
CANADA WATER MASTERPLAN

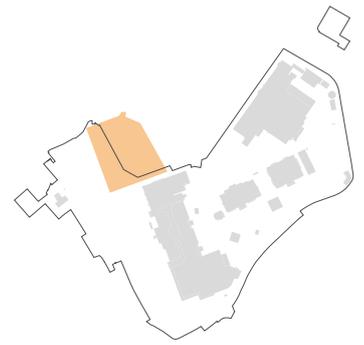


Design and Access Statement
Volume I Part 3 of 9
Masterplan

May 2018

Allies and Morrison

PAST | PRESENT | FUTURE

**Canada Water Dock and SINC**

Canada Water Dock includes an ecological area designated as a Site of Importance for Nature Conservation (SINC). It is a great asset to the Site and will be integrated into the Masterplan.

A wooden pier can be accessed from the western edge of the dock and takes you closer to the waterfront. Sitting in amongst the greenery is a statue of the Deal Porters, once very familiar to the area.

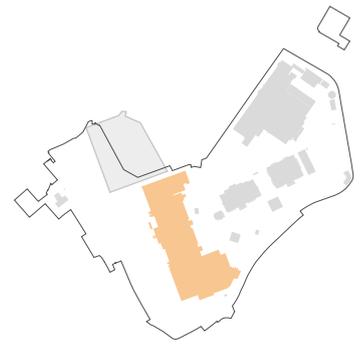


Canada Water Dock looking north towards the library (©John Sturrock)



Canada Water Dock (© Andrew Holt)

PAST | PRESENT | FUTURE

**Surrey Quays Shopping Centre**

The Surrey Quays Shopping Centre was built as part of the LDDC regeneration program and opened in 1988. It is a low rise building which is self contained and inward looking. Associated with it is a large expanse of parking. It is not an efficient use of land and is not pedestrian friendly. The shopping centre is predominantly made from red brick with large glass façades, highlighting its entrances. The shopping centre will be demolished to make way for a more diverse and varied town centre retail and leisure offering.

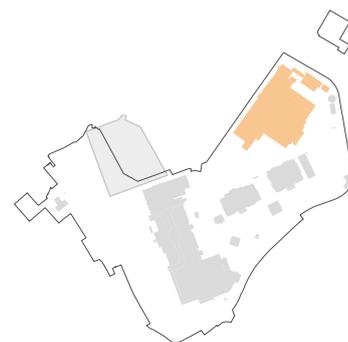


Surrey Quays Shopping Centre (©John Sturrock)



Surrey Quays Shopping Centre (©Andrew Holt)

PAST | PRESENT | FUTURE



The Printworks

The Printworks building, previously known as Harmsworth Quays, was the former printing facility owned by the Daily Mail and General Trust. The Printworks was built in the late 1980s and was in operation until 2013.

The site of the Printworks covers an area of approximately 12 acres and consists of a large main building with a few small buildings at the northern part of the site.

The Printworks can be recognised for its corrugated green exterior and sparse geometric windows. The main building consists of the spine building, likened to a telescope extended to its full length, where the offices were located. Attached to this is the main printing hall where all the printing presses were housed. Now, with the presses removed, it is a generous hall with exposed industrial machinery, the control rooms being the most signature feature of the hall.

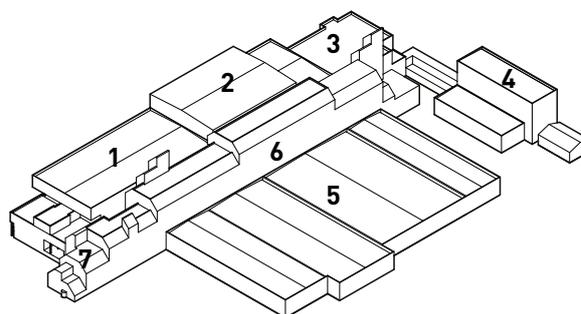
The larger lower rise building attached to the spine building comprises a series of single-storey warehouses for various functions ranging from paper storage to where the trucks were loaded up to then distribute the papers. On the Quebec Way edges is where the reels of paper were stored.

It is a self contained facility, designed for printing and trucks, not very pedestrian friendly. It is a very inward looking site that is fenced off from the surrounding streets.



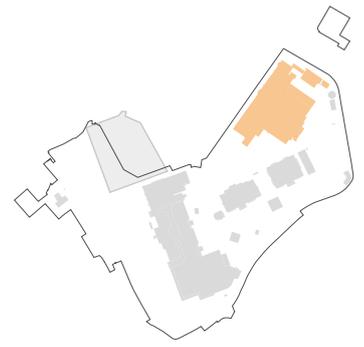
The entrance to the Printworks (image by Hawkins\Brown Architects)

- 1 Press Hall
- 2 Roof plant area
- 3 North extension
- 4 Reel store
- 5 Warehouses
- 6 Spine
- 7 South extension



Printworks axonometric (drawing by Hawkins\Brown Architects)

PAST | PRESENT | FUTURE



Ink tanks (image by Hawkins\Brown Architects)

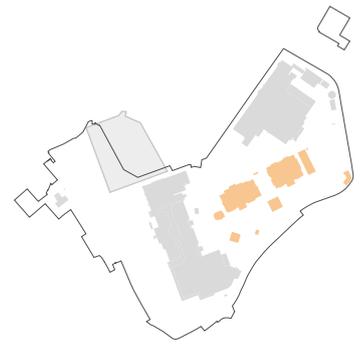


The Press Hall (image by Hawkins\Brown Architects)



The old Harmsworth Quays Printworks (© Andrew Holt)

PAST | PRESENT | FUTURE

**Surrey Quays Leisure Park (SQLP)**

The Surrey Quays Leisure Park consists of two large buildings which are home to a cinema, a bingo hall and a bowling alley. Other smaller buildings associated with the Surrey Quays Leisure Park site: Frankie and Benny's restaurant, Pizza Hut and Cafe East. Again this is a self contained site, that does not address the street edge and has a large area dedicated to parking.

The Surrey Quays Leisure Park will be demolished but some key facilities, such as the cinema, will be reprovided with in the Masterplan.

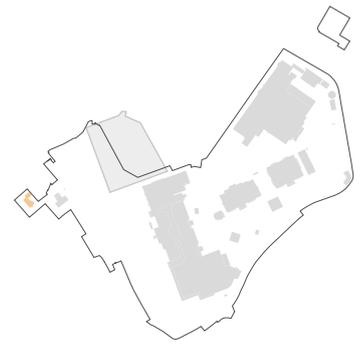


Surrey Quays Leisure Park Odeon Cinema (©John Sturrock)



Surrey Quays Leisure Park (©Andrew Holt)

PAST | PRESENT | FUTURE

**Former Rotherhithe Police Station**

The former Rotherhithe Police Station sits to the west of the Site. Currently on the site is a white panelled, three storey building. The ground floor of the building is elevated and is not well integrated with the neighbouring buildings.



The Former Rotherhithe Police Station



The Police Station (© Andrew Holt)

Below ground site considerations

In the process of designing the Masterplan there are existing site features and constraints that needed to be taken into consideration.

This section and the accompanying diagram to the right summarise the major below ground considerations.

The main below ground site considerations include three tunnels (1)(2)(3) which run under different areas of the Site. Where buildings are located in proximity to these, comprehensive negotiations with the relevant authorities will be required.

Survey information indicates the remains of the old dock walls are still buried below ground. Due to the evolution of the Surrey Docks, the configuration of the dock walls have changed in location over time. These will be difficult to remove. Additionally, to the south of Canada Water Dock, the dock wall ties extend approximately 16m beyond the dock wall as seen above ground.

The Surrey Docks were filled in once they were no longer operational. The quality of this infill is also a consideration. This consideration is not identified in the diagram.

Key

- Planning Application Boundary
- Overground tunnel (1)
- Jubilee Line tunnel (2)
- ⋯ Thames Tideway tunnel (3)
- Historic Dock walls (4)
- ▨ Canada Water Dock wall ties (5)
- Gas mains (6)
- Sewer (7)
- ▨ Utilities under Surrey Quays Road (8)



Below ground site considerations

Above ground site considerations

The above ground site considerations are also important as certain buildings, utilities and regulations influence the design of the Masterplan.

This section and the accompanying diagram to the right summarise the major above ground considerations.

Cutting across the Site there is the Protected Vista designated in the London View Management Framework (LVMF) from Assessment Point 5A.2 (1) at Greenwich Park to St Paul's Cathedral. This places a 30m AOD height constraint on any buildings located in the zone indicated in red in the diagram on the right.

London City Airport is approximately 6km to the east, and the Site is located under the airport's obstacle limitation surface known as the 'Outer Horizontal Safeguarding Surface'. The current limitation is 154.95m Above Ordnance Datum (AOD) which is the height of the Outer Horizontal Surface. This consideration is not identified in the diagram.

The Environment Agency's (EA) Flood Map for Planning indicates that the Site is in Flood Zones 1, 2 and 3, with the majority of the Site in Flood Zones 1 and 2 and is located within 500m from the River Thames. The Site benefits from the Thames Tidal Defences; however, the western fringes of the Site would be at risk of flooding in the event of a breach in the defences. This consideration is not identified in the diagram.

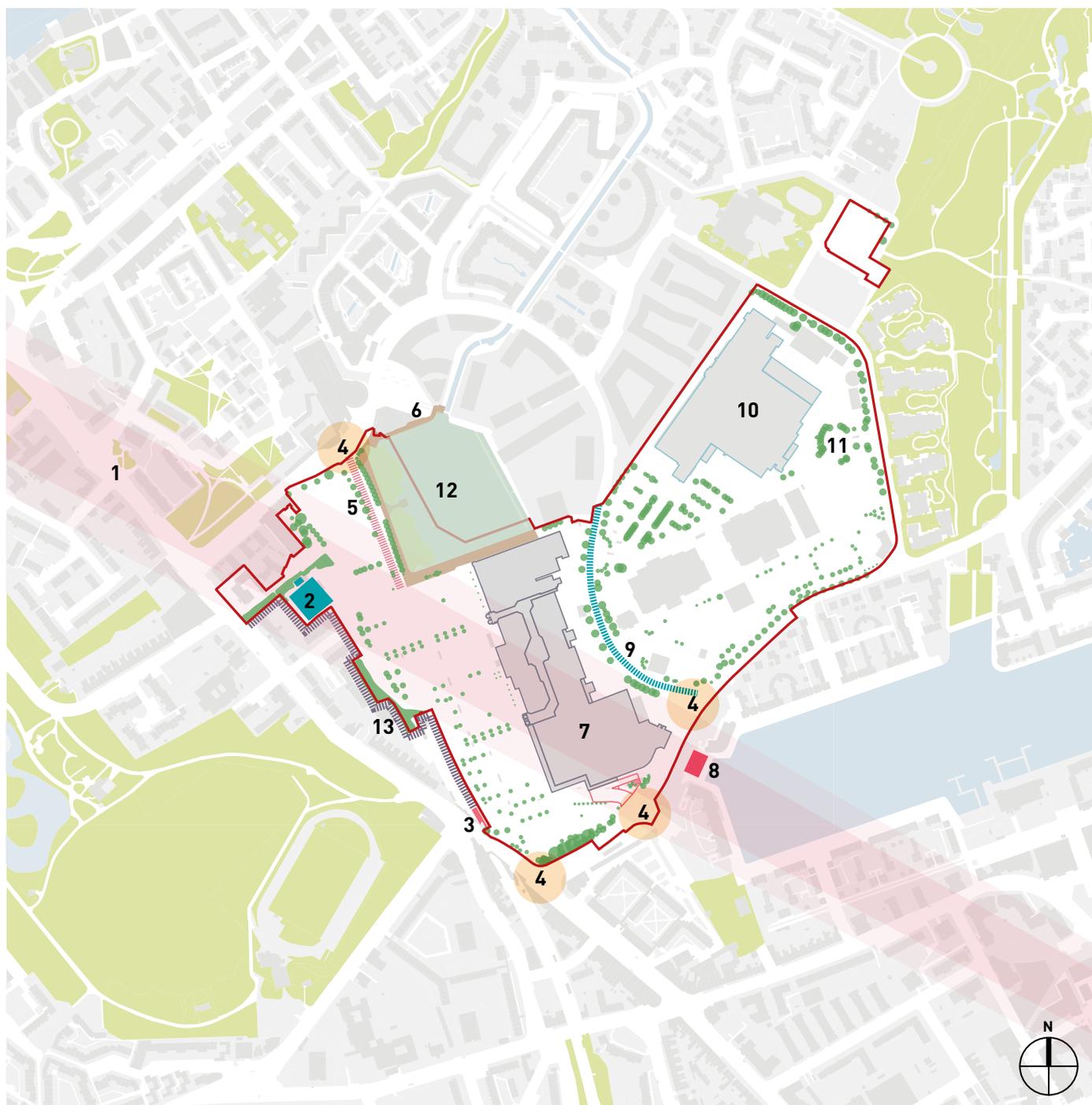
The topography (13) along the western edge of the Site changes significantly, which means that the access route levels will need to be considered to provide inclusive access.

Other major considerations include Surrey Quays Road and the re-provision of Tesco.

There are a number of elements which need to be retained on the Site: the existing Petrol Filling Station (2) needs to be re-provided within the Masterplan on an interim basis; the area adjacent to the TfL fire escape (3) has to remain unobstructed to allow for escape from Surrey Quays Station in case of a fire; the Masterplan layout also needs to incorporate the existing road junctions (4) where shown; and the existing trees need to be taken into consideration (for further information please refer to the Arboricultural Impact Assessment).

Key

- Planning Application Boundary
- LVMF Protected Vista 5.A.2 (1)
- Petrol filling Station and tanks (2)
- TfL emergency escape access (3)
- Junction retention (4)
- ▨ Deal Porters Way (5)
- Adopted highway (6)
- Surrey Quays Shopping Centre and Tesco superstore (7)
- Pedestrian Underpass/ Redriff Road Bridge (8)
- ▨ Surrey Quays Road (9)
- The Printworks (10)
- Existing trees (11)
- Site of Importance for Nature Conservation (SINC) (12)
- ▨ Topography (13)



Above ground site considerations



2.1.4 FUTURE

This section assesses the future of the area as well as changes being made to the surroundings and the opportunities these create.

Again this is assessed at three scales, in the context of London, the Rotherhithe and Surrey Docks area and the Site.

Future development across London

1. Elizabeth Line – The Crossrail project, which will be known as the Elizabeth line upon opening, is due to open through central London in December 2018 with a completed network open in December 2019. The Elizabeth line will provide an additional 10% capacity to London's rail network. Canada Water will be one stop on the Jubilee line from the Elizabeth line at Canary Wharf and two stops on the London Overground at Whitechapel. Modelling analysis by TfL suggests that the Elizabeth line will abstract demand from other lines, including the Central and Jubilee lines, by providing new capacity on a key route through central and inner London.
2. Bakerloo Line extension – In 2017 TfL consulted on an extension of the Bakerloo line from Elephant and Castle to Lewisham with a long term vision for an extension further south and/or east. Subject to appropriate support at consultation and funding, the extension is proposed to open by 2030.
3. TfL has made a Development Consent Order (DCO) application to build the Silvertown tunnel, linking the Greenwich Peninsula with Silvertown. A decision by the Secretary of State for Transport on the scheme is expected to be issued by 10 May 2018. The expected benefits of the new tunnel, which would be a tolled route, are improved connections from Docklands to south-east London, reduction of accidents and general improvement of travel times.
4. Tall Buildings are a way in which London can accommodate growth across London. These have been and will and will continue to be grouped in clearly identifiable clusters. The adjacent diagram show existing Tall Buildings and those in the pipeline across London. Tall Buildings at Canada Water will take their place amongst these.

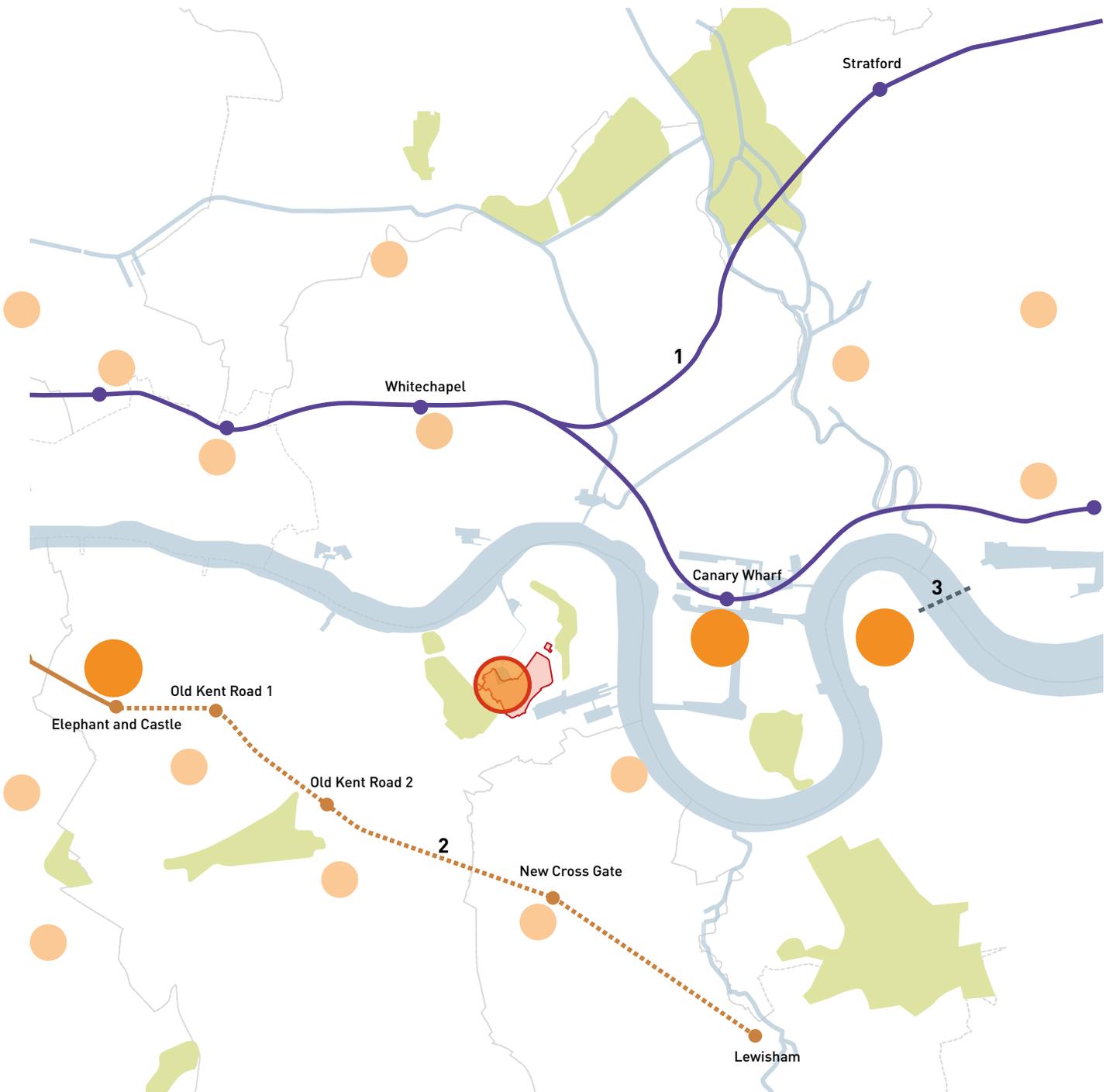
PAST | PRESENT | FUTURE



Key

- Planning Application Boundary
- Elizabeth Line (6)
- Bakerloo Line extension (8)
- Silvertown tunnel (5)

- More than 30 Tall Buildings in the pipeline
- Up to 30 Tall Buildings in the pipeline
- Tall Buildings on Rotherhithe and Surrey Docks area (number of Tall Buildings in the pipeline by postcode, taken from NLA London Tall Buildings Survey 2017)



Transport development for the peninsula



Future development for the peninsula

1. Lower Road – Southwark Council is developing proposals to improve pedestrian, cycle and vehicle arrangements in the Lower Road area. The scheme is expected to incorporate Cycle Superhighway 4 (CS4) or other cycle improvements, while reducing the existing pedestrian severance in the area, as well as reviewing the arrangements of the existing highway gyratory system. The proposals are under development and a consultation is expected in 2018.
2. Quietway 14 (Q14) – Southwark Council has consulted on a new Quietway route that would connect Canada Water with Tower Bridge Road. The route is expected to be delivered during 2018. Southwark Council is also consulting on an extension of Q14 from Canada Water to South Dock Marina.
3. TfL is currently developing the proposed CS4 scheme, which will connect London Bridge to Greenwich via Lower Road and Jamaica Road which already carry over 3,000 cyclists per day. This will be a high capacity route intended to provide safe and quick cycle journeys, primarily for commuters. Public consultation was undertaken for most of the route in late 2017.
4. Rotherhithe to Canary Wharf crossing – TfL is currently consulting on a proposal to provide a new river crossing for pedestrians and cyclists to connect the Rotherhithe and Surrey Docks area and the Isle of Dogs. The route would significantly enhance connectivity between the two areas and inner London more generally. TfL expects to submit a Transport and Works Order application in 2019. Southwark Council is considering opportunities to connect the proposed crossing with the wider walking and cycling network in the peninsula and across the borough.
5. Surrey Quays Station – TfL is reviewing opportunities to improve the station operation and facilities at Surrey Quays Station, while Southwark Council is considering opportunities to improve the local public realm in the station area as part of its proposals for Lower Road.
6. TfL, in liaison with Southwark and Lewisham Councils, has developed a strategy for the future bus network in the area in response to projected demand arising from development and to address current reliability issues with the bus network. The strategy was published in early 2017 with proposals for enhanced bus reliability and services to and from the Rotherhithe and Surrey Docks area. British Land and Southwark Council are working with TfL to assess the need for services as passenger demand increases.

PAST | PRESENT | FUTURE



Key

- Planning Application Boundary
- - Quietway 14
- - CS4 scheme
- █ Proposed Rotherhithe to Canary Wharf crossing



Transport development for the peninsula



Emerging context

In the past few years there has been a large amount of change within the Canada Water area. The following schemes are in various stages from newly consented to complete. These new buildings will form the local context, and therefore inform how the Masterplan develops.

1. Mulberry Business Park (King's College)

Approximately 800 new student beds for Kings College London designed by Allies and Morrison. The scheme incorporates 33 affordable homes, and 4,500sqm of B1 office space.

2. Decathlon (Notting Hill Housing and Sellar)

Construction is underway for the first phase of a residential-led mixed-use scheme comprising a 40-storey Tall Building, 1000+ new homes and re-provision of the existing Decathlon store. Architects include David Chipperfield Architects, Maccreanor Lavington Architects, Clausen Kaan Architecten, and Vogt Landscape Architects.

3. London Square

Construction underway for the redevelopment of a brownfield site to provide a mixed use building ranging from four to seven storeys plus basement. The scheme comprises 94 residential units and flexible commercial floorspace.

4. Albion Street

Construction of a 6-storey building to provide 50 residential units adjacent to a new building for Albion Primary School

5. Marine Wharf West

Berkeley Group's Marine Wharf West development includes 532 new homes, plus space for shops and businesses, with buildings ranging in height from one to eight storeys, and landscaping along the former route of the Surrey Canal.

6. Marine Wharf East

The redevelopment of this site, which adjoins Marine Wharf West, will create 183 homes and commercial floorspace in two buildings of up to eight storeys.

PAST | PRESENT | FUTURE



Key

- Planning Application Boundary
- Emerging Context



Emerging context

End of Part 3 of 9