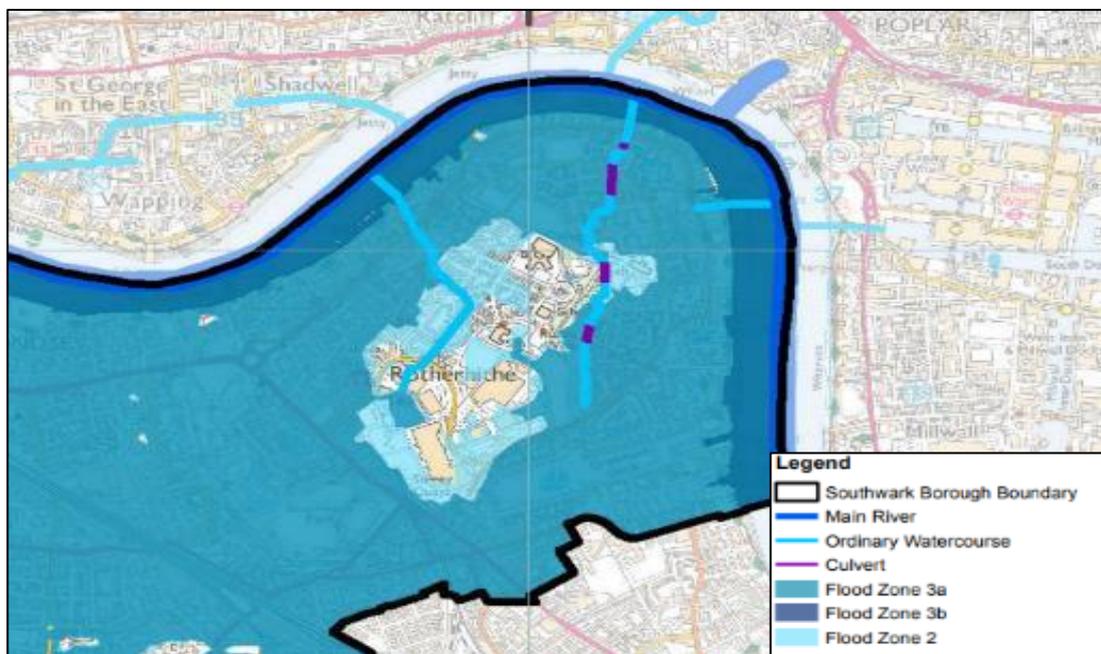


Figure 2 - London Borough of SFR Assessment (2017) Map A3

- 5.5 Paragraph 164 of the NPPF allows for 'minor' development to be exempt from the need to carry out the Sequential and Exception tests. The outline proposals would therefore not need to satisfy these tests.
- 5.6 However the wider upgrade works should be assessed in terms of the Sequential Test. The NPPF gives preference to locating new development in Flood Zone 1 and that the Sequential Test should be applied to demonstrate that there are no reasonably available sites in areas with a lower probability of flooding that would be appropriate to the type of development proposed. The NPPF Planning Practice Guidance (Table 3 Paragraph: 067 – see Figure 3) provides guidance on the compatibility of each land use classification in relation to each of the Flood Zones.

Flood Zones	Flood Risk Vulnerability Classification				
	Essential infrastructure	Highly vulnerable	More vulnerable	Less vulnerable	Water compatible
Zone 1	✓	✓	✓	✓	✓
Zone 2	✓	Exception Test required	✓	✓	✓
Zone 3a †	Exception Test required †	x	Exception Test required	✓	✓
Zone 3b *	Exception Test required *	x	x	x	✓*

Key:
 ✓ Development is appropriate
 x Development should not be permitted.

Figure 3 - NPPF Planning Practice Guidance (Table 3 Paragraph: 067)

- 5.7 In accordance with the NPPF, the outline proposals which form part of the wider upgrade works of a public transport asset, would be classed as 'Essential Infrastructure', within Flood Zone 3a. Therefore, the proposals need to satisfy the requirements of the Sequential and Exception Tests.
- 5.8 For the Sequential Test to be passed, it needs to be demonstrated that within the London Borough of Southwark there are no reasonably available alternative sites with a lower risk of flooding that could accommodate the outline proposals and the wider upgrade works.
- 5.9 The main aim of the outline proposals, which form part of the wider upgrade works, are to make services at the exiting Surrey Quays station accessible for more people, address existing congestion at the station and accommodate forecast increased demand related to the Canada Water Masterplan development.
- 5.10 It is therefore not possible for the outline proposals and wider upgrade works to be located on an alternative site with a lower risk of flooding; they are required specifically at the existing Surrey Quays station, which is located in Flood Zone 3a. It is therefore considered that the outline proposals and wider upgrade works satisfy the Sequential Test, in line with the requirements of the NPPF.
- 5.11 If, following application of the Sequential Test, it is not possible, for a proposal to be located in zones of lower probability of flooding than Flood Zone 3a, the Exception Test should be applied.

6. The Exception Test

- 6.1 The Exception Test provides a method of managing flood risk while still allowing necessary development to occur. The following criteria, set out in Planning Practice Guidance that accompanies the NPPF (Paragraph: 069), must be satisfied for the Exception Test to be met:
1. Would the proposed development provide wider sustainability benefits to the community? If so, could these benefits be considered to outweigh the flood risk to and from the proposed development?
 2. How can it be demonstrated that the proposed development will remain safe over its lifetime without increasing flood risk elsewhere?
 3. Will it be possible to for the development to reduce flood risk overall (e.g. through the provision of improved drainage)?
- 6.2 The outline proposals satisfy the first part of the Exception Test as they are designed to deliver wider sustainability benefits to the community. These include:
- improved access to public transport and journey experience through increased station capacity and reduced congestion;
 - enhanced access for existing communities and the future Canada Water Masterplan area, in terms of pedestrians, cyclists and users of other modes of public transport; and
 - increased access to employment and housing opportunities.

6.3 The second and third parts of the Exception Test will be addressed in detail as part of the site-specific FRA.

7. Potential Sources of Flooding

7.1 The following potential sources of flooding have been identified:

Flooding from Rivers – A review of the Environment Agency’s Flood Risk from Rivers and the Sea Map (see Figure 4) shows the risk from flooding by rivers in the area to be very low risk.



Figure 4 - Environment Agencies Flood Risk from Rivers and the Sea Map

However, the outline proposals are within Flood Zone 3a, as shown on Map A3 of the London Borough of Southwark SFRA (see Figure 2), being located within the tidal reaches of the River Thames (Main River). The risk of flooding from this source will therefore be examined in more detail as part of the site-specific FRA.

Flooding from the Sea – the River Thames is tidally influenced. Noting the distance from the River Thames, it is considered that the risk of flooding from the sea is very Low. A review of the Environment Agency’s Flood Risk from Rivers and the Sea map (see Figure 5) shows the risk from flooding by the sea in the area to be very low risk and will not be investigated further as part of the detailed FRA.

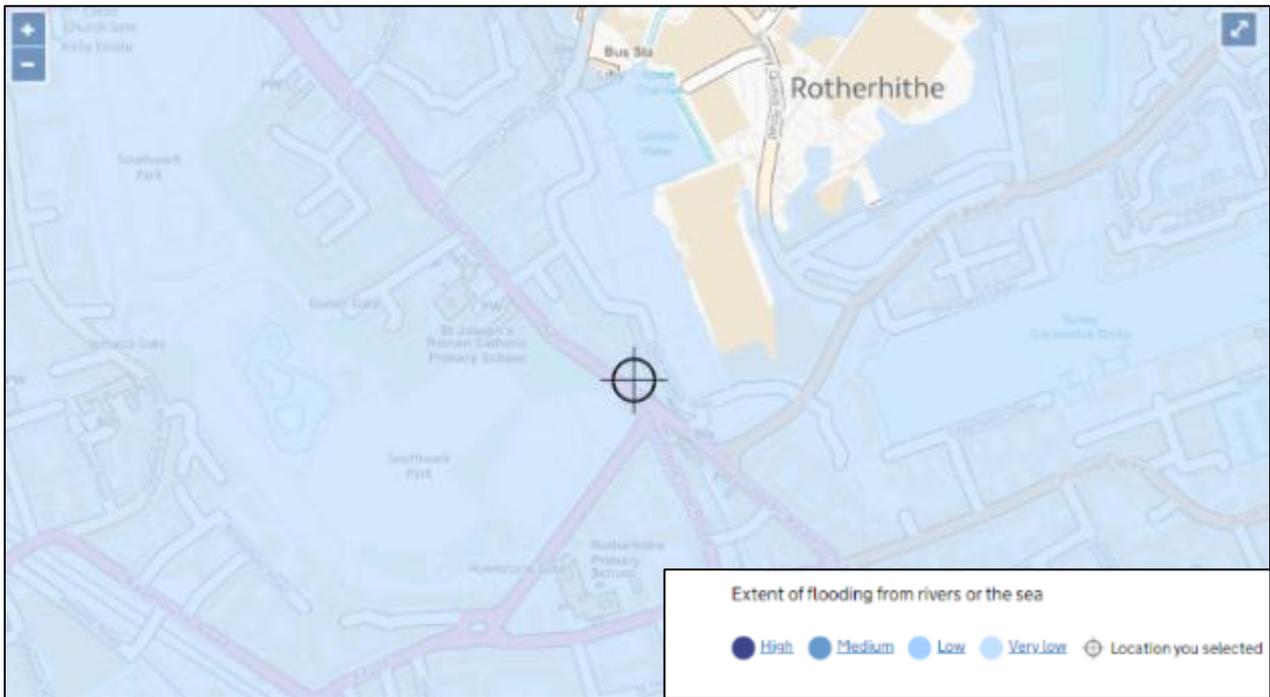
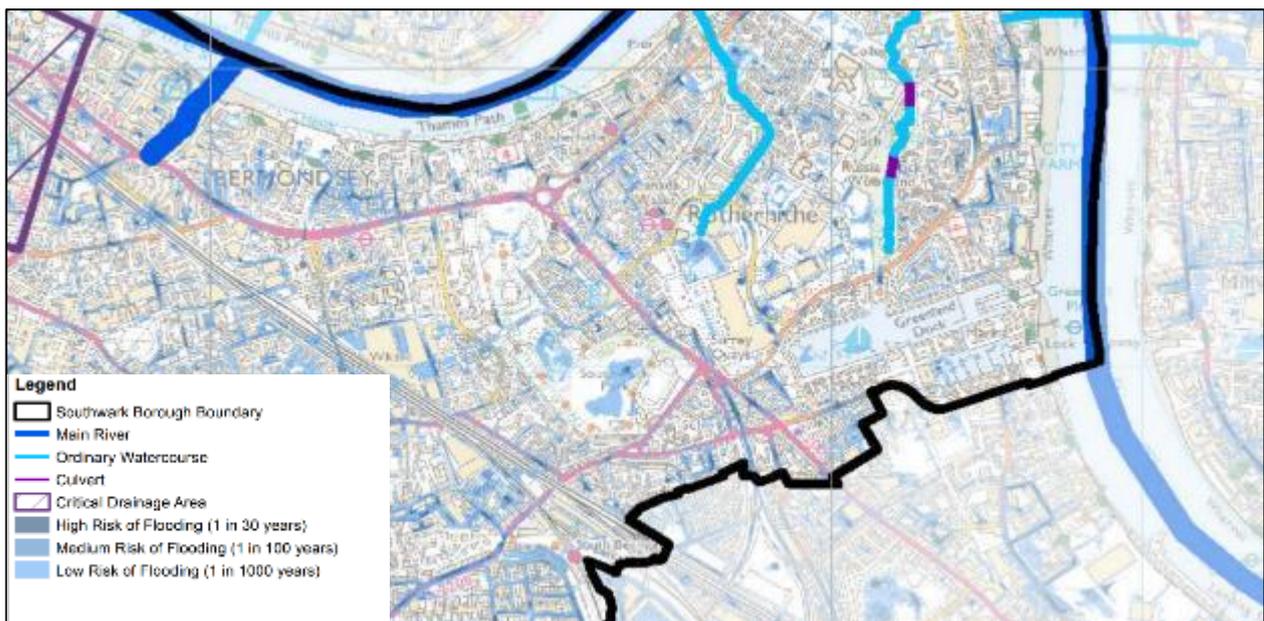


Figure 5 - Environment Agencies Flood Risk from Rivers and the Sea Map

Flooding from Land (ordinary and manmade watercourses) – An inspection of OS mapping in the vicinity of the Surrey Quays Station and surrounding area shows no non-main rivers or artificial watercourses. A review of Map A4 of the Strategic Flood Risk Assessment (SFRA) (see Figure 6) and of the Environment Agency’s Flood Risk from Surface Water map shows the risk from surface water flooding in the area to be medium. This will be investigated as part of the detailed FRA.



Flooding from Sewers - in urban areas, flooding can result when sewers become overwhelmed by heavy rainfall, if they become blocked, or if they have inadequate capacity. However, man-made drainage systems such as sewers could potentially cause flooding.

Flooding from Groundwater – A review of the Map A5 of the SFRA shows that the outline proposals fall outside areas with potential for groundwater flooding. However, the Environment Agency flood mapping for the area states that “*Flooding is possible in the local area when groundwater levels are high*”. This will be investigated as part of the detailed FRA.

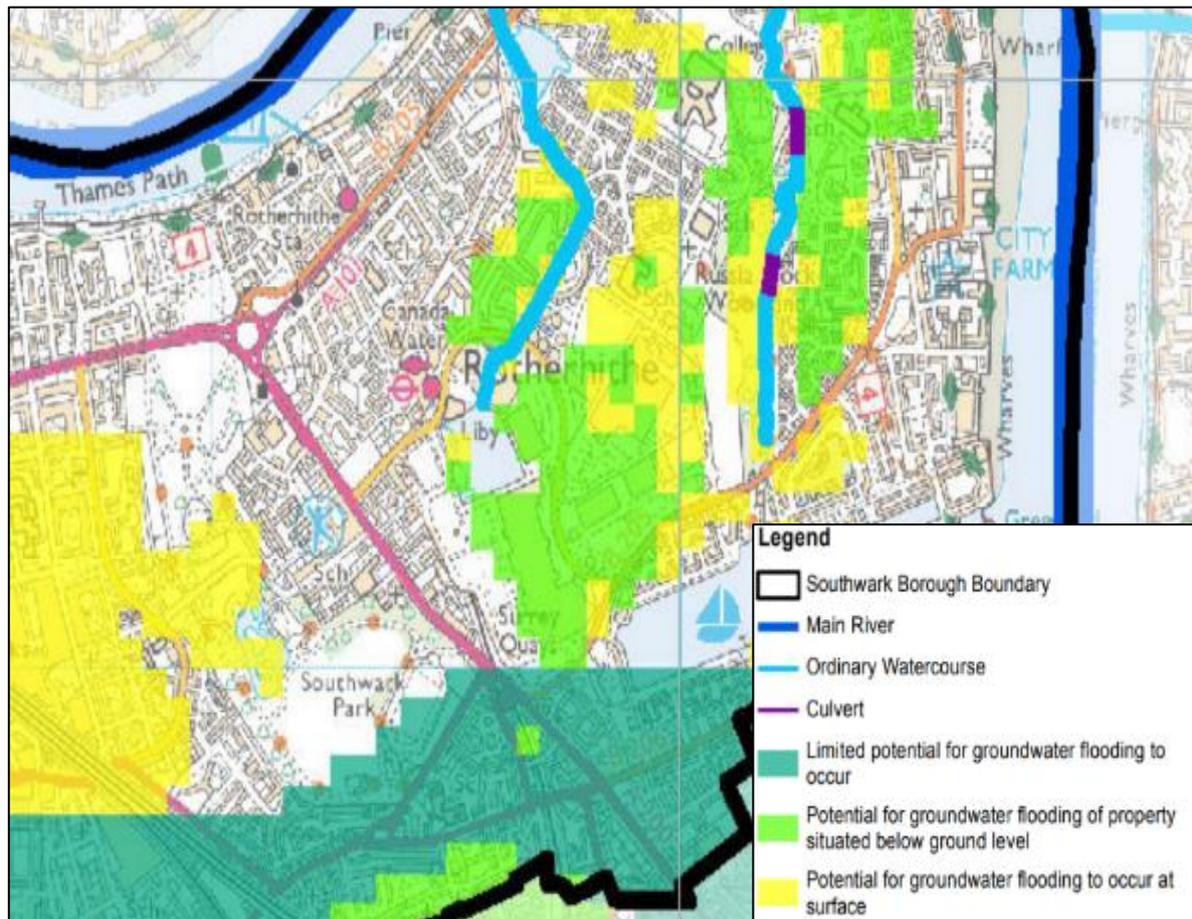


Figure 7 - London Borough of Southwark SFRA (2017) Map A5

Flooding from Reservoirs - the outline proposals are located outside of the area shown to be at risk of flooding from reservoirs on Map A6 of the SFRA (see Figure 8). The risk of flooding from this source will therefore not be examined as part of the site-specific FRA.

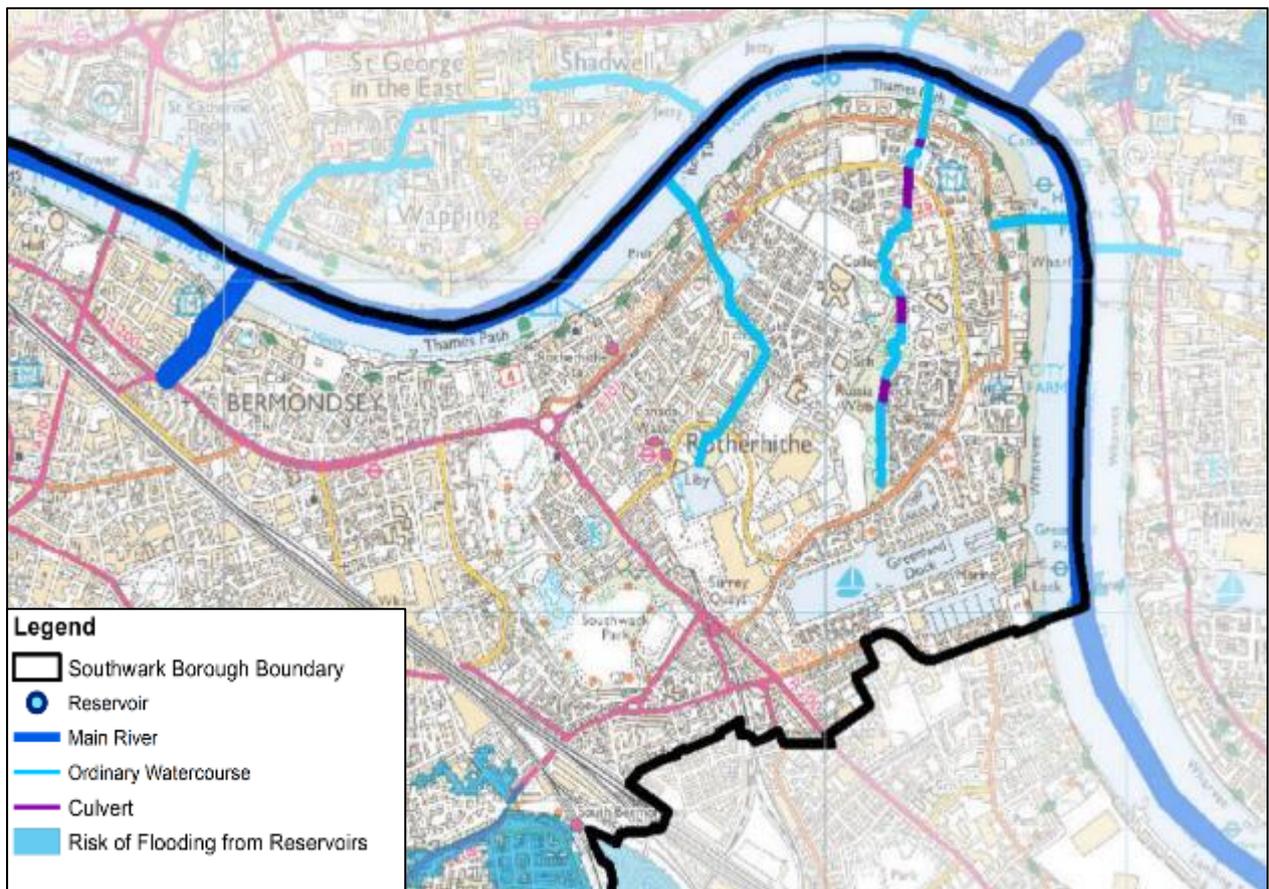


Figure 8 - London Borough of Southwark SFRA (2017) Map A5

8. Existing Flood Risk Management Measures

- 8.1 The flood defences in this part of the Thames provide a 1 in 100-year standard of protection. The Environment Agency inspect the defences twice a year to ensure they remain fit for purpose. The current condition grade for defences in this area is 2 (Good), on a scale of 1 (Very Good) to 5 (Very Poor).
- 8.2 The Thames Barrier, located to the north-east of the outline proposals and the wider upgrade works, is part of a system of tidal defence that currently protect London from tidal flooding. The Thames Estuary 2100 project (<https://www.gov.uk/government/publications/thames-estuary-2100-te2100>) sets out the strategic direction for managing flood risk in the Thames estuary up to the year 2100 and takes account of the Thames Barrier when considering future levels.
- 8.3 Breach modelling of the River Thames has recently been updated and the results have been incorporated into the Southwark SFRA. This information will be used to inform the site-specific FRA in conjunction with site specific information.

9. Consultation to Date

- 9.1 TfL is engaging and consulting with the London Borough of Southwark as part of the outline planning application process and the wider upgrade works.
- 9.2 In addition, as the proposed development is within Flood Zone 3a, the Environment Agency has been consulted. A data request was sent to the Environment Agency on the 28 October 2020 requesting the following:

Surface Water (Within 1km of all 3 sites)

- Product 4: Detailed Flood Risk Assessment Map, including flood zones, defences and storage areas, areas benefiting from defences, statutory main river designations, historic flood event outlines and more detailed information from the river models (including model extent, information on one or more specific points, flood levels, flood flows).
- Information on any flood defences or flood alleviation schemes in the area, including the level of protection afforded by those defences / schemes.
- Historical flood risk data the Environment Agency hold for this area.
- The most current mapping/flood data for the Risk of Flooding from Surface Water.
- Environment Agency requirements in relation to discharge rates/ rate restriction of surface water runoff.
- Information on groundwater flood risk including any historical records and Areas Susceptible to Groundwater Flooding (AStGWF) mapping.
- Any other pertinent information for this locality concerning flood risk and flood risk management.

Groundwater RFI (Within 5km of Surrey Quays Station only)

- Environment Agency groundwater level data (and the locations and depths of those wells).
 - Information on any licensed abstractions wells (location, depth if possible and volume abstracted).
 - Injection wells (injection volume, location and depth).
- 9.3 The Environment Agency has not provided a response at the time of writing. It is understood that the impact of the ongoing pandemic affecting staff and resources is the reason for the delay. The above data when received will be used to inform the site-specific FRA.
- 9.4 TfL will also consult with Thames Water in order to obtain the necessary background information on the various potential sources of flood risk in the area.

10. Recommendations and Next Steps

- 10.1 The findings of this assessment have been discussed with TfL. It has been agreed that a site specific FRA covering the outline proposals and the wider upgrade works as a whole will be prepared. The site specific FRA will be submitted to accompany the Reserved Matters and Prior Approval applications and it is recommended that this is secured through a condition attached to the outline planning permission.

10.2 The site-specific FRA will:

- Set out the levels related to the outline proposals and the overall upgrade works;
- Assess the flood risk (duration of a flood, rate of surface water runoff, the order in which areas of the site would be flooded and consequences for people using the site);
- Assess surface water runoff from the site and how this will be managed in line with the guidance set out in the London Borough of Southwark's Strategic Flood Risk Assessment and sustainable design principles;
- Provide flood mitigation measures including Sustainable Drainage Systems (SuDS);and
- Set out how flood risk will be addressed and how any residual risk would be managed.

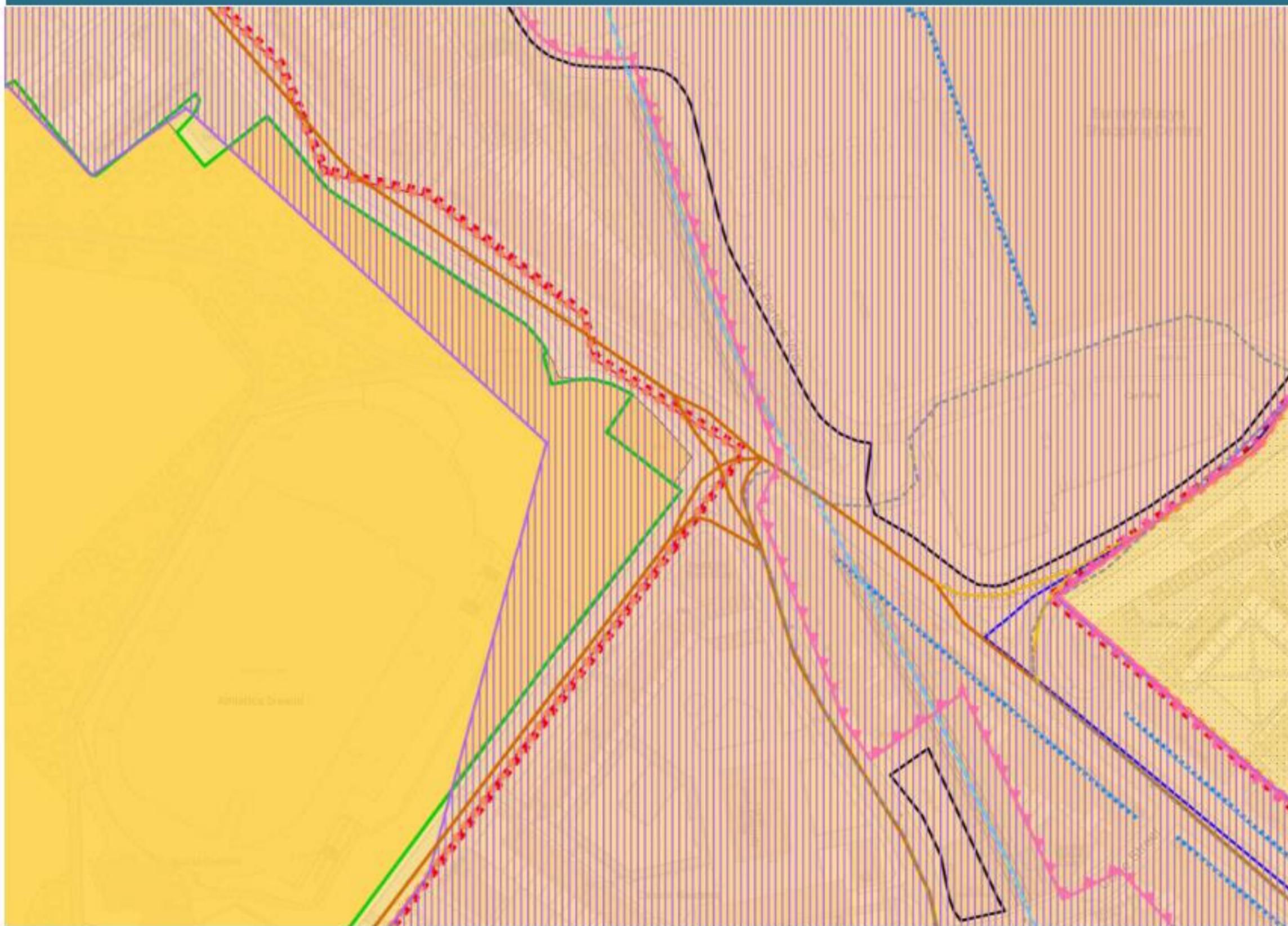


APPENDIX 4

Relevant Allocations from the Adopted Southwark Policies Map

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- Town Centres**
 - Local Town Centre
 - District Town Centre
 - Major Town Centres
- Green Chain**
 - Green Chain Link
 - Green Chain Parks
- Sustainable transport**
 - National Rail Stations
 - Thames Piers
 - Bus Priority Network
 - Thames Link 2000
 - Classified Road TLRN
 - Classified Road B
 - Classified Road A
 - East London Line
 - Public Transport Route
 - Possible Public Transport Depot
- Strategic District Heating Areas**
 - Strategic District Heating Areas
- Strategic Cultural Areas**
 - Strategic Cultural Areas
- SINC**
 - Site of Importance for Nature Conservation - SINC
- Protected Shopping Frontage**
 - Protected Shopping Frontage
- Protected open spaces**
 - Other Open Space
 - Borough Open Land
 - Metropolitan Open Land
- Proposals sites**
 - Proposal Sites
- Preferred Industrial Locations**
 - Preferred Industrial Location - Local
 - Preferred Industrial Location - Strategic
- Opportunity areas**
 - Opportunity Areas
- Gypsy and traveller sites**
 - Gypsies and Travellers sites
- Design and conservation**
 - Archaeological Priority Zone - PP
 - Conservation Areas PP
 - Thames Policy Area
- Density zones**
 - Central Activities Zone
 - Suburban Density Zone - North



50 m

25-Nov-2020